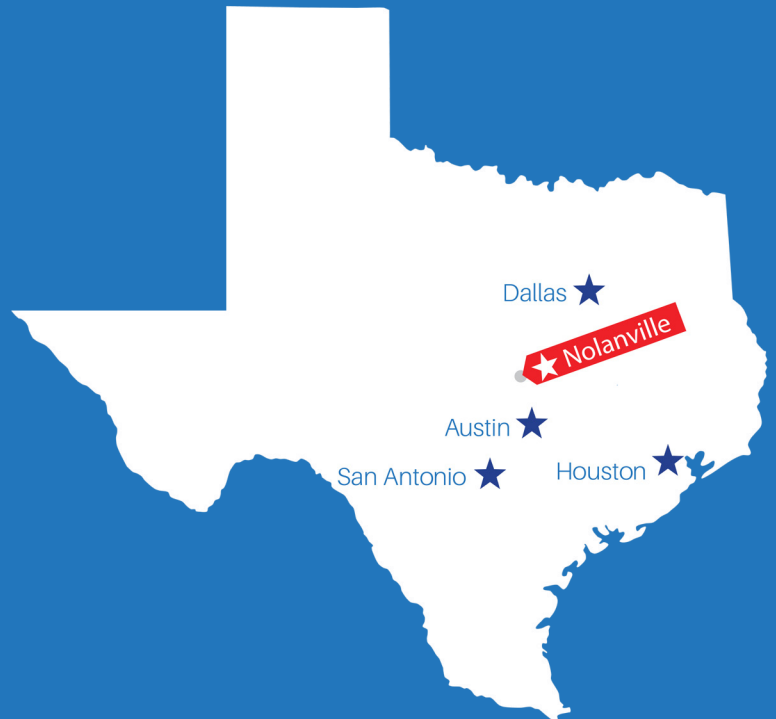


# Nolanville

Comprehensive Plan  
2015 - 2030





# FOREWORD

*Nolanville Comprehensive Plan 2015 - 2030 provides a guide for the future growth of the city. This document was developed by Texas Target Communities at Texas A&M University in partnership with the City of Nolanville.*

*In the fall 2014, the City of Nolanville and Texas Target Communities partnered to create a planning task force to represent the community. The task force was integral to the planning process, contributing the thoughts, desires, and opinions of community members—as well as their enthusiasm about Nolanville’s future. This fourteen-month planning process ended in September 2015. All the material included in the plan is the result of work accomplished in four different graduate level classes spanning two semesters at Texas A&M University as part of the Master of Urban Planning program. The result of this collaboration is the City of Nolanville Comprehensive Plan 2015 - 2030, which is the official policy guide for the community’s growth over the next twenty years.*

*The Texas Target Communities program was initiated in 1980 by the Department of Landscape Architecture and Urban Planning at Texas A&M University. This program selects small cities from the state of Texas and provides the community residents with valuable assistance in planning. At the same time it serves as a “real world” learning laboratory for graduate students. Students gain valuable planning experience while the targeted community receives precious assistance that can make a positive difference in the quality of urban life for its residents. Cities are chosen for participation in the program based on demonstrated need and their commitment to the planning process.*

## WHY PREPARE A COMPREHENSIVE PLAN

Comprehensive plans are “the central organizing umbrella under which other plans, regulations, and initiatives exist.” They typically have long-range planning horizons between 20 and 30 years. These public docu-



**FIGURE 1.1:**  
Nolanville's new city hall



**FIGURE 1.2:**  
Nolanville's railroad

ments, along with relevant zoning maps, can be used to guide, support, and justify city land use and decision-making in the future. A comprehensive plan should include the overall vision for the community, as well as a plan for the physical growth, development, and preservation of the land. Furthermore, an inclusive comprehensive plan should envision future growth in the various fields of transportation, community facilities and infrastructure, economy, parks and open spaces, natural and cultural resources, and housing.

Nolanville Comprehensive Plan 2015 - 2030 is a fully-developed planning document that can provide guidance for a variety of urban development activities. As such, it may be used to:

- Communicate the overarching vision;
- Guide individual development approvals by representatives such as elected officials and the planning board;
- Serve as a basis for land-use regulations such as zoning, subdivision regulations, etc.;
- Inform and support capital improvement plans.

## **THE DEVELOPMENT AND STRUCTURE OF THE PLAN**

The guiding principles for this planning process were Nolanville's vision statement and its corresponding goals, which were crafted by the task force. The goals focus on factors of growth and development including: community facilities/infrastructure, economic development, transportation, housing, and social vulnerability, parks, and environment.

Next, four Alternative Growth Scenarios were developed as possible strategies Nolanville could adopt to meet its goals. The task force expressed strong support for some of the key characteristics from two scenarios, which were then combined to form the Preferred Future Land Use Plan.

Below is the list of all the meetings held.

#### Summer

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July 24	Orientation public community meeting
August 25	Task Force Meeting 1- SOC presented

#### Fall

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September 23	Task Force Meeting 2- SWOT and Visioning
October 7	Task Force Meeting 3- Goal setting
November 13	Task Force Meeting 4- Alternative Scenarios for Growth
December 2	Open House- Land use and growth recommendations

#### Spring

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February 4	Task Force Meeting 5- Transpo SWOT
March 23	Task Force Meeting 6- Transpo initial recommendations
March 31	Skype call with City 1- Implementation
April 16	Skype call with City 1- Implementation
April 28	Skype call with City 1- Implementation
April 29	Final Open House
April 30	Final presentation at COA

Chapter 1 presents the background and history of Nolanville and its residents, Chapter 2 tells the story of its vision. Chapters 3 through 8 outline the goals, objectives, and policies of the Preferred Plan. Each chapter explores the issues and opportunities of each plan component that will serve as the building blocks for it to be implemented. All the issues and threats are addressed with recommendations and proposed solutions, which are supported with maps and other analytical tools. Finally, in Chapter 9 the funding programs can be found, along with the timeline, funding sources, and responsible parties for implementing the recommendations of this plan.

## **CORE TEAM**

Kara Escajeda: City Manager  
Sallie Burchett: Planning Consultant  
Crystal Briggs: Assistant City Manager/ City Secretary  
Bob Peña: Public Works Director/ Building Official

## **TASK FORCE**

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Dr. Ken Joh, Assistant Professor  
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*Chapter* **1**  
**INTRODUCTION**



*This chapter describes the main features of the Nolanville community by presenting a summary and analysis of Nolanville’s historical background and demographics. Understanding the baseline data and information is key for sound decision making in regards to growth and development in the community.*

## 1.1 DESCRIPTION OF AREA

Nolanville is located in Bell County, Texas, about an hour north of Austin, and it is part of the Killeen-Temple-Fort Hood Metropolitan Statistical Area. The city lies between Belton Lake and Stillhouse Hollow Lake. Nearby Fort Hood military base influences the diversity of residents and the values of the community. Located in beautiful Central Texas, Nolanville is truly “A Great Place to Live.”

Esri’s Tapestry Segmentation classifies the majority of Nolanville’s demographic as a “Crossroads” community. Crossroads communities are small towns with a younger than average population. Most residents within Nolanville work in the manufacturing, retail, construction, and service industries. Housing is fairly affordable and homeownership is higher than the U.S. average. [i]



**FIGURE 1.1:**  
Nolanville's new city hall

## 1.2 HISTORIC BACKGROUND

Around the 1840s, pioneers and settlers came to the area, where they lived off the rich land. The town was originally named Nolan Valley, but the name was changed to Nolanville in 1883. In the late 1800s railroad tracks were laid and the first passenger train made its way through the community. That railroad still defines the community today. In March of 1961 the City of Nolanville was incorporated. [ii]



**FIGURE 1.2:**  
Nolanville's railroad

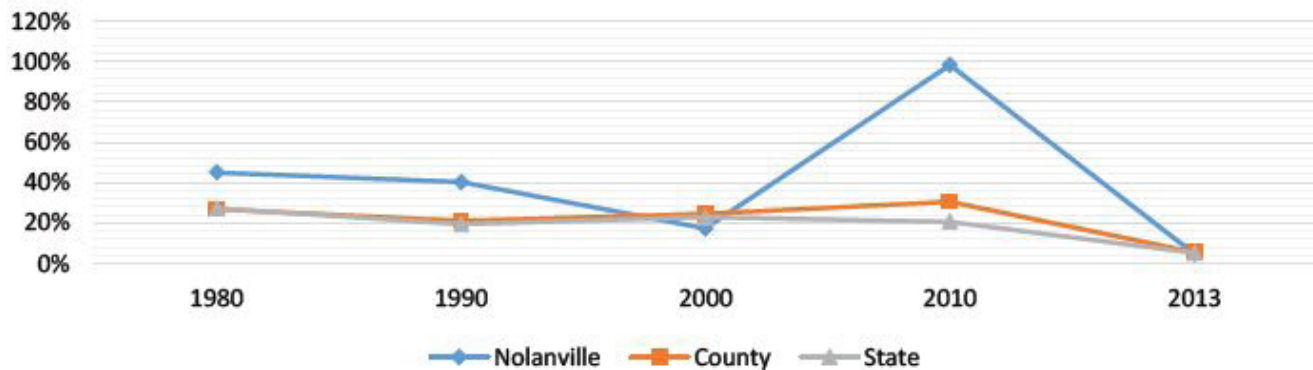
[i] Esri. (2011). Tapestry Segmentation: 41-Crossroads.

[ii] Besrtha Atkinson, *The History of Bell County, Texas* (M.A. thesis, University of Texas, 1929). George Tyler, *History of Bell County* (San Antonio: Naylor, 1936)

### 1.3 HISTORICAL POPULATION

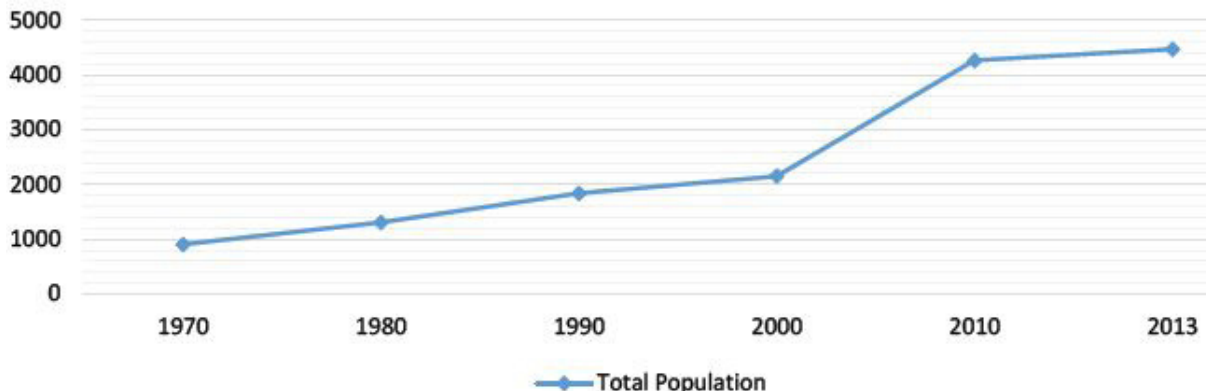
The city was incorporated in 1961 and by 1970 it had a population of 902. Population growth remained steady from the 1970s until the 1990s, when it slowed slightly around 2,000 residents. Then the population doubled from 2,150 in 2000 to 4,259 in 2010; this appears to be largely the result of the development of a new 363-lot subdivision within the city limits. The most recent figures indicate that there were an estimated 4,463 people living in Nolanville in 2013. Figure 1.3 compares the historical growth of Nolanville with that of Bell County and the state. Figure 1.4 shows the total population of each decade according to the U.S. decennial census.

**FIGURE 1.3:**  
Historical Rate of Population Growth



Source: U.S. Census Bureau, Decennial Census; 2013 ACS Estimate

**FIGURE 1.4:**  
Population Trend from 1970 to 2013

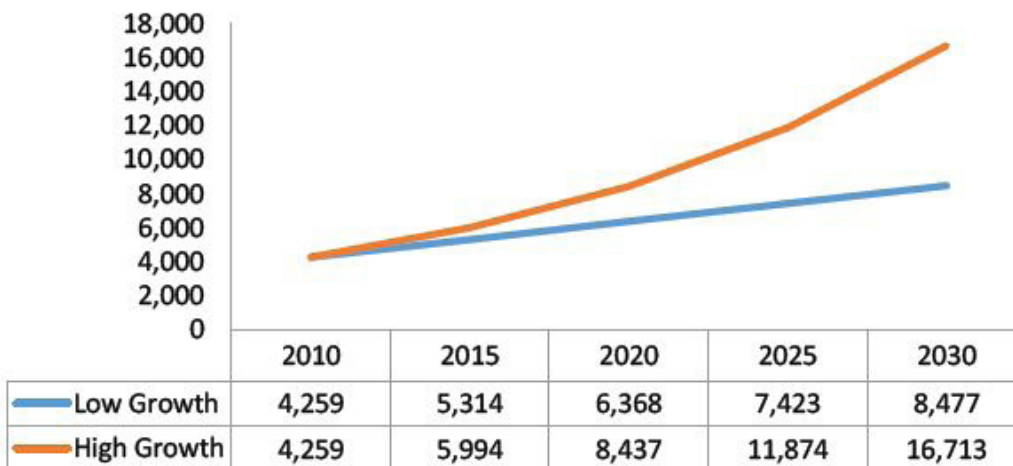


Source: U.S. Census Bureau, Decennial Census; 2013 ACS Estimate

## 1.4 POPULATION PROJECTIONS

Two scenarios were reviewed to project the population growth over the next two decades. Both scenarios indicated that Nolanville would grow considerably by 2030. The Low Growth scenario projects that the population will double by 2030 and the High Growth scenario projects that the population will quadruple. These scenarios are illustrated in Figure 1.5. With large population growth expected over the next 20 years, it is important that the city start planning for growth soon to ensure that the type of growth is right for the city.

**FIGURE 1.5:**  
Total Population Projection through 2030



Source: U.S. Census Bureau, Decennial Census; 2013 ACS Estimate

## 1.5 DENSITY

The density of the population shows where people are concentrated on the north side of U.S. Highway 190, whereas a large portion of the city south of Highway 190 has relatively low density. In fact, the majority of the area directly adjacent to Highway 190 to the south is unpopulated. Figure 1.6 shows the density of Nolanville by U.S. census blocks. One of the densest areas is the new 363-lot subdivision.

**FIGURE 1.6:**  
2010 Population Density



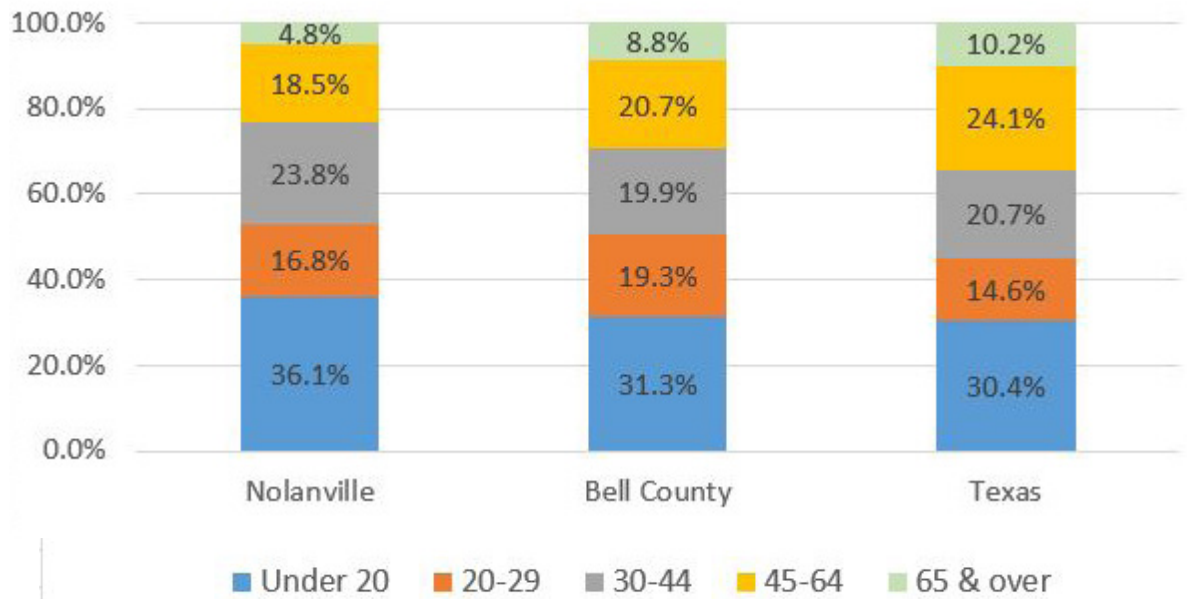
Source: U.S. Census Bureau, 2010 Decennial Census

The largest age groups living in Nolanville were aged 25-29 and under 5 years old

## 1.6 POPULATION AGE DISTRIBUTION

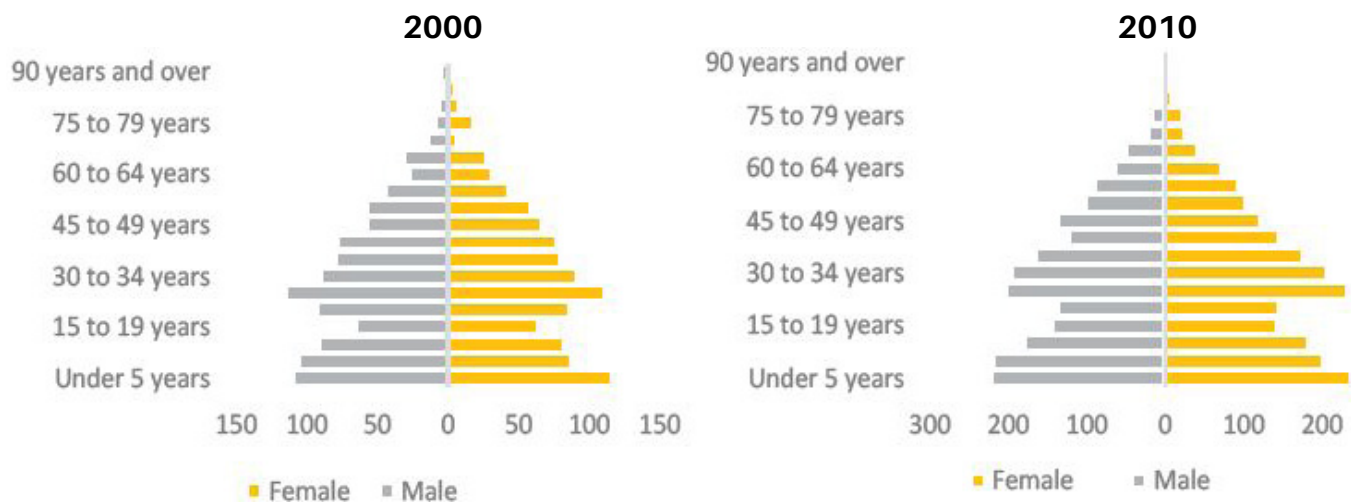
According to the U.S. Census Bureau, in 2010 36% of Nolanville’s population was under 20 and 23.8% between 30 and 44, indicating that a large part of Nolanville’s population is made up of households with children, more so than county or state averages (see Figure 1.6). In 2000, the largest age groups living in Nolanville were aged 25-29 and under 5 years old (see Figure 1.7). Between 2000 and 2010, all age groups increased in size as the population doubled during this time period. In 2010, the largest age groups remained those aged 5-10 and under 5 years old, and those between 20-25 and 30-35 grew the most. The large increase in these age groups in particular could indicate that the population is not transient and is remaining in Nolanville. Alternatively, this increase could be from a larger population of families with children moving into Nolanville over this time period.

**FIGURE 1.7:**  
2010 Age Distributions



Source: U.S. Census Bureau, 2000 & 2010 Decennial Census

**FIGURE 1.8:**  
Population Pyramid



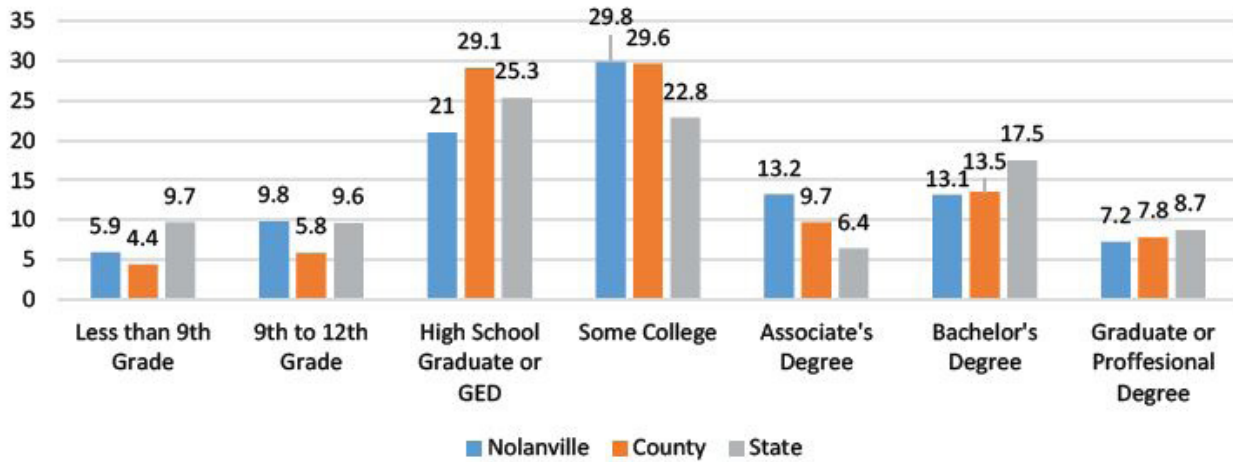
Source: U.S. Census Bureau, 2000 & 2010 Decennial Census

## 1.7 EDUCATIONAL ATTAINMENT

According to the U.S. Census Bureau’s 2012 ACS data, 84.3% of the city’s population has completed High School or higher, compared to 89.7% for the county and 80.7% for the state. In terms of the population that has completed some college, Nolanville and Bell County have similar attainment rates, while the state’s attainment is about 7% lower than the city’s. The percentage of those who have completed some college is 63.3% for the city, 60.6% for the county and 55.4% for the state.

When comparing the population that has attained a bachelor’s or graduate degree, the city and county are almost identical, but the state has an attainment rate almost 6% higher. The proportion of the population with a bachelor’s degree or higher is 20.3% for the city, 21.3% for the county and 26.2% for the state. However, it should be noted that Nolanville’s population with a bachelor’s degree or higher doubled from 2000 to 2012. In 2000, only 10% of the population had attained a bachelor’s degree or higher compared to 20% in 2012. Figure 1.9 shows the educational attainment of the population over 25 for the city compared to the state and county in 2012.

**FIGURE 1.9:**  
Educational Attainment 2012 - Population over 25



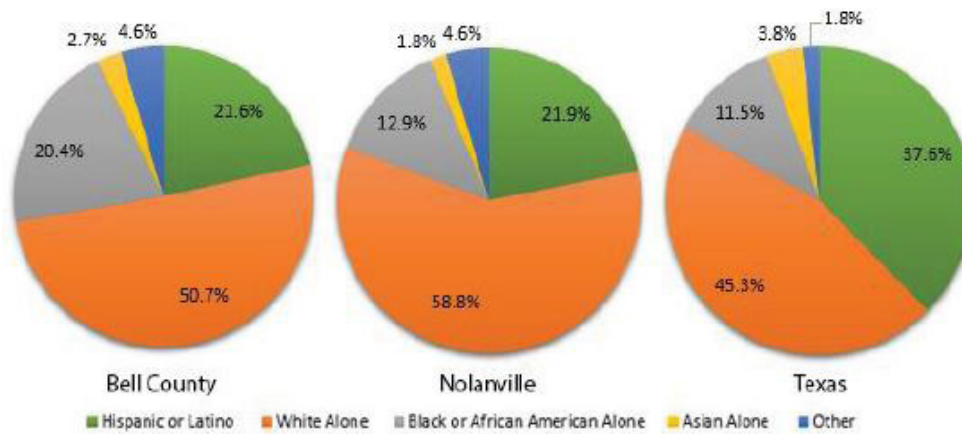
Source: U.S. Census Bureau, 2012 ACS Estimates



## 1.8 RACE AND ETHNICITY PROFILE

Figure 1.10 compares the racial makeup of the city, county, and state. According to the most recent U.S. Census data (2010), 58.8% of Nolanville's 4,259 residents were White alone compared to the county's 50.7% and the state's 45.3%. Nolanville's Hispanic population (21.9%) is similar in proportion to Bell County, however it is considerably less than the state's (37.6%). The percentage of African American alone is 12.9% for the city and is similar to that of the state, but it is less than the county's proportion, which is 20.4%. In Nolanville, 1.8% were Asian and 4.6% were Other—both proportions are similar to the county and state.

**FIGURE 1.10:**  
Racial Makeup



Source: U.S. Census Bureau, 2010 Decennial Census

The purpose of delineating the main characteristics of the Nolanville population in this chapter is to gain a clearer understanding of what kind of community TTC is planning for. The next step is to use this information, along with community input and further data analysis, to create realistic and appropriate goals in order to further improve the community.

[i] Bertha Atkinson, *The History of Bell County, Texas* (M.A. thesis, University of Texas, 1929). George Tyler, *History of Bell County* (San Antonio: Naylor, 1936)

[ii] 2013 U.S. Census American Community Survey estimates



*Chapter 2*  
**GUIDING  
PRINCIPLES**



## 2.1 PARTICIPATORY PLANNING PROCESS

Public involvement allows the community members to identify and express needs and opportunities. During input sessions with the Nolanville community, there were several recurring topics, themes, and visions for the future which helped themes, and visions for the future arose which helped to establish this document's guiding principles. These guiding principles are compiled into the vision and goals created by the public in order to enhance the city and community they live in.

In order to effectively and efficiently guide the planning process, the City of Nolanville with TTC held a public meeting in July. This meeting presented current data on the community and introduced the community to the planning process soon to take place. TTC invited community members to volunteer to become a part of community planning task force. This task force was to be representative of the range of residents within the community, and its function was to act as information brokers by communicating residents' ideas to the planning team and vice versa communicate ideas to residents and communicate residents ideas to the task force. The task force also signed commitment letters that they would attend meetings throughout the year-long process. The meeting activities were participatory and inclusive, giving everyone the chance to collaborate and express their own opinions about Nolanville.

## 2.2 VISION STATEMENT MEETING

Before the comprehensive planning process began, Nolanville had an existing Vision Statement. The first task force meeting's purpose, therefore, was to ensure that the Vision Statement still reflected the vision of the community. The Vision is as follows:

*We strive to preserve our small town atmosphere while preparing for growth and future generations, to enhance the beautification of the city, embrace the diversity of its people, and improve the quality of life for our citizens.  
We aspire to be "A Great Place to Live."*

### QUOTES FROM TASK FORCE MEMBERS:

*"There are a lot of things to do with planning to preserve this kind of (small-town) atmosphere. In Nolanville, businesses don't come in because of the lack of infrastructure and the lack of actual points of attraction for visitors and inhabitants, so it would be nice to preserve this atmosphere, bringing coffee shops in the city downtown."*

*"The train is a part of my community and that's what we need to enhance - we keep hearing it and I can't use it!"*

*"I have lived in New York and I don't want the same expansion to happen."*

**FIGURE 2.1: Visioning Meeting**

**QUOTES FROM TASK FORCE MEMBERS :**

*“People living in Nolanville are currently struggling with freeway and speed limits. Bus stops should be added along access roads. The city should purchase bus stops and add seating and sidewalks.”*

*“We need to give a facelift to the downtown—that’s what we see from the highway. We need to create unique businesses in Nolanville.”*

*“There are some places where we don’t want commercial developments to happen.”*



During that meeting, task force members completed an “Underlining Activity,” where task force members read the Vision Statement and underlined any word or sentence they agreed with or supported. Their feedback is shown in Table 2.1.

Their feedback is shown in Table 2.1, which presents the number of underlines for each element of the vision. These numbers indicate the elements’ levels of importance as expressed by task force members. All aspects of the vision statement were heavily supported. The phrases, “Improve the quality of life for our citizens” and “Preserve our small town atmosphere” received a bit more attention than the other parts, likely due to the general nature of these statements.

After that, the task force continued with the “P.A.R.K.” activity. The result of the task force brainstorming is shown in Figure 2.2. To fully understand the community’s desires, the task force discussed what in Nolanville they wanted to Preserve, Add, Remove, and Keep out. During the activity, task force members focused more on the positive aspects — things to Add or Preserve in Nolanville — with few things to Remove or Keep out.

**FIGURE 2.2: Goal-Setting Meeting**



## 2.3 GOAL-SETTING MEETING

**TABLE 2.1:**  
**Underlining Activity Result**

VISIONS	NO. OF LINES
Preserve our small town atmosphere	5
Prepare for growth and future generations	4
Embrace the diversity of its people	4
Improve the quality of life for our citizens	5
Enhance the beautification of the city	4

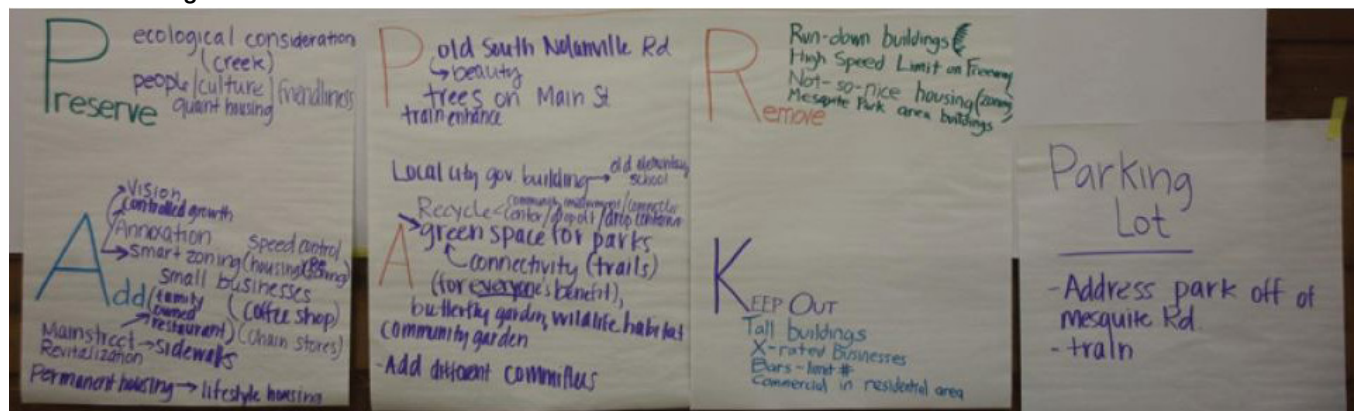
With Nolanville’s strong vision statement, the second task force meeting set goals for growth and development in the city. These goals are for an ideal future which Nolanville aspires to, and are meant to come from the vision statement. Between the first and second meetings, the feedback from the P.A.R.K. activity was categorized according to the six sections of the comprehensive plan: Community Facilities and Infrastructure, Economic Development, Transportation, Housing, Parks and Open Spaces, and Environment. This helped guide the task force to develop general goals, which were later refined by the TTC team. The following are a list of goals by chapter. Table 2.2 shows how the goals relate to the vision statement.

After a thorough review of the State of the Community Report alongside other data and information for the city of Nolanville, the TTC planning team identified several opportunities and challenges. These opportunities and challenges are divided into three major categories: Growth and Self-sufficiency, City Identity, and Infrastructure.

## PRESERVE

1. Preserve ecologically sensitive areas.
2. Preserve the atmosphere of a small town.
3. Preserve the friendliness of people.
4. Monitor the new developments that come into town, making sure they are organized and that they meet the requirements.
5. Rezone the commercial area to be kept on Main Street and on the highway frontage.
6. Preserve Main Street and maintain a beautiful landscape on the street.
7. Preserve the parks that are already existing.

**FIGURE 2.3:**  
**Taskforce working on PARK**



**ADD**

1. *Apply smart zoning in the annexation of new lands for strategic growth of the town.*
2. *Create new housing in the town with new beautiful buildings.*
3. *Add gathering places and areas for families, with restaurants and local businesses served with safe sidewalks and lights.*
4. *Make gathering areas accessible and safe for disabled and retired members of the community, along with children.*
5. *Add new functions (playgrounds, hike and bike trails) to the existing parks and make them more accessible to the housing areas.*
6. *Maintain balance between chain retailers/businesses (on the highway) and local businesses (in the town).*

**REMOVE**

1. *Reduce speed and noise.*
2. *Clean up houses that “are not so nice.”*

**KEEP OUT**

1. *Keep out the residential developments for a big town. Quote: “I have lived in New York and I don’t want the same expansion to happen.”*
2. *Keep out the big commercial developments.*

**OPPORTUNITIES RELATED TO GROWTH AND SELF- SUFFICIENCY**

**Access to Highway 190** — This freeway runs directly through the center of Nolanville, providing connectivity to Temple, Belton, Killeen, Fort Hood, and Harker Heights. Because of this connection, Nolanville has the chance to become a more integral part of the region as both a great place to live and a player in the regional economy.

**Proximity to Ft. Hood Army Post** — Fort Hood is the third-largest military base in the United States and is located approximately 6 miles from Nolanville. Many United States Army employees are stationed at Fort Hood and commute daily. Nolanville, then, can be a residential community for military employees and their families.

In another activity, the task force members broke into two groups to discuss the “beautification” and “diversity” sections of the original vision statement. The consensus from the discussion on beautification was the desire to enhance the level of landscaping, create more gardens and parks, and make a clean, safe environment with walkable areas and new sidewalks. In addition, they wanted to improve the city identity by revitalizing downtown and Main Street and adding city markers. The consensus from the discussion on diversity was to preserve Nolanville’s diverse population. Providing activities for young military families and more recreational areas for people of all ages were identified as ways to boost the feeling of belonging in the town.

The last element of the vision statement was about “improving quality of life.” The task force came back together in the full group to discuss this broad, “catch-all” statement. The main discussion points included:

1. Make the street landscape beautiful and make the pavement clean.
2. Make Nolanville a niche where people know each other.
3. Make sure that the Fort Hood area is accessible by the families and people that work there.
4. Make sure that everyone that comes to Nolanville has a great experience.
5. Improve recycling programs, deciding on a place where everyone can go to drop his/her recyclables, or maybe partner with Harker Heights.
6. Plan for the long term.
7. Form a committee that can address the issues of Nolanville.



**Proximity to Killeen and Harker Heights** — The proximity to Killeen and Harker Heights provides convenient retail options along Highway 190 with goods and services not available in Nolanville. Continued residential and retail development demand from these cities could spill over into Nolanville, creating potential for growth.

**Annexation** — Since there is an abundance of land surrounding the city, Nolanville has the opportunity to grow by annexing more land. This may be a tool that the city can use to gain strategically located land with high likelihood of being developed, which in turn could increase the property tax base as well as sales tax revenue. This could also be a means of increasing the assortment of community-based businesses as Nolanville grows in population.

**FIGURE 2.5:**  
**Old Nolanville Road**



## OPPORTUNITIES RELATED TO CITY IDENTITY

**Revitalizing or Reinventing Downtown Nolanville** — This could be a way to achieve a complete city with local businesses to enable residents to meet daily needs within their community. Downtown could also be an important component of enhancing city identity for residents and visitors alike. Some under-used buildings can be given new purposes as community facilities, while others can be reinvented entirely to create brand-new opportunities for citizens.

**Developing a Fitness Community** — Nolanville could develop an identity as a choice running venue, including the designation of a running trail and the organization of a Nolanville triathlon. Such a strategy would take advantage of the beautiful rural setting of the town and the many fitness-minded area residents, including those stationed at Fort Hood.

**Renovating Older Neighborhoods** — Revitalizing older neighborhoods will boost residents' pride in their city and make Nolanville more attractive as a whole, in addition to encouraging additional residential development.

**TABLE 2.3:  
Goals and Description**

Goal	Chapter
<b>Transportation</b>	
1	Maintain and upgrade the roadway infrastructure and safety of the City of Nolanville.
2	Remove heavy freight from the City of Nolanville
3	Incorporate connectivity and accessibility into future development.
4	Develop active transit, or bicycle and pedestrian friendly, infrastructure to support a healthy and active community
5	Create Transportation Alternatives for residents of Nolanville.
6	Maintain and enhance the beauty of Nolanville’s streetscape.
<b>Community Facilities and Infrastructure</b>	
7	Re-use or re-structure existing buildings for community facilities that everyone in Nolanville can make use of.
8	Increase connectivity, accessibility, and safety with sustainable and low-maintenance infrastructure.
<b>Economic Development</b>	
9	Develop Nolanville’s economic niche through businesses and cultural events that encapsulate a small-town feel.
<b>Park and Environment</b>	
10	Create a system of parks and open spaces with the purpose of preserving natural areas and ecological systems.
11	Create recreational and educational opportunities through a system of connected parks and open spaces to make Nolanville “a great place to live.”
12	Protect Nolanville’s natural areas to preserve wildlife, and conserve human health and heritage, and promote beautification.
13	Enhance the value of Nolan Creek for its contribution to the quality of life by monitoring potential hazards.
<b>Housing</b>	
14	Maintain quality standards of housing in new and current homes to keep Nolanville a great place to live.
15	Provide quality housing options that meet the needs of the diverse population of Nolanville.

**TABLE 2.4:**  
**Cross-Table of Vision Statement and Goals**

	Preserve small town atmosphere	Prepare for growth and future generations	Enhance the beautification of the city	Embrace the diversity of its people	Improve the quality of life
<b>Community Facilities / Infrastructure</b>					
Street Beauty	X		X		X
Re-use of Existing Facilities	X	X	X		X
Connectivity, Accessibility & Safety		X		X	X
<b>Economic Development</b>					
Economic Niche	X	X			X
Diversity In the Long-Term		X		X	X
<b>Transportation</b>					
Network Rework & Multimodal Transportation Option Improvement		X		X	X
Bicycle & Sidewalk Network	X	X	X	X	X
<b>Housing</b>					
Quality Standards of Housing	X	X	X	X	X
Diverse Housing for Everyone	X	X		X	X
<b>Parks, Open Space / Environment</b>					
Recreational & Educational Opportunities	X	X	X	X	X



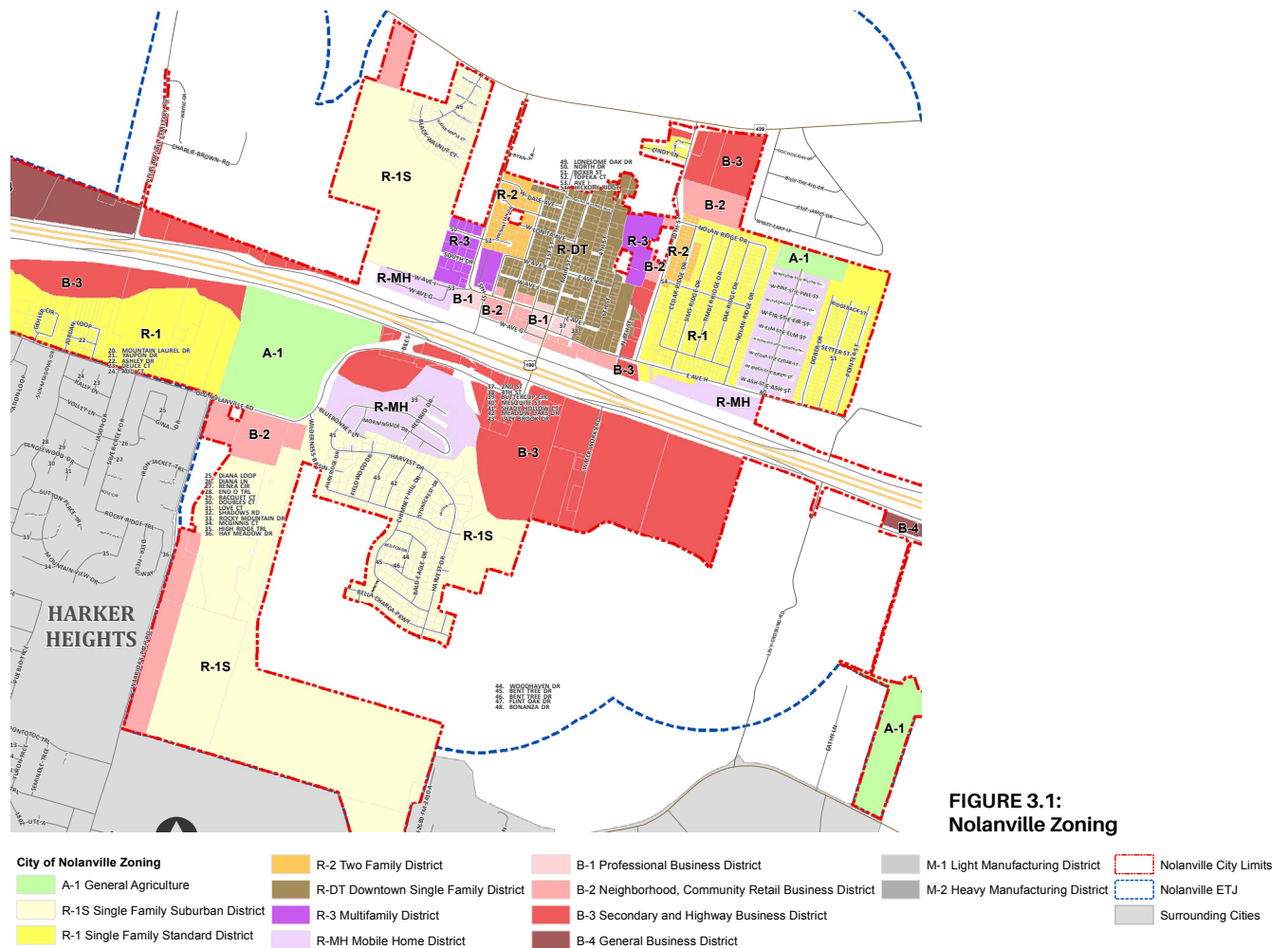
*Chapter* **3**  
**LAND USE**



### 3.1 LAND USE

Land use is “characterized by the arrangements, activities and inputs people undertake in a certain land cover type to produce, change or maintain it” [i]. It is essentially the decision of what development pattern will exist on the land: single-family residential, commercial, industrial, open space, public, etc. Projections show that Nolanville and surrounding areas will grow in the future, which will place demand on land for development or redevelopment. Guiding development based on the community’s vision and goals can set a course of action that will lead to the community’s desired future state.

Currently the majority of the land within Nolanville is open space (as seen in Figure 3.1 and Table 3.1). The second-largest land use by area is single-family housing. Table 3.1 shows the approximate number of acres currently dedicated to each type of land use.



**FIGURE 3.1:**  
Nolanville Zoning

[[i] (FAO/UNEP, 1999)

Because communities can grow and develop in an infinite number of ways, scenario planning can help community members understand a variety of growth patterns and their impacts on the land and the community. By developing alternative scenarios for growth we can answer questions of how, where, and to what extent the city should develop. The alternative scenarios are based on a thoughtful comparison of community input as well as research on promising strategies. Three scenarios were created:

**TABLE 3.1:**  
**Current Land Use**

Use type	# of Acres
Open Space	3,638
Single-Family Residential	754
Commercial	275
Public/Institutional	74
Industrial	68
Medium Density Residential	24
Multi-Family Residential	6
<b>Total</b>	<b>4,839</b>

“Status Quo” assumes that planning efforts would not change much, allowing the current zoning to be implemented.

“Making Main Street” assumes that the City of Nolanville would focus on revitalizing Main Street, including a connection to South Main Street.

“Active Living” assumes that planning and development efforts would focus on residential, commercial, and park development that encourages an active lifestyle. It also includes the development of a flood zone to diminish flood risks.

### 3.2 “STATUS QUO” SCENARIO

The first scenario outlines the future City of Nolanville if it continues to grow under its current zoning code. Currently, commercial development focuses on the outskirts of the city. These commercial areas are large, near the highway, and many are in the floodplain. This scenario promotes vehicular use over non-motorized modes of transportation. At present, parks and open spaces are not in a zoning category. The inability to plan for parks limits opportunities to increase connectivity through greenbelts and green spaces or to increase park accessibility to all community members.

#### KEY CHARACTERISTICS

##### Housing

- Disconnected residential developments inside and outside city limits
- Neighborhoods without stores in walking distance



- Mix of residential uses (single-family, multi-family) to meet a variety of housing needs

### Economic Development

- Some freeway-oriented retail on the south side of Highway 190 with additional outdoor commercial in flood zones
- Uncoordinated commercial growth on currently rural main roads
- Possible improved sales tax base from the large amount of future developable commercial areas
- Commercial areas located along Highway 190 for easy access and use by neighboring communities

### Parks and Environment

- Lack of parks and open space
- Development in the floodplain

### Infrastructure and Community Facilities

- Unmet needs for sidewalks, street lights, and street pavement improvements
- Few community buildings

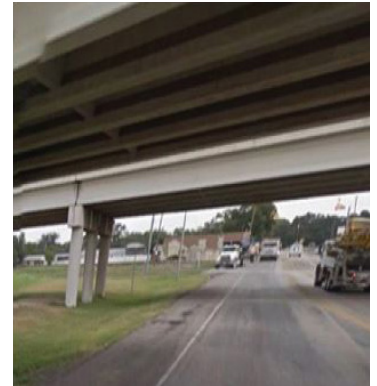
## RESULTING PATTERNS

- Single-family residential development in and around Nolanville with disconnected subdivisions
- Scattered retail along main roads and on the south side of Highway 190
- Diminished small-town feel due to commercial development along Highway 190

**FIGURE 3.2:**  
East Ave H, Nolanville



**FIGURE 3.3:**  
South Main Street



## PROS AND CONS

### Pros

- Simple zoning attractive to real estate developers seeking easy conditions for large projects

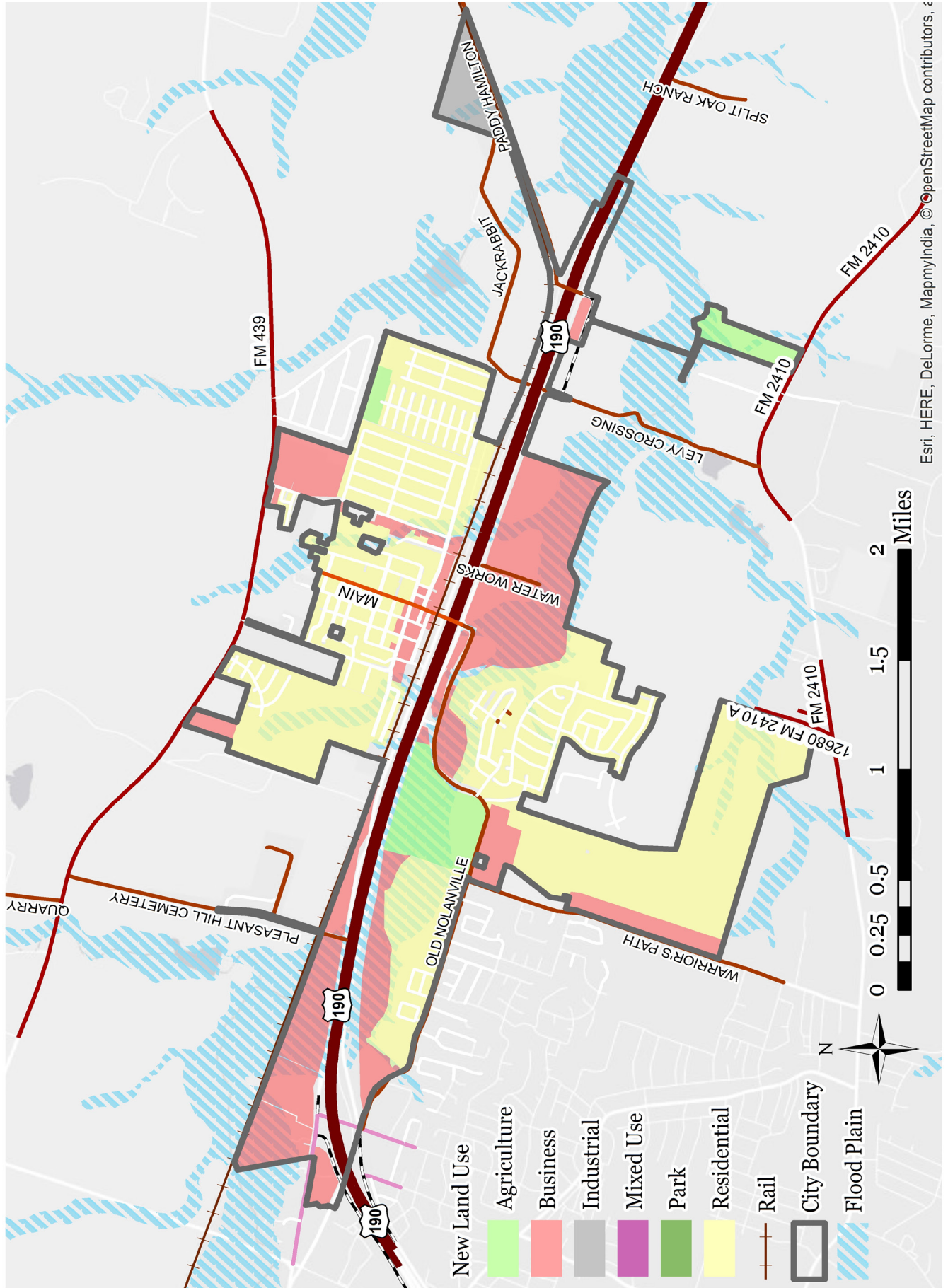
### Cons

- Sprawl-style residential development in and around city, resulting in partial loss of small-town feel
- Lack of amenities and infrastructure (e.g., parks, central business district, and sidewalks)

**FIGURE 3.4:**  
Open House



FIGURE 3.5:  
Status Quo Scenario Land Use



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### 3.3 “MAKING MAIN STREET” SCENARIO

“Making Main Street” creates a walkable Nolanville Main Street which will act as a focal point for the city. There will be a strong focus on the revitalization of buildings on North Main Street. This scenario will also connect the north and south sides of Nolanville by creating a continuation of North Main Street down to South Main Street. The revitalization of North Main will promote community involvement by integrating the community centers and city buildings and making them more accessible. Increased development of South Main Street will enhance connectivity between north and south Nolanville.

In terms of walkable commercial development, South and North Main will also be connected to the newly established parks system. This scenario calls for a retail and restaurant area with local businesses grouped together and connected by sidewalks. Providing convenient shopping and dining would also bring additional tax revenue to the city. This increased tax revenue can improve the city’s ability to provide infrastructure, community facilities, parks, and city services.

Mixed-lot residential development is proposed for the northwest and southwest corners of Nolanville, as well as in existing neighborhoods. In addition to new parks that connect the residential areas to the town center, city facilities will be added to accommodate the growing town.

“Making Main Street” helps Nolanville prepare for its expected population increase while offering the best planned land development options to encourage and support economic growth. It further provides a sense of place by linking the north and south parts of the city.

**FIGURE 3.6:**  
Proposed Underpass  
for Main Street



## KEY CHARACTERISTICS

### Housing

- An emphasis on medium to small quarter-acre single-family lots, encouraging more development and evoking a small-town feel
- A mixture of lot sizes and housing types in the new neighborhoods
- Highly connected street networks in residential areas, including grid-pattern layouts to provide residents with easier access to Main Street, shops, and other commercial areas

### Economic Development

- Revitalization and reestablishment of a community identity in North Main Street
- Development along South Main Street, designed to promote Nolanville's unique identity
- Establishment of community events in the renovated buildings on Main Street

### Parks and Environment

- New city park along Old Nolanville Road at South Nolan Creek, complete with pavilions for large group gatherings and picnic facilities
- Addition of pocket parks to serve local neighborhoods and to foster community development through activities and cultural festivities
- Development restrictions in floodplain unless buildings are constructed above the 100-year floodplain elevation

### Infrastructure and Community Facilities

- New sidewalks and lighting, connecting residential areas to parks, schools, and Main Street with a way-finding system
- Improved pedestrian and bike connections between Main and South Main under Highway 190 bridge, with pedestrian islands, a pocket park, and extensive landscaping
- Development of citywide economic infrastructure such as public roads, telecommunications, and energy networks, usable by businesses and households alike

**FIGURE 3.7:**  
Proposed Redevelopment for  
South Main Street area



**FIGURE 3.8:**  
Proposed Redevelopment for  
South Main Street area



## RESULTING PATTERNS

- Cohesive city form united by a central Main Street commercial district
- Connectivity of neighborhoods to schools, parks, and Main Street
- Residential build-out of current city boundary, along with possible annexation of new land
- Highway 190 fairly free of large-scale retail development

## PROS AND CONS

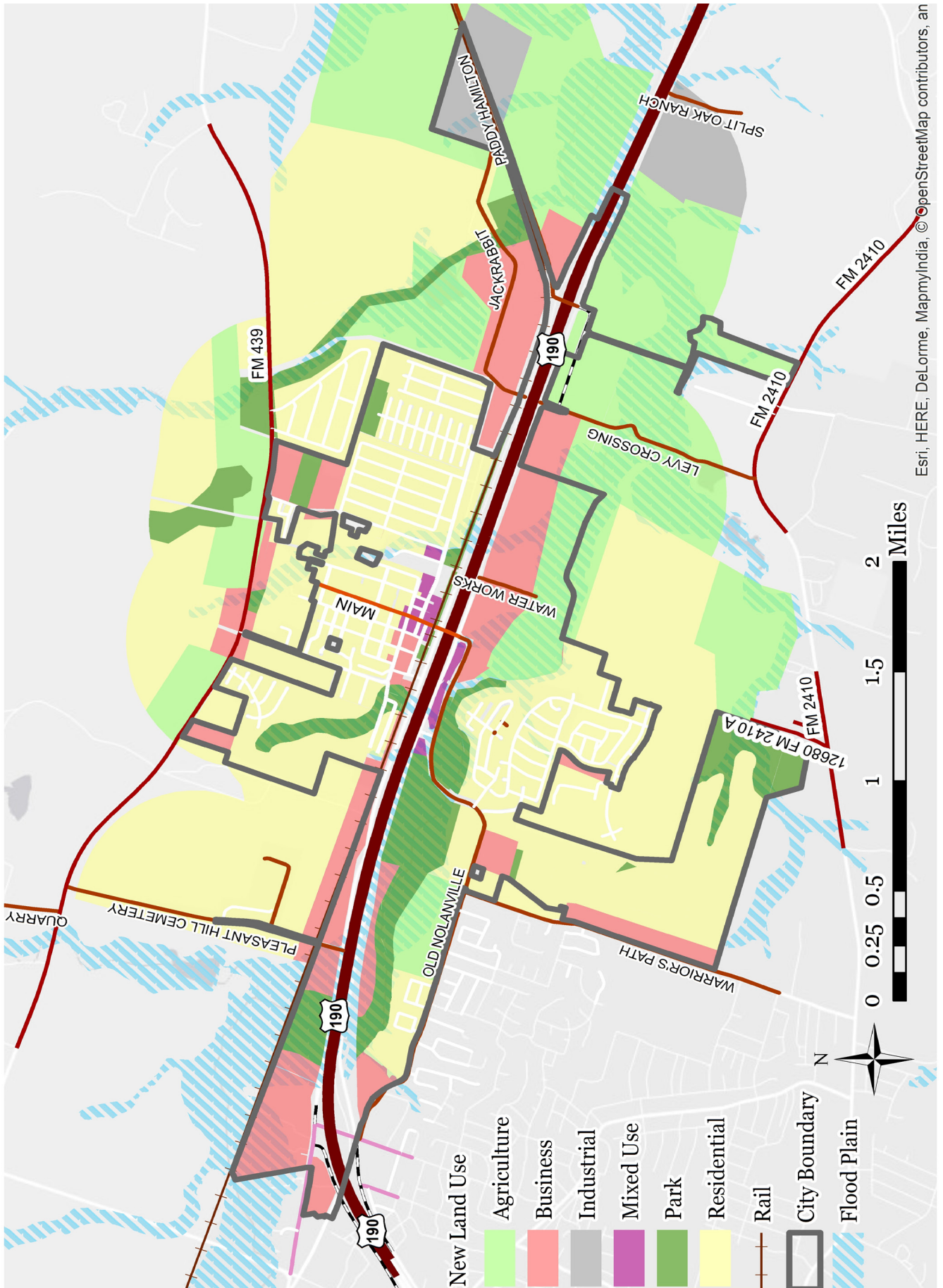
### Pros

- Downtown as a vibrant centerpiece, a link between north and south, and a gathering place
- Increased spatial relationship of the city in order to create better mobility
- Permanent assets within the city boundary
- Increased attractiveness
- More convenient shopping options for residents
- Preservation of small-town feel

### Cons

- Increased traffic along South Nolanville Road due to new residential development in the southwest corner of the city, served largely by South Nolanville Road; consequent loss of the rural character of the road
- Forgone possibility of tax revenue from large-scale or big-box development due to zoning restrictions along Highway 190 (mitigated by the fact that the floodplain limits this type of development and it is fairly inconsistent with the town's vision)
- Slight reduction in rural character and natural beauty of South Main Street due to small-box anchor store planned at freeway exit
- Possible traffic congestion at the intersection of South Main Street and Highway 190 due to new residential development in the southwest corner of the city, served largely by South Nolanville Road
- Risk of commercial development in the floodplain if unmonitored

FIGURE 3.9:  
Makin Main Street Scenario Land Use



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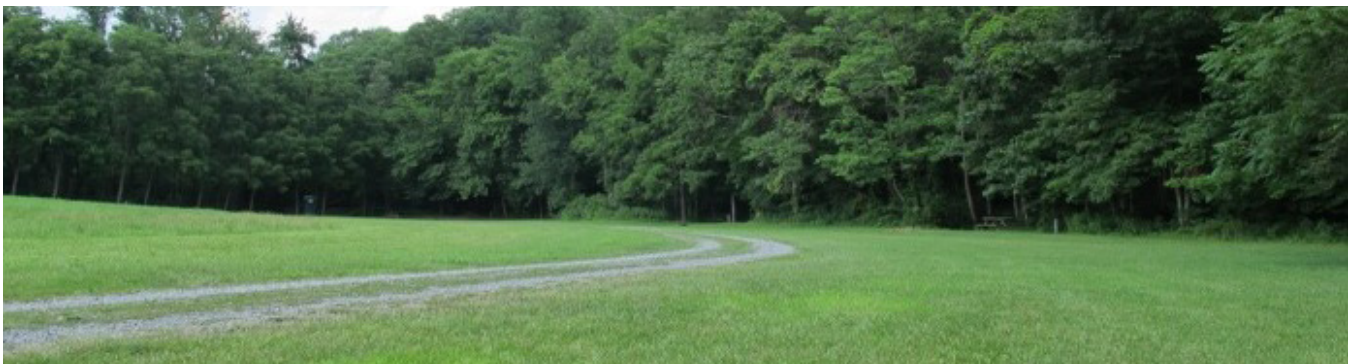
### 3.4 “ACTIVE LIVING” SCENARIO

The Active Living scenario highlights the potential of Nolanville’s environmental preservation while still preparing the city for its expected growth. To be more specific, this scenario offers the best planned land development options to preserve the environment amidst residential and commercial development. Land in the floodplain will remain undeveloped to mitigate flooding. Floodplains will be used as either natural areas or open green space. In this way, maximal use can be made of the land, as they can function as recreational spaces when there is no flooding.

The Active Living scenario also proposes adding community parks and recreation spaces near Nolan Creek, residential areas, and public facilities. These parks will encourage community engagement, learning opportunities for children, and healthy living. These locations will be readily accessible to all community members no matter their mode of transportation. One benefit of developing open spaces and parks is that it creates a connected network allowing visitors to easily bike or walk from one area to another. This network will include a low-impact and low-maintenance trail system that loops around the southern half of Nolanville. The trail will follow Nolan Creek, increasing its aesthetic appeal. This scenario also extends existing residential development and parks. City facilities will be added near parks to enhance safety and allow for easy park upkeep.

Commercial development areas have also been identified, including small business development on Main Street and downtown. This will allow community members to walk from parks to shops. In addition, larger retail stores will be located near the highway to keep large amounts of vehicular traffic farther from the environmentally friendly areas.

**FIGURE 3.10: Nolanville's Trail**





## KEY CHARACTERISTICS

### Housing

- A focus on medium to large single-family lots, encouraging lower-impact development
- Inclusion of small-lot homes for housing diversity, but with less emphasis
- Encouragement of mixed-lot subdivisions
- A small amount of multi-family housing near the major park and elementary school to provide for new population demographics that prefer to rent rather than own their homes
- Curved neighborhood streets to give a more natural feel to neighborhoods

### Economic Development

- A few medium-box stores along Highway 190, with zoning restrictions preventing large-scale or big-box development
- Use of the park system to attract visitors from surrounding communities, taking advantage of economic opportunities of environmental conservation
- Growth and revitalization of small-scale businesses along North Main Street by creating connectivity and walkability with sidewalks

### Parks and Environment

- Big open spaces that are accessible to all residents and can accommodate everyone's needs
- A greenbelt with bike and running trails that connect all the parks
- A focus on recreational and gathering spaces that involve all the people of Nolanville, no matter their walk of life

### Infrastructure and Community Facilities

- A focus on sidewalks and bike lanes to accommodate a fitness lifestyle
- A new community facility to serve as an entryway to the major park along South Nolan Creek
- Creation and maintenance of recreational and sports infrastructure

**FIGURE 3.11:**  
Example of Pavilion



**FIGURE 3.12:**  
Example of Trail System



**FIGURE 3.13:**  
Example of Pavilion



## RESULTING PATTERNS

- Extensive, interconnected park system, providing recreational opportunities, city identity, gathering places, flood control, and wildlife habitat
- Low-density housing, connected to the city by the parks and greenways
- Some retail along Highway 190, South Main Street, and dotting the city

## PROS AND CONS

### Pros

- Preservation of small-town feel as a community connected to nature
- Development of healthy community
- Improvement of social interaction between the diverse people living in Nolanville
- Beautification of the city
- Stronger attraction for outside residents to visit

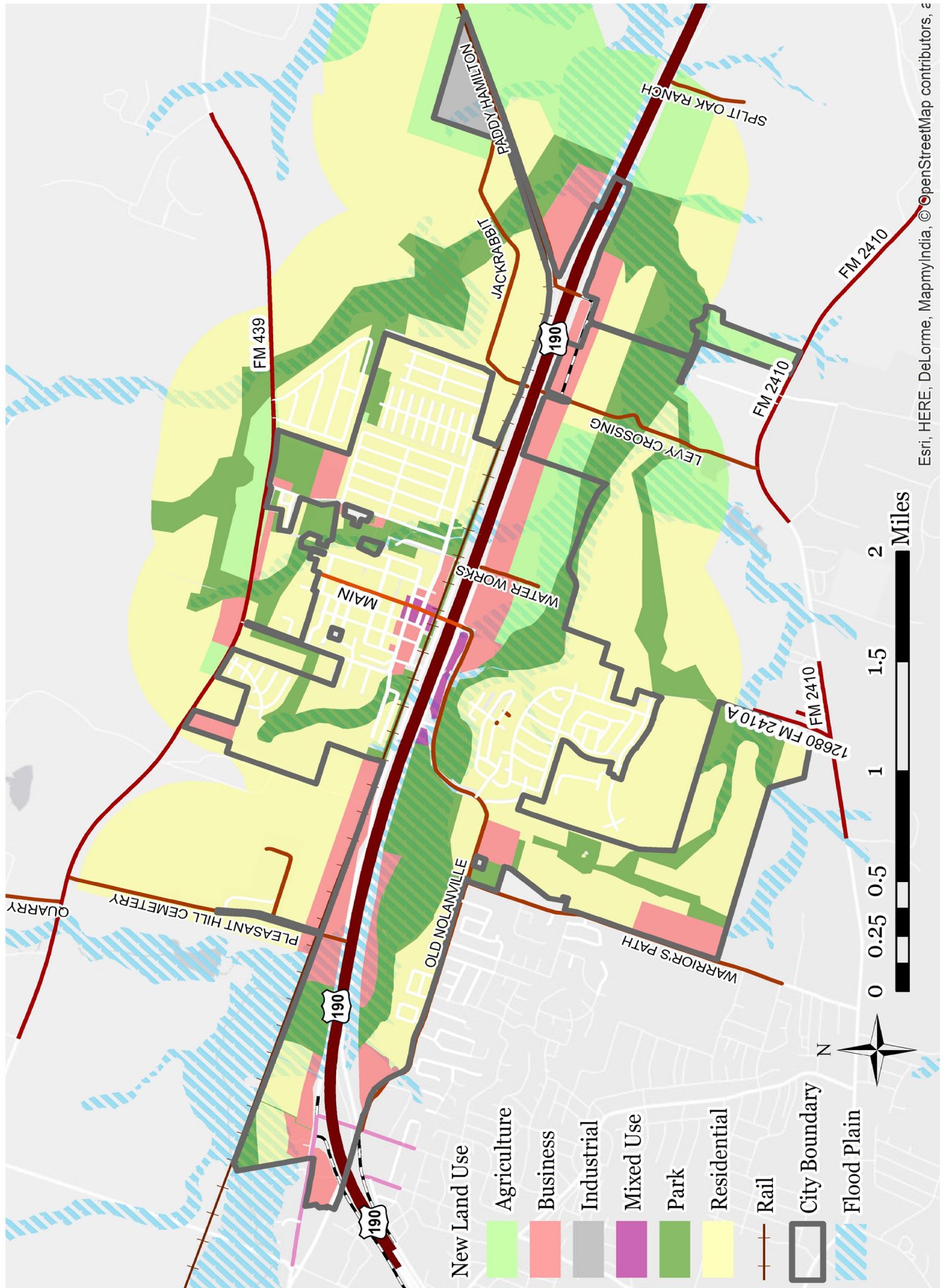
### Cons

- High cost of extensive parks system, despite the low-maintenance design
- Less land available for commercial or residential development
- Difficulty of acquiring land for the parks

**FIGURE 3.14:**  
Example of Park System



FIGURE 3.15:  
Active Living Scenario Land Use



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### 3.5 PREFERRED FUTURE LAND USE PLAN

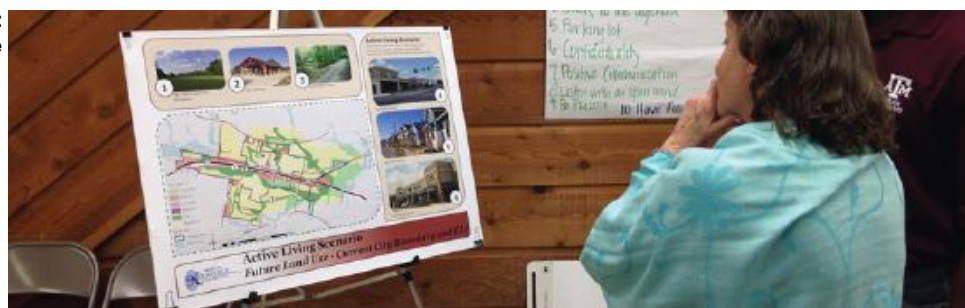
Community task force members expressed enthusiastic support for both the Making Main Street scenario and the Active Living scenario. The Preferred Future Land Use Plan combines favored aspects of both the Making Main Street scenario and the Active Living scenario to produce a plan that meets community goals more closely than either of the two scenarios alone.

The creation of the North Downtown District and the South Main Street District enables the development of a vibrant Main Street area to serve as a central public place for day-to-day activities. Equally important is creating a park system that provides recreational opportunities while preserving open space, protecting Nolanville’s natural environment, and creating a niche identity for the city. A more connected street network, new sidewalks, and a new trail system ties the city together and enhances the availability of various modes of transportation. New residential areas provide a place for population growth to occur. These neighborhoods have mixed lot sizes to encourage social and economic diversity.

The Preferred Plan focuses on keeping an authentic, down-to-earth look to new development and public infrastructure in Nolanville. As one task force member described it, a “countrified” feel. This aesthetic would guide future development and improvements throughout the city in the Preferred Plan. The future land use concentrates new residential growth on the western side of the city while preserving agricultural land as open space on the eastern side. See Table 3.1 for the amounts of land for residential, business, and parks.

The Preferred Future Land Use Plan represents the community task force’s vision for their city. It forms the framework for the following chapters, which detail how to get to this preferred outcome in the specific areas of Community Facilities, Transportation, Economy, Housing, Parks, and Environment.

**FIGURE 3.16:**  
Open House



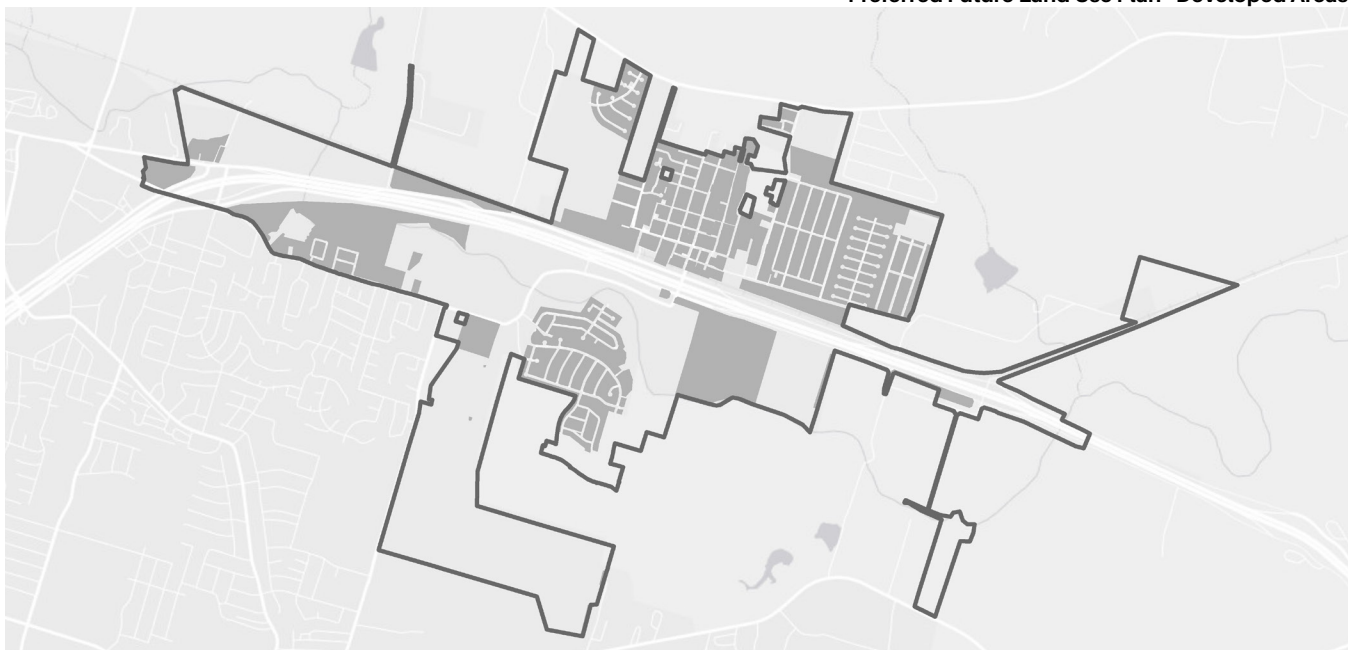
**TABLE 3.1:**  
**Future Land Capacity Inside Current City Limits**

	SCENARIO 1: STATUS QUO	SCENARIO 2: MAKING MAIN STREET	SCENARIO 3: ACTIVE LIVING
Population Capacity in Undeveloped Land	6353	5642	6224
Residential Acreage Available in Undeveloped Land	358	311	296
Business Acreage Available in Undeveloped Land	150	126.	86
Park Acreage Available in Undeveloped Land	10	140	233
Park Acres per 1000 Residents	0	8	13

**TABLE 3.2:**  
**Preferred Future Land Use Plan: Available Land in Extraterritorial Jurisdiction**

Total Residential land	3642 acres
Total Business/Industrial land	575 acres
Total Parkland	886 acres
Parkland per 1000 people	28 acres

**FIGURE 3.17:**  
**Preferred Future Land Use Plan - Developed Areas**



**FIGURE 3.18:**  
Preferred Future Land Use Plan - Conservation Areas



**FIGURE 3.19:**  
Preferred Future Land Use Plan - Growth Areas

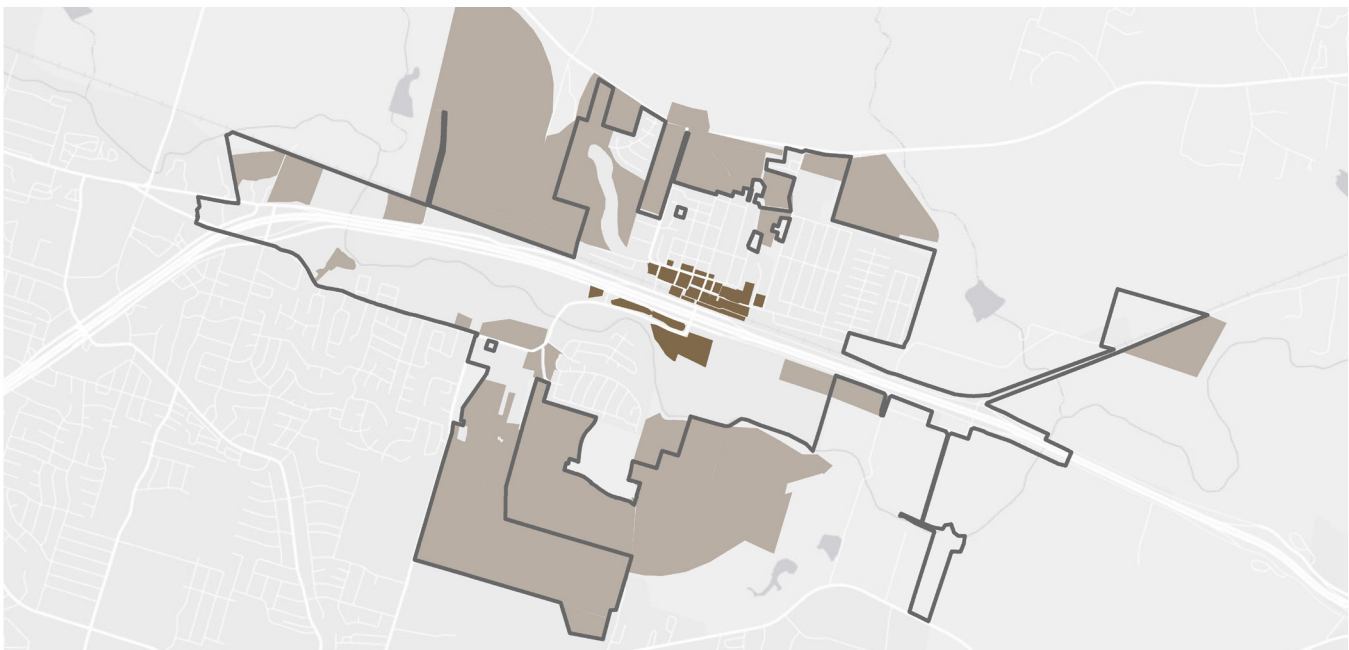


FIGURE 3.20:  
PREFERRED FUTURE LAND USE PLAN

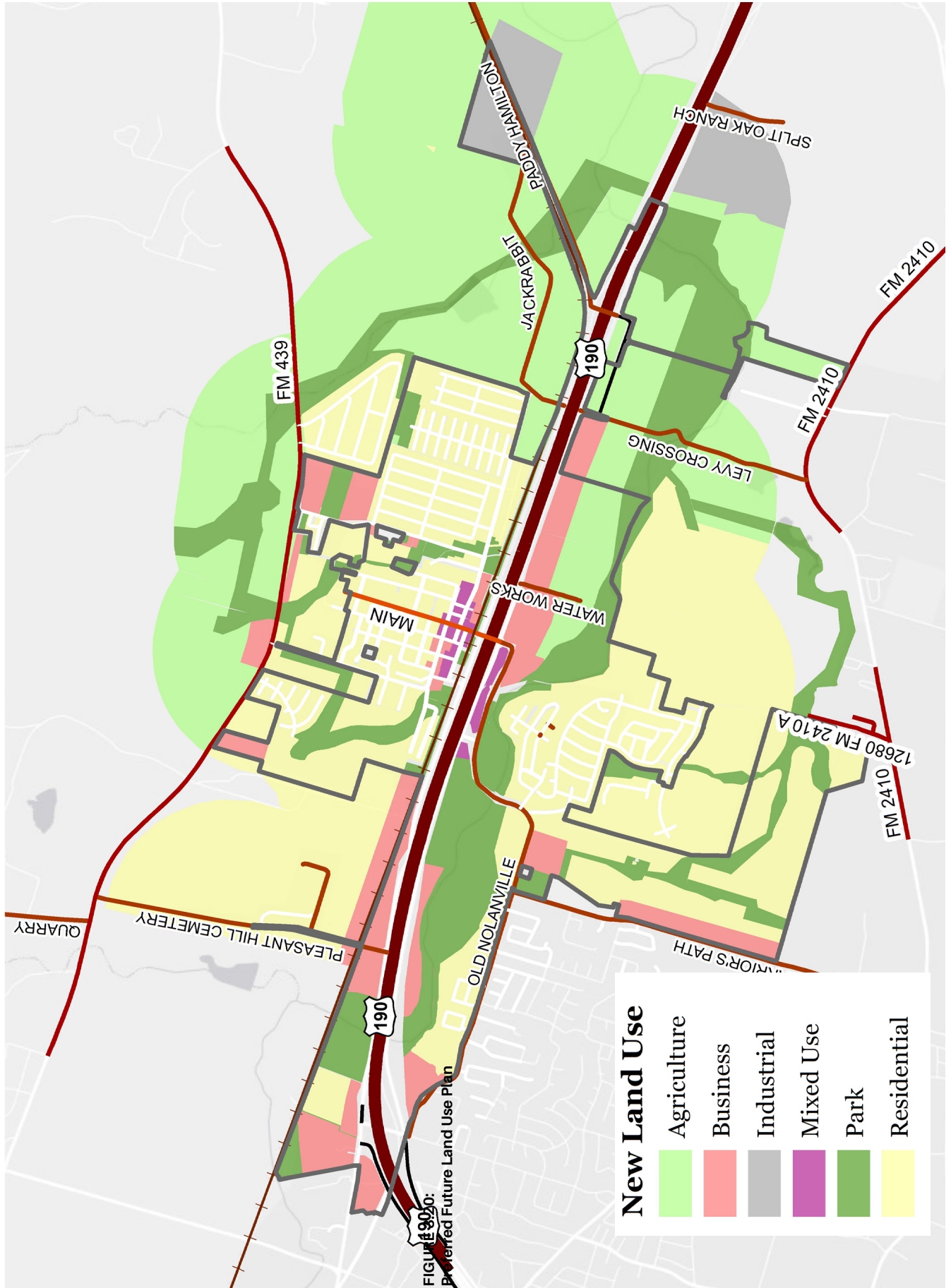


FIGURE 3.20:  
PREFERRED FUTURE LAND USE PLAN





*Chapter* **4**  
**TRANSPORTATION**



*The purpose of this section of the comprehensive plan for the City of Nolanville is to ensure that future transportation needs are met. In order to do so, it proposes short- and long-term improvements that can be made in Nolanville and makes certain that the goals and objectives of the city are capable of being achieved.*

## **4.1 STATE OF TRANSPORTATION**

Nolanville is located at approximately the halfway point between the cities of Temple and Killeen and is part of the Killeen-Temple Metropolitan Planning Organization. The city straddles U.S. Highway 190, an east-west arterial connecting Killeen and Temple, as shown in Figure 1. Highway 190 is a limited-access freeway with one-way frontage roads; Nolanville has 4 access points to the highway within the city limits. Main Street/Old Nolanville Road—the main connector between the areas of the city on either side of Highway 190—runs perpendicular to the highway and serves as one of its access points. Avenue H is an east-west arterial that connects residential sections on the north side of Highway 190 to the downtown area.

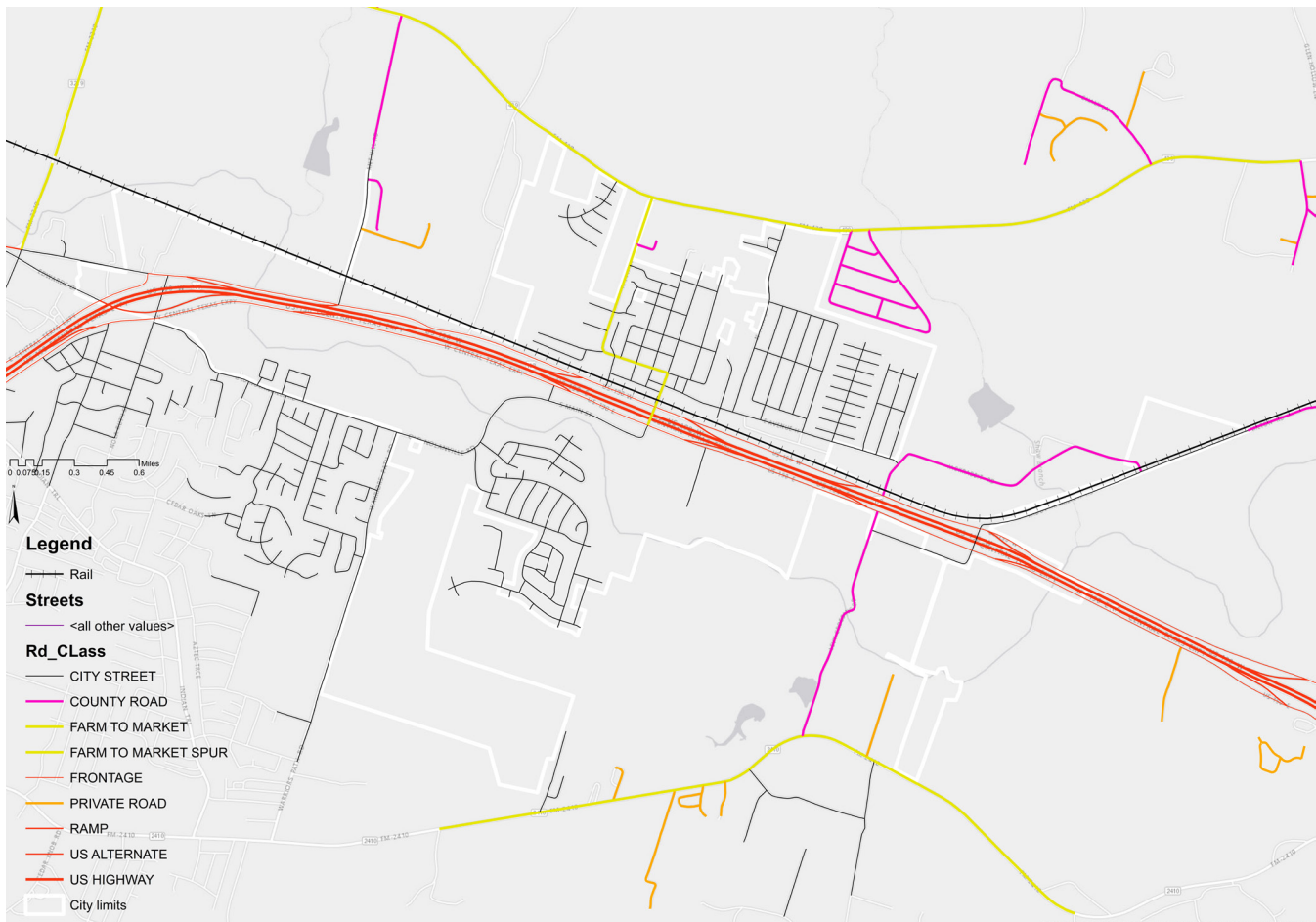
Because Nolanville is a small city of less than 5,000 residents with minor traffic issues and no traffic signals, it is recommended that Nolanville adopt the Complete Streets Initiative as described in the Bicycling/Pedestrian section below.

The following recommendations are both short- and long-term implementation goals for road, rail, bicycle, pedestrian, truck traffic, and rail freight. Implementation of infrastructure, particularly transportation infrastructure, is expensive. Included at the end of the chapter is a list of funding sources that are applicable to Nolanville's goals of increasing bike/ped infrastructure and increasing public transportation.

## CURRENT ROADWAY CLASSIFICATIONS

The current applied roadway classification for Nolanville is based on the traditional functional classification system, which is the predominant method for classifying roadways. It is also adopted and suggested by the Texas Department of Transportation. In this classification system, roads are first identified by their settings (i.e., urban or rural). Subsequently, roads are divided into different categories according to the extent to which they provide mobility for through movements and access to adjacent land. See Table 1 in the appendix for the specific characteristics of each category.

**FIGURE 4.1:**  
Nolanville's Current Street Classification



## 4.2 RECOMMENDED ROADWAY CLASSIFICATIONS

A new classification method has been customized to fit Nolanville's needs. The proposed classification system is generally based upon the existing classification system. In the proposed system, categories are defined without consideration of location, making it more straightforward.

### FREEWAY

Freeways offer the highest level of mobility in this classification system. They mostly carry long-distance and non-local traffic. Freeways provide an integrated network with limited points of access to serve statewide or interstate travel. The typical speed range for freeways in Texas is 55-80 miles per hour. In Nolanville, the speed limit should remain at the current 75 miles per hour.



**FIGURE 4.2:**  
Mesquite Boulevard -  
Existing Road Conditions



**FIGURE 4.3:**  
Mesquite Boulevard -  
Existing Road Conditions

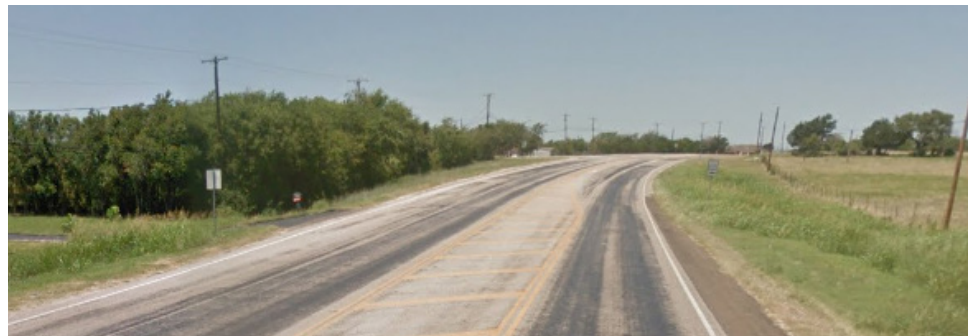
## MAJOR ARTERIAL

Major arterials provide main connections between freeways and lower level roadways. They serve major centers of activity and accommodate movement between urban areas. Major arterials carry a high volume of traffic entering and leaving urban areas, as well as through traffic. In order to effectively distribute traffic and retain mobility, access to adjoining land is designed to be limited.

FIGURE 4.4:  
US 190



FIGURE 4.5:  
FM 439



**TABLE 4.1:**  
**Recommended Roadway**  
**Classification**

CLASSIFICATION	ROAD
Freeway	US Highway 190
Major Arterial	FM 439 Central TX Expressway
Minor Arterial	FM 439 N 5th Street W Avenue I Old Nolanville Rd
Main street	Main Street
Local Street	The rest of the roads in Nolanville

## MINOR ARTERIAL

Minor arterials provide connections between higher and lower level roadways. They link cities and larger towns to form an integrated interstate and inter-county roadway network, so they carry a proportion of through traffic as well. Unlike major arterials, minor arterials provide a lower level of mobility and place more emphasis on local traffic and land access. They serve movement between communities but do not penetrate neighborhoods. In Nolanville, minor arterials currently suffer from a large volume of truck traffic, which leads to a serious safety concern. This problem could be solved by assigning alternative truck routes so as to retain mobility and safety in Nolanville. This issue is more fully discussed later in this chapter.

## COLLECTOR STREET

Collector roads gather traffic from local streets and direct them to minor and major arterials. Predominantly, collector roads have a shorter travel distance than arterial roads. Therefore, speed limit are usually more moderated. Based on their location, collectors may pass through residential neighborhoods and/or serve as land access and traffic circulation.



**FIGURE 4.6:**  
FM 439



**FIGURE 4.7:**  
North Main Street

## LOCAL STREET

Local streets offer the lowest level of mobility. They connect to higher roadway classifications and serve short-distance travel. Local Streets provide direct access to adjacent land, such as residential and commercial areas. Thus, through traffic should be discouraged. Similar to Main Street, Local Streets should place an emphasis on pedestrians and cyclists to ensure a safe environment for local residents using non-motorized transportation.



**FIGURE 4.8:**  
East Avenue H

### **4.3 WALKABILITY AND BIKEABILITY**

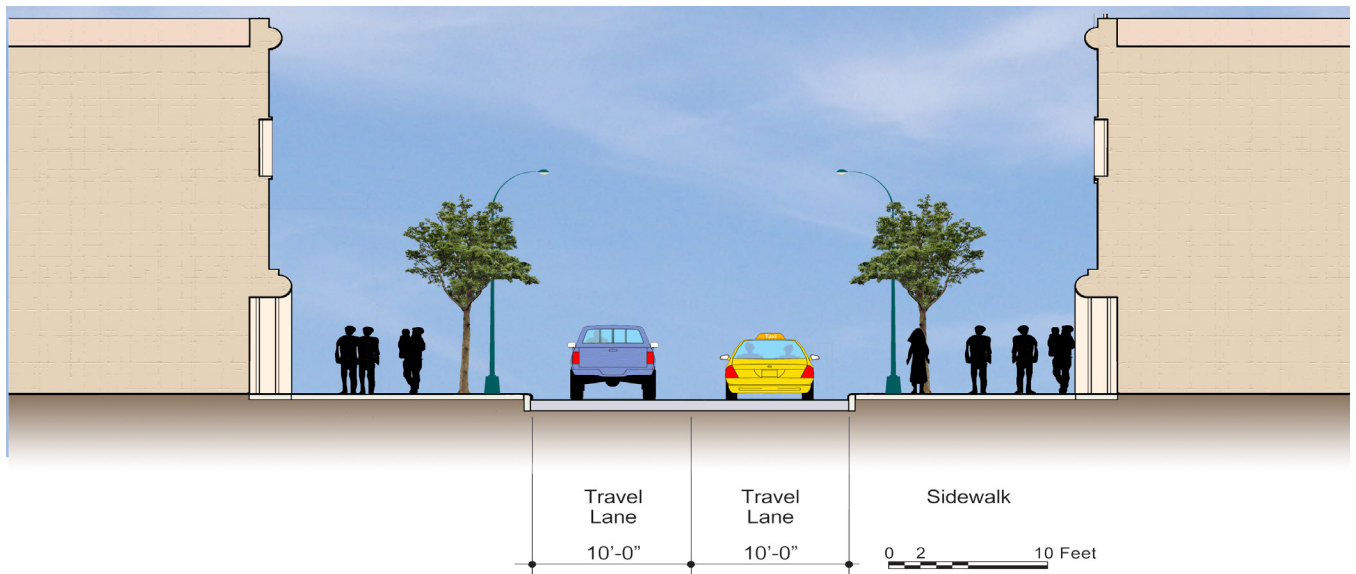
The new design concept of Nolanville streets is meant to give more space to different modes of transportation. Main Street, as well as the other major roads in the town, does not currently offer varying types of infrastructure dedicated to walkability and bikeability. Based on the new concept design, large sidewalks and bike paths are directly added beside the carriageway of the road. Also, a buffer between pedestrians and drivers is provided to create separation and increase the level of safety. This buffer should also be adorned with some landscaping to give this segment of the road an identity as the city center. The importance of Main Street, in particular, is absolutely relevant to the future development of the community. This design is meant to facilitate the accessibility to various structures in the area.

One of the main objectives of the transformation process is to create a good hierarchy in Nolanville's streets. Introducing and converting some local streets into minor arterials would lead to upgrades of some of the roadways in Nolanville. The plan specifies which roads are more suitable to become future minor collectors because they create good internal and external mobility by creating a balance between accessibility and mobility. Another determining factor is the alternative route for trucks; the newly proposed minor arterials can serve to ease possible traffic congestion and accident issues.

The new street design should be coupled with smart use of the land, including mixed land use, in order to have commercial activities as well as residential areas coexist on Main Street. As shown in the before/after renderings, future possible buildings, sidewalks, landscaping, and improved streets are a winning combination for a vibrant, active, and livable downtown.



**FIGURE 4.9:**  
**Main Street New Section**



**FIGURE 4.10:**  
**Avenue G Before (top)**  
**and After (bottom)**



**FIGURE 4.11:**  
North Main Street Before (top) and  
After (bottom)



**FIGURE 4.12:**  
New City Hall Area

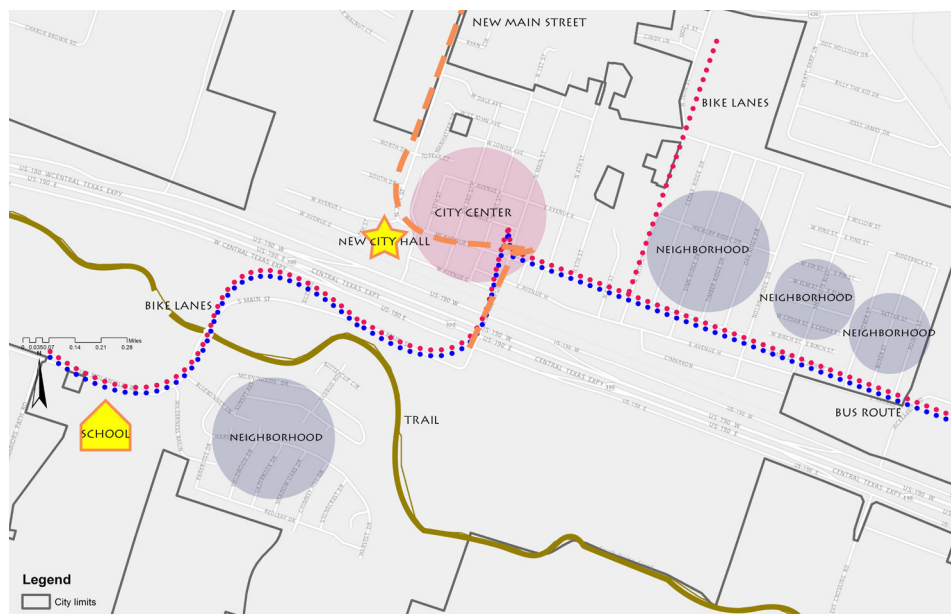


## 4.4 THOROUGHFARE PLAN

The Thoroughfare Plan for Nolanville aims primarily to increase the roadway level of hierarchy. Some of the previous local streets are intended to become minor arterials in order to create better mobility in the city and make interchanges between the streets more secure. The new minor arterials create a good way to accommodate traffic flow in and out the city, especially for people driving through the central area. Also, the Thoroughfare Plan includes all possible roads which should be given priority, including sidewalks and designated bike lanes. The main goal is to create continuity between the north and south sides of the city. The general and broad objectives of mobility inside the city limits should give equal thought and opportunity to all sectors of the community.

The concept map shows the relationship between several attraction points in town that the transportation plan aims to create (Figure 4.13). Nolanville is mainly composed of four very distinct neighborhoods, each presenting different transportation issues such as poor road conditions, lack of connectivity, and safety concerns.

A general improvement of the infrastructure is necessary in each area. In particular, the connections between the residential areas and the main interest points play a key role in the success of the plan. The new city hall, and the two schools, are fundamental to creating creating continuous connectivity and providing residents with a good range of alternative transportation solutions besides the use of cars.



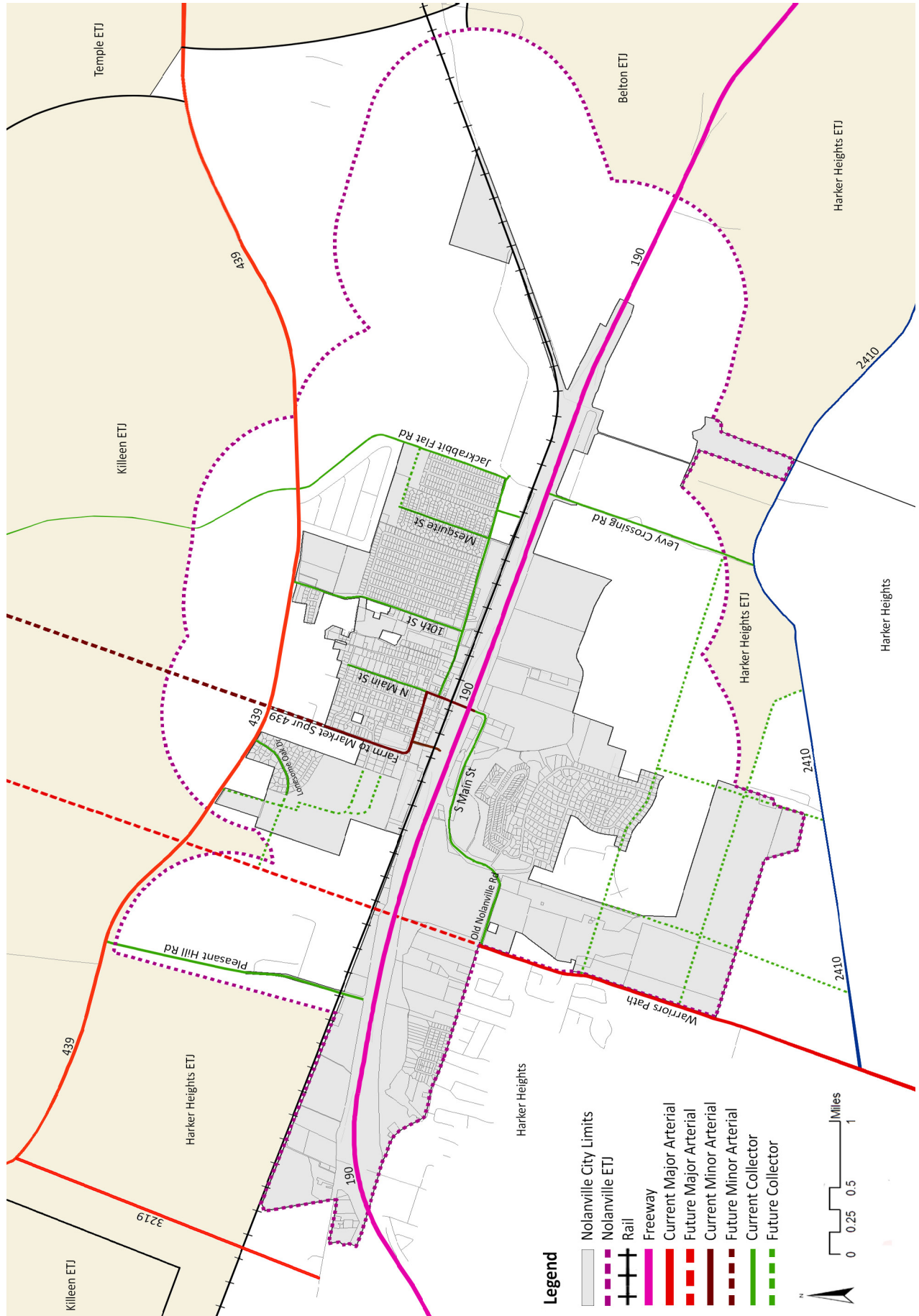
**FIGURE 4.13:**  
Transportation Concept Map

Introduction of a new and safe Main Street connection underneath Highway 190 between north Nolanville and south Nolanville.

Insertion of a new bus route to cover all Nolanville, with strategic points for bus stops.

Addition of bike lanes to encourage and support alternative transportation modes.

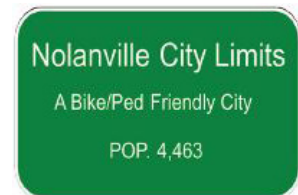
FIGURE 4.14:  
Thoroughfare Plan



## 4.5 BICYCLE AND PEDESTRIAN PLAN

Encouraging biking and walking will benefit Nolanville in terms of health, economic development, and the environment. Because of the lack of infrastructure, namely marked bike lanes and continuous sidewalks, there is an increased safety risk associated with walking and biking, especially around school areas. Increasing the infrastructure associated with bicycling and walking will benefit residents not only with regard to safety, but also economically, by providing Nolanville with the ability to host events that are safe and well marked.

**FIGURE 4.15:**  
Example of Highway City  
Limits Sign



Although Nolanville currently does not have any sign-designated bicycle or pedestrian areas, residents of Nolanville have their own 5K and 10K routes for bicycling and walking. Thus, Nolanville has a strong interest in bike/ped infrastructure and advertising the city as “Bike/Ped Friendly,” as shown in Figure 4.15. Recommendations for signs are that they should replace the current city limit signs on Highway 190, allowing through motorists to be aware of Nolanville’s strengths. This can be implemented through signage and hosting of bike/ped events throughout the year as well as investing in the conversion of the abandoned rail line to a bike/ped trail through the Rails to Trails program.

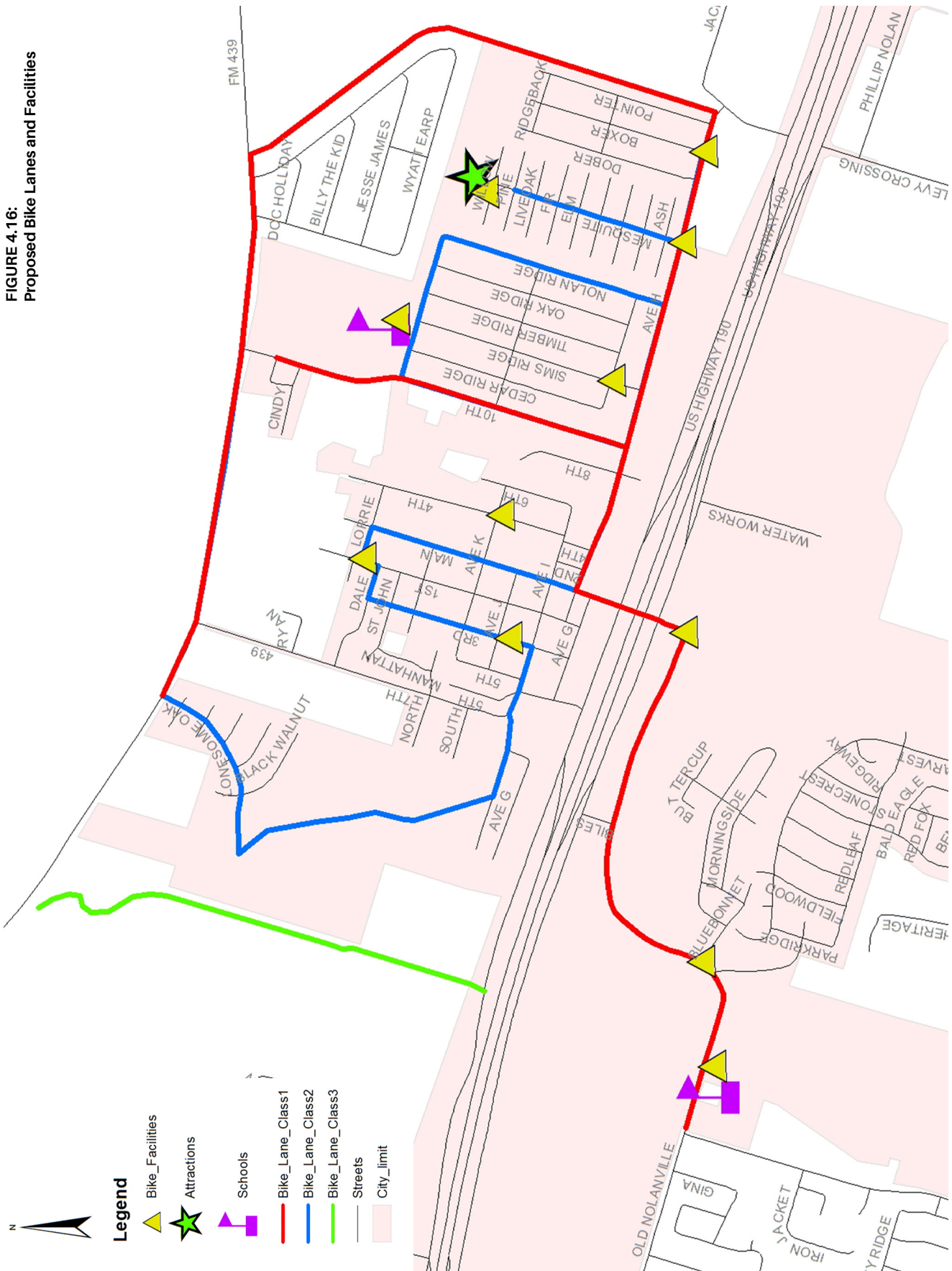
Nolanville currently does not have any designated biking facilities. The existing city conditions (a small population, small land area, flat topography, and mild weather conducive to biking and walking) make Nolanville an ideal community to focus on bike/ped infrastructure. Future bicycle routes in Nolanville should be oriented towards making viable connections between school zones, residential areas, the downtown, and recreation areas such as parks.

### BIKE PLAN AND ROUTES

Overall, there are four types of bike lanes and paths which have been used nationwide: 1) Class 1 - Physically protected paths; 2) Class 2 - Buffered on-street bike lanes; 3) Class 3 - Signed Routes; and 4) Greenway paths.

For Nolanville, Class 2 and Class 3 bike facilities are recommended based on current biking needs and financial constraints. A Greenway path is also recommended around the abandoned north-south railroad siding. Figure 4.16 shows the proposed Bike Plan map for Nolanville. It shows three types of recommended bike paths that can be implemented in Nolanville depending on use and traffic volume.

FIGURE 4.16:  
Proposed Bike Lanes and Facilities



### Buffered on-street bike lanes (Class 2):

Bike lanes will be separated by painted buffers on the ground. They support a higher riding speed and more easily accommodate cyclists with varying experience levels. This type of bike lane should be adopted on Old Nolanville Road from Highway 190 to Nolanville Elementary School, allowing for continued vehicular school pick-up/drop-off but also providing options for biking to school safely from the neighborhoods that abut Old Nolanville Road south of Highway 190. This type of bike lane should also be adopted along the 10K bike route on 10th street from East Avenue H. An example is shown in Figure 4.17.

**FIGURE 4.17:**  
Example of Buffered/Physically protected Bike Lane



### Standard signed route (Class 3):

Bicycle signs mark these designated bike routes. This type of bike lane is low-cost and is recommended for most parts of Nolanville. An example is shown in Figure 4.18.

**FIGURE 4.18:**  
Example of Standard On-Street/Signed Bike Lane



### Greenway Path:

These are usually shared between pedestrians and cyclists. This type of bike lane is recommended around dense residential, recreational, and commercial areas such as the park at the end of Mesquite Street and future proposed shopping areas. A greenway is also recommended to connect Lonesome Oak Drive to Avenue I. An example is shown in Figure 4.19.

**FIGURE 4.19:**  
Example of Greenway Path for only Bikers and Walkers

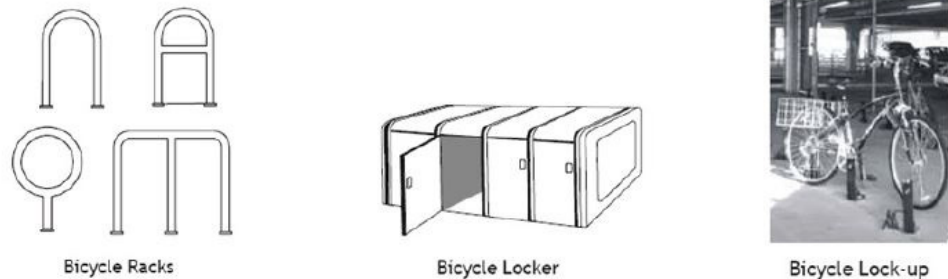


Currently, Nolanville does not have any areas marked specifically as greenways. The abandoned north-south railroad siding should be considered as a potential site for a Rails to Trails bike and pedestrian park. This space would be an ideal location for a linear greenway/park. Parking facilities should be provided at the access point on Spur 439 with a turnaround and park area where the trail would dead-end at the current BNSF Railroad right-of-way. This would provide Nolanville with a destination for visitors.

For each bike trip, a selected bike route and safe bike parking are two main components that Nolanville should provide as its bike network grows according to the future bike plan. Sufficient bike parking is needed to accommodate more bicyclists. Typically, bike parking can be provided using three types of devices (FHWA,2006):

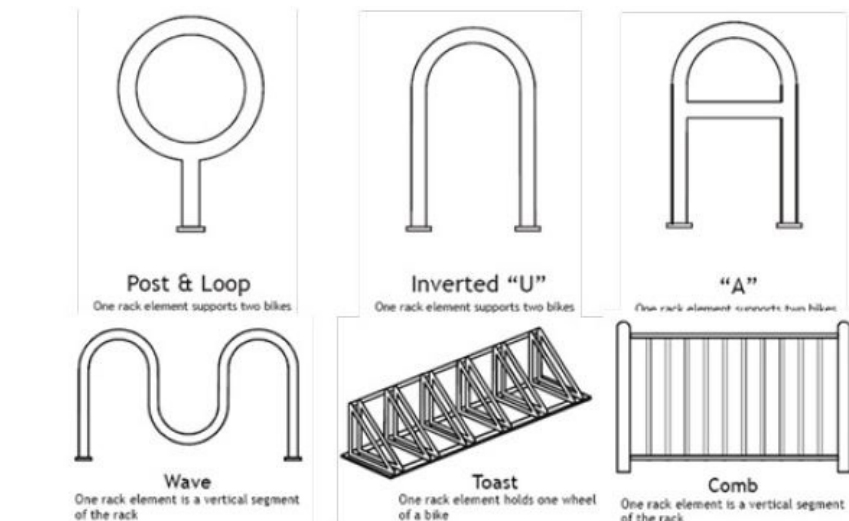
- Bicycle racks: Open air devices to which bicycles can be locked. Works well for short-term parking;
- Bicycle lockers: Stand-alone enclosures which can hold one bicycle per unit. Good for long-term parking and for a variety of users;
- Bicycle lock-up: Site-built enclosures which can hold one or more bicycles. Works well for long-term parking and for regular and trustworthy users.

**FIGURE 4.20:**  
Example of Bike Facilities



Among these, bike racks are low-cost devices and are the most feasible to meet Nolanville’s current needs. Typical bike racks are illustrated in Figure 4.21.

**FIGURE 4.21:**  
Examples of Different Recommended Bike Racks





Bike racks should be placed in highly visible locations, secured to the ground, and located within 50 feet of the main entrance to the building and facility. For Nolanville, the availability of bike racks around major destinations such as schools, public parks, the town center, and public transit is a vital part of a complete bike network. The proposed locations for installing bike racks are shown in Figure 4.16. Overall, designated bike parking legitimizes cycling as an alternative transportation mode and helps maintain the city's orderly appearance. By building up the complete bike network, Nolanville will encourage more people to bike as an alternative to driving short distances.

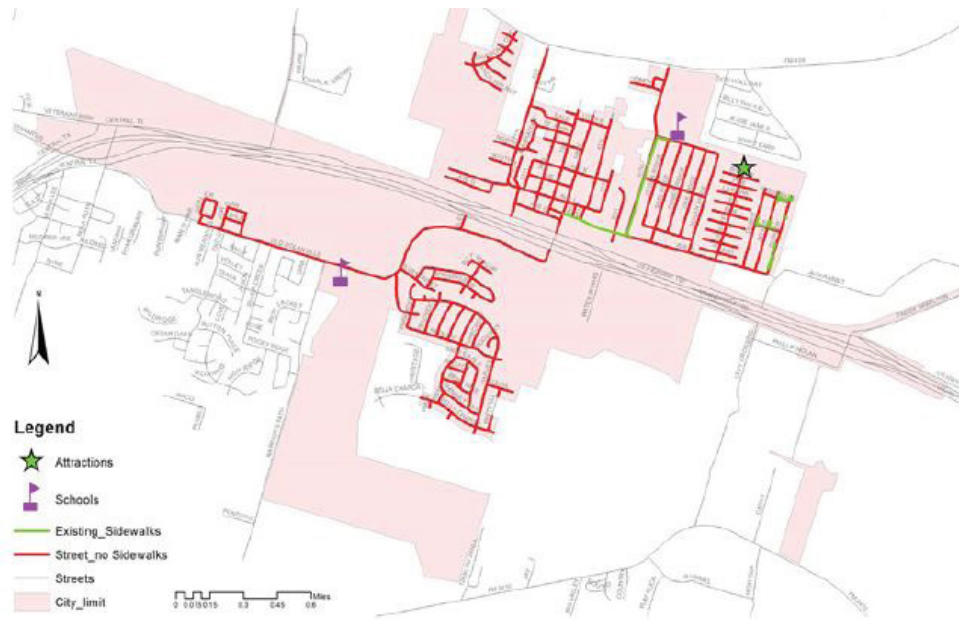
Walking as a potential alternative transportation mode is mainly determined by road safety, street connectivity, and comfort. Nolanville currently has a total of 1.97 miles of sidewalks and a sidewalk/roadway ratio of only 4.45%. Most areas of Nolanville have no sidewalks, which creates discontinuity between different areas and neighborhoods in Nolanville and points to the inequity of road/sidewalk infrastructure.

It is especially important to look at the link between the downtown district and the residential neighborhoods; sidewalks will encourage more walking and engagement in the community by connecting people's homes with social spaces like downtown. The connection between Nolanville Elementary and the neighborhoods on the south side of Highway 190 is also vital to safety. Without sidewalks, children cannot safely get to school by walking. Adding sidewalks and joining the Safe Routes to School program benefits the community by decreasing auto traffic during morning and afternoon drop-off and pick-up and ultimately results in healthier students and a healthier environment.

In recent residential development, sidewalks have been constructed along the frontage of the property with gaps left to be filled when the adjacent parcels are developed. Therefore, it is recommended that sidewalks should be installed by developers as a whole network rather than piecemeal. This will primarily provide safe routes for children to walk to school, as well as pedestrian connectivity for residents at large.

Figure 4.22 shows the existing sidewalk infrastructure in Nolanville. The highlighted green areas are current sidewalks; the highlighted red areas do not have sidewalks.

**FIGURE 4.22:**  
Existing Sidewalks in Nolanville



The three major areas in Nolanville needing immediate sidewalks attention are: 1) the plaza, 2) the old downtown area (Main Street at Avenue H), and 3) Old Nolanville Road between Pecan Village and Nolanville Elementary School. The prioritized sidewalk network is shown in Figure 4.23, as highlighted in red and blue.

There are several recommendations that can help Nolanville promote a walkable environment:

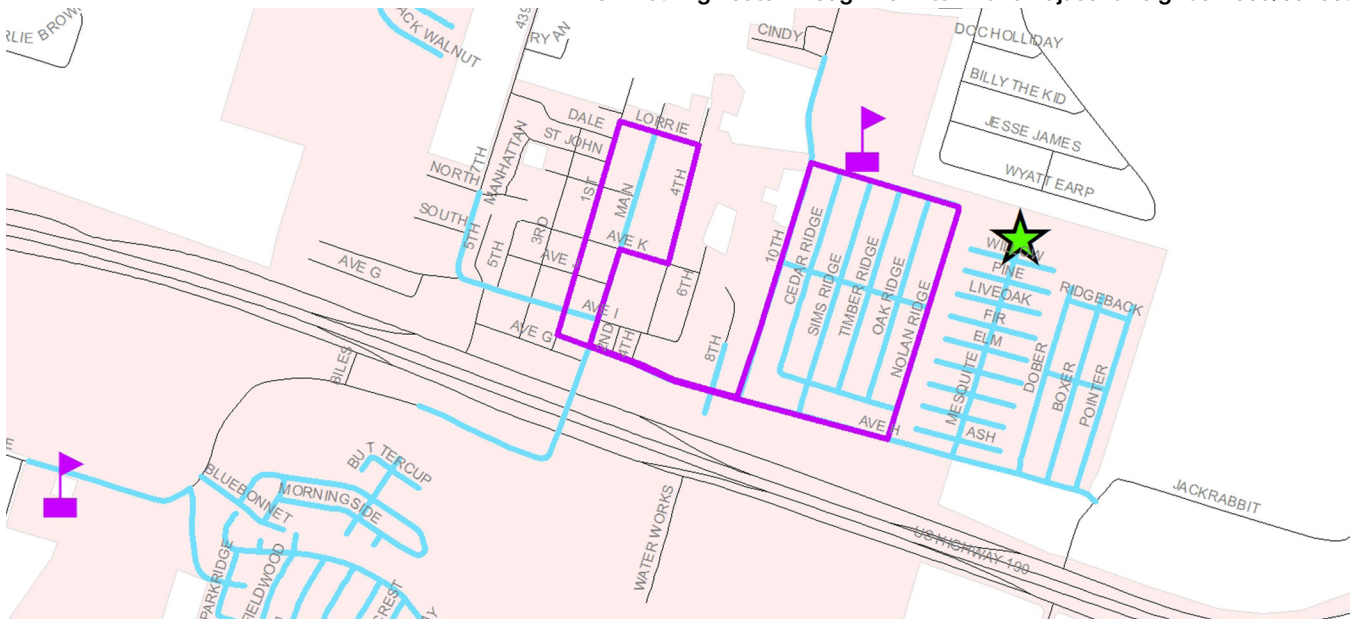
- Improve the quality of existing sidewalks
- Improve the connectivity of the sidewalk network
- Pay special attention to the routes to/from schools
- Provide street furniture and landscape design (discussed in more detail in the public transportation section)
- Install traffic calming devices such as school zone signs and speed bumps to ensure safety, as necessary
- Provide street lighting
- Install clear signage to provide easy to understand directions to destinations
- Provide street trees



The permanent 5K/10K routes should be incorporated into the bike/ped plan to facilitate running or biking events that will draw in people from outside of the community. This will encourage the local businesses geared toward health and fitness to establish a market niche, for example, vendors with running gear or bike accessories, and farmers’ markets selling healthy food. The proposed 5K running/walking route and 10K biking route are shown in Figures 4.24 and 4.25:

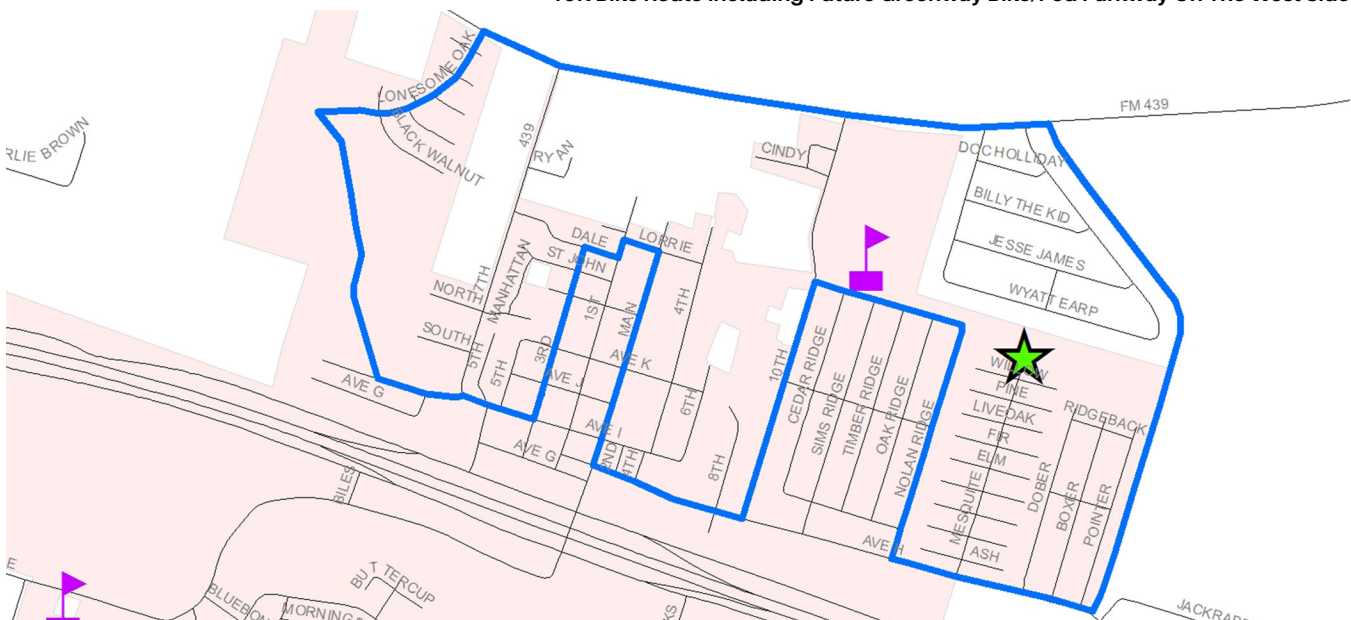
**FIGURE 4.24:**

**5K Walking Route Through Downtown and Adjacent Neighborhood/School**



**FIGURE 4.25:**

**10K Bike Route Including Future Greenway Bike/Ped Parkway On The West Side**



## COMMUNITY WAYFINDING

Building a well-designed wayfinding system is another way that Nolanville can promote walking and biking because it will enhance access to destinations (e.g., goods or services), safety, and community engagement. Along with improvements to and maintenance of the city park, adding more bike/ped-friendly facilities into the city’s traffic system will encourage use of the parks and promote healthy living. Residents and visitors will need more signs and accurate information on how to get to the parks and other destinations in Nolanville such as the 5K and 10K routes, the proposed greenways, and Rails to Trails.

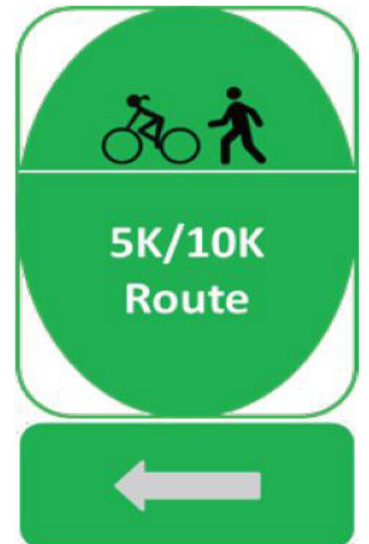
Below are some recommended elements which could be included in Nolanville’s wayfinding system: gateways, street signs, directional signs, and information panels, shown in Figure 4.26:



FIGURE 4.26:  
Wayfinding Elements

Nolanville’s strength is its large number of bicyclists and walkers, along with 5K and 10K bike/ped races. Advertising this to the public through proper signage can be a way to bring new residents and visitors to Nolanville. The proposed wayfinding signage for Nolanville are shown in Figure 4.27.

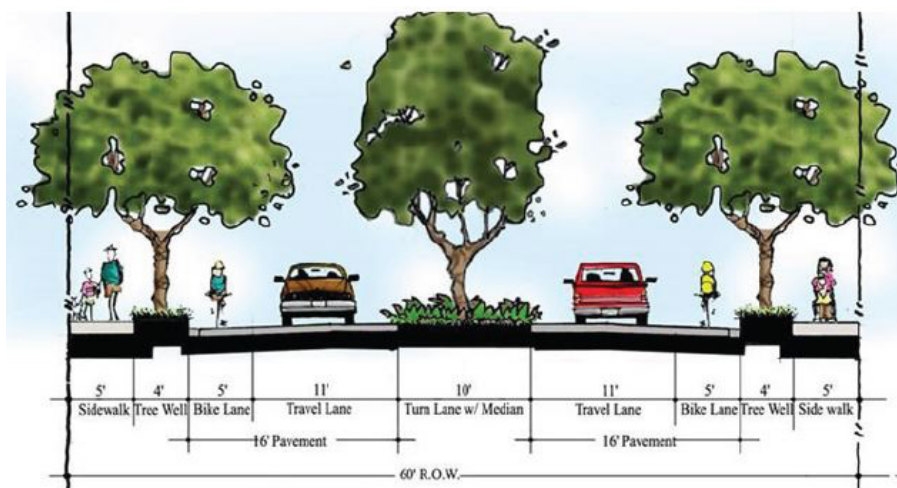
FIGURE 4.27:  
Proposed Sign for Nolanville  
Wayfinding System



## COMPLETE STREET CONSIDERATIONS

The Complete Streets initiative should be adopted by the city of Nolanville for bike/pedestrian planning. Complete Streets are streets for everyone, regardless of mode of travel. Safety, comfort, and convenience are the three main aspects of Complete Streets. They are designed to enhance safe access for all road users at all ages and abilities. By making streets safe for pedestrians and cyclists, Complete Streets not only reduce injuries and fatalities, but also promote healthy living through more biking and walking. This, in turn, results in better air quality through lower vehicle emissions as people use more sustainable modes of transportation. Participation in the Complete Streets initiative also increases a city’s likelihood of receiving federal transportation grant funds through the Surface Transportation Program in the U.S. DOT.

**FIGURE 4.28:**  
Example of Complete Street Concept



The recommended Complete Streets format is shown in Figure 4.28, demonstrating the important elements in designing roadways. Although the above design is not necessarily how Nolanville would design its future streets, it shows how to incorporate all the elements of roadway design to allow use by all modes (motorized vehicles, pedestrians, and bicycles). It also demonstrates how enhancing the street design with trees and shrubs can make it more pleasing to the eye. All these elements can be applied in street design in Nolanville as it moves forward in revitalizing its downtown and neighborhood areas.

Figure 4.28 is a rendering of how Complete Streets would be applied to “the Plaza” area in Nolanville, one of the critical areas that needs the most attention in Nolanville. The Plaza area in Nolanville is significant

because of the poor quality of the road as well as lack of any pedestrian or bicycle infrastructure. Mesquite Street, the main thoroughfare in the Plaza, is also the single access point to the city's public park. Improvements to the road infrastructure using bike/pedestrian resources along Mesquite Street, coupled with improvements to the park (including ample parking, park design, landscaping, and facilities) will attract more residents to the park by non-motorized means. The other examples of Complete Streets are shown in Figures 4.29.



**FIGURE 4.29:**  
Complete Streets in City of Charlotte

## 4.6 ADDITIONAL TRANSPORTATION

### PUBLIC TRANSPORTATION

Public transportation in Nolanville is limited to the HOP. The HOP is operated by Hill Country Transit District, a political subdivision of the State of Texas. According to their website, their mission is to provide rural and urban fixed-route and paratransit service in central Texas. Currently, the HOP has one stop in Nolanville, Route 200, which is marked solely by a small bus sign on the frontage road of Highway 190. There are no shelters or benches located at the bus stop and the bus stop is not easily accessible to the residents of Nolanville.

### PROPOSED BUS ROUTE AND STOPS

A proposed re-route of HOP Route 200 is below. Route 200 runs between Avenue U in Temple to the WalMart in Harker Heights. Intermediate points are in Belton and Nolanville. Since there are no other stops between Belton and Harker Heights, the additional stops in Nolanville will not disrupt any other service.

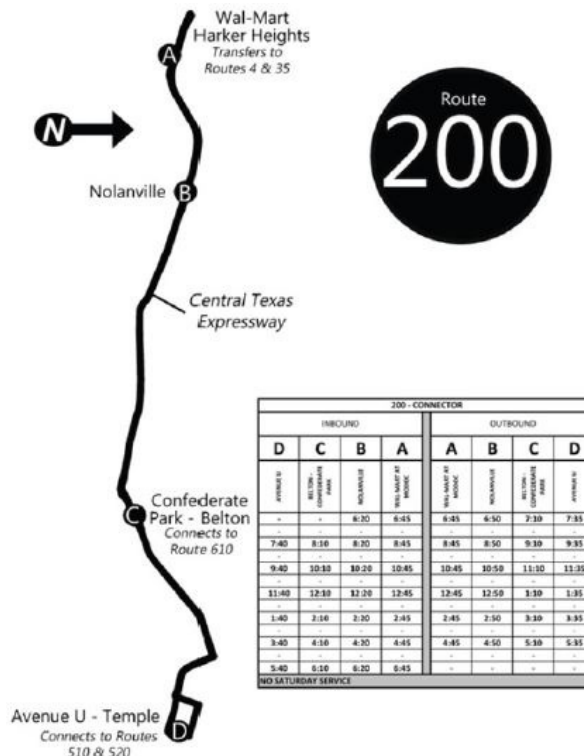
The additional stops fulfill the mission of the Hill Country Transit District of improving quality of life and providing transit to rural communities. Figure 4.30 is the transit map for Route 200.

Figure 4.31 is a representation of recommended HOP stops to be added to HOP Route 200. Each shaded circle represents a quarter-mile or 7-minute walk. The stops, from east to west are:

- Boxer Street/Avenue H
- Mesquite Street/Avenue H
- Sims Ridge/Cedar Ridge
- N 4th Street/E Avenue K
- W Lorrie Avenue/N 1st Street
- W Avenue K/N 3rd Street
- Shell Station at S Main Street/US Hwy 190 Frontage Road East
- Bluebonnet Lane/Old Nolanville Road
- Nolanville Elementary School located on Old Nolanville Road

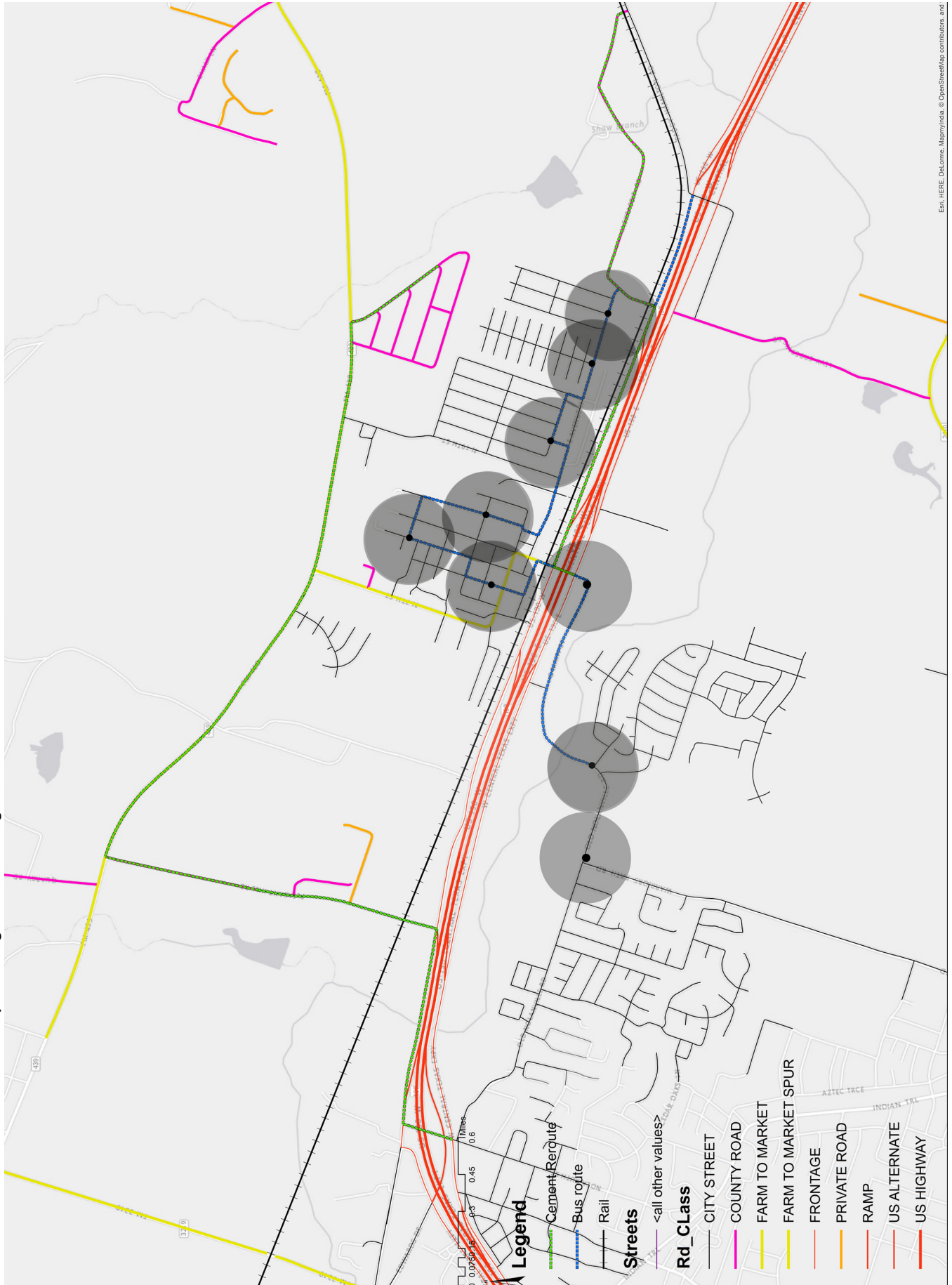
At the Harker Heights WalMart, passengers can transfer to HOP Route 4, which allows access to Scott & White Clinic, the Killeen Mall, and downtown Killeen.

**FIGURE 4.30:**  
Transit Map for Route 200





**FIGURE 4.31:**  
**Bus routes and recommended HOP stops showing 1/4 mile walking buffer**



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and

**FIGURE 4.32:**  
Example of Bus Stop Sign



Through the U.S. DOT’s Surface Transportation Plan, the Bus and Bus Facilities Program grants money to municipalities for improvements such as signage and shelters. Nolanville can collaborate with Hill Country Transit Service to apply for grant funds for bus stop improvements and possibly additional buses and/or maintenance. Figures 4.32 and 4.33 are examples of signage and bus stop improvements that might be considered for Nolanville.

### FREIGHT TRANSPORTATION

Freight transportation in Nolanville consists mainly of through trucks from the quarry north of Nolanville and rail freight on the BNSF Railway. Congestion and safety issues are of concern with both the cement trucks from the quarry and trains.

### TRUCK TRAFFIC

**FIGURE 4.33:**  
Example of Bus Shelter



Nolanville currently has issues with cement truck traffic going into and through the city and creating safety and maintenance issues on Spur 439. While the quarry is located north of the city, trucks continue to use Spur 439 into Nolanville to West Avenue I and then to Main Street to access the crossover at US Highway 190. Spur 439 is a narrow two-lane road with a sharp curve at the intersection with West Avenue I that is dangerous for other drivers, pedestrians, and bicyclists. These trucks also cause damage to Spur 439, adding to maintenance costs. The quarry cement trucks can use an alternate route to Highway 190 west of Nolanville to access the highway eastbound. The proposed route is to take Spur 439 west from the quarry and the FM 3219 south to Highway 190, where it can be accessed eastbound or westbound.

**FIGURE 4.34:**  
Current and Designated Truck Freight Routes



Figure 4.34 shows the proximity of the quarry to Nolanville. The green route shows the current route trucks from the quarry take to access Highway 190 with the curve marked. This route takes trucks through downtown Nolanville, unnecessarily causing safety and maintenance concerns. The red route shows the alternative route for truck use which avoids dangerous curves and the population center. Figure 4.31 shows the proposed truck routes around the city.

## RAIL TRANSPORTATION

Rail traffic is common along the BNSF railroad siding (low-speed section of track). The siding at Nolanville begins west of town and runs eastbound for 2.5 miles. There are four at-grade crossings in Nolanville. Trains are reported to regularly block up to three of the crossings (including the Main Street grade crossing) for more than 10 minutes at a time, obstructing essential services (police and fire) from accessing Nolanville south of Highway 190.

According to Texas Transportation Code Section 471.007, railroad operators are legally obligated not to block at-grade crossings for more than 10 minutes or risk being cited for a misdemeanor. It is recommended that the city engage in talks with BNSF Railway to find a solution. One potential solution is to compromise with the railroad by closing one or more grade crossings in return for moving trains to where they block only one grade crossing at a time. Another possibility is to get grade crossing upgrades at other crossings financed by BNSF and the State of Texas.

## AIR TRANSPORTATION

Air transportation is available at the Killeen-Ft. Hood Regional Airport located 15 miles west of Nolanville. Currently three airlines serve Killeen-Fort Hood Regional Airport. American Airlines serves Dallas/Fort Worth International Airport with eight departures and arrivals daily; Delta Airlines serves Hartsfield International Airport in Atlanta, Georgia, with two arrivals and departures daily; and United Airlines serves George Bush Intercontinental Airport in Houston with three departures and arrivals daily. Access to the airport is available by private automobile, taxi, or the HomeTown Airport Shuttle. The HOP does not have a fixed route to the Killeen-Fort Hood Regional Airport, but it is a recommended regional service addition.

**TABLE 4.1:  
Goals and Core Ideas**

	Maintain and upgrade the roadway infrastructure and safety of the City of Nolanville.	Remove heavy freight from the City of Nolanville	Incorporate connectivity and accessibility into future development	Develop active transit, or bicycle and pedestrian friendly, infrastructure to support a healthy and active community.	Create transportation alternatives for residents of Nolanville
Improve the conditions of the substandard roadways	x				
Install streetlights in areas where the absence of adequate lighting causes a safety concern for drivers, pedestrians, and bicyclists	x			x	
Alternative routes should be established for heavy freight currently traversing through Nolanville		x			
Add connectivity requirements for new development via subdivision ordinance revisions.			x		x
Increase parking facilities to ensure safety and connectivity	x		x	x	
Encourage pedestrian and biking activities by expanding facilities construction	x		x	x	x
Identify public transit stops within Nolanville, prioritizing areas with aging, disabled, and low-income populations, considering access to food, work, recreation, emergency shelters, and health and human services.			x	x	x

## 4.7 GOALS, OBJECTIVES, AND ACTIONS

### Goal 1: Maintain and upgrade the roadway infrastructure and safety of the City of Nolanville

Objective 1.1: Improve the conditions of the substandard roadways

- Action 1.1.1: Hire engineering consultants and landscape architects to design prioritized roadways as Complete Streets.
- Action 1.1.2: Repave Mesquite St. and “The Plaza” neighborhood with porous pavement and other stormwater management considerations with a Complete Streets approach (see Chapter 5 Community Facilities and Infrastructure).
- Action 1.1.3: Reconstruct roadways in the Main Street District as Complete Streets, considering pedestrians and bicyclists, adding elements such as benches, trash receptacles, lighting, and planters.
- Action 1.1.4: Add roadway adjacent to the east side of the city park and consider adding roadways within the park to increase police access, safety, and security.

At the Open House meeting on April 29th, several residents and local police officers raised a concern for safety of residents within the Plaza. They recommended lighting to help deter crime and improve public safety and security.

Objective 1.2: Keep up-to-date of current roadway conditions.

- Action: 1.2.1: Get regularly scheduled reports of the condition of the FM 439 Spur in Nolanville at West Avenue I.
- Action 1.2.2: Develop prioritized list of roads in Nolanville with a schedule for maintenance and improvements.

Objective 1.3: Install streetlights in areas where the absence of adequate lighting causes a safety concern for drivers, pedestrians, and bicyclists.

- Action 1.3.1: Install lighting along Mesquite St. in “The Plaza” neighborhood to improve safety for residents and recreational users of the city park.
- Action 1.3.2: Coordinate with TXDOT concerning installation of lighting at eastern exit to Nolanville from Highway 190 (Jackrabbit Flat Road).

Objective 1.4: Install traffic signal at the FM 439 split north of Nolanville.

- Action 1.4.1: Coordinate with TXDOT for a traffic study on the warrants for a traffic signal at the FM 439 split north of Nolanville.

**Goal 2: Remove heavy freight from the City of Nolanville**

Objective 2.1: Alternative routes should be established for heavy freight currently traversing Nolanville

- Action: 2.1.1: Implement maximum truck weight in the city limits.
- Action 2.1.2: Discuss passing siding options with BNSF railroad to ensure the clearance of the Main Street grade crossing and access to emergency services.

**Goal 3: Incorporate connectivity and accessibility into future development**

Objective 3.1: Add connectivity requirements for new development via subdivision ordinance revisions.

- Action 3.1.1: Amend Subdivision Ordinance to require new residential subdivisions to provide street connections to all existing and approved but not-yet-built streets that are stubbed to the edge of the subdivision plan.
- Action 3.1.2: Amend Subdivision Ordinance to require new residential subdivisions to provide street connections at least every 660 feet (1/8 mile) along portions of the perimeter that border developable land. Also amend the Subdivision Ordinance to require pedestrian access to the citywide trail system at least every 660 feet along portions of the perimeter that border the proposed trail system (as it is proposed in the Thoroughfare Plan).
- Action 3.1.3: Amend Subdivision Ordinance to require new residential subdivisions to provide an intersecting street connection at least every 660 feet (1/8 mile) along arterial streets, with intersections capable of being fully signalized at least every 1320 feet (1/4 mile).

- Action 3.1.4: Amend Subdivision Ordinance to require cul-de-sac streets to be no longer than 660 feet. Also require any cul-de-sac street that is longer than 400 feet to provide a pedestrian and/or bicycle path at the end of the street connecting to another street.
- Action 3.1.5: Amend Subdivision Ordinance to only allow gated entries into residential subdivisions in the lowest density residential zones.
- Action 3.1.6: Make every effort to negotiate with developers for new, needed connections that have been plat-  
ted-over, to better distribute traffic and therefore reduce need for widening Old Nolanville Rd.

Objective 3.2: Ensure that future annexation ties in with accessibility to the Main Street District.

- Action 3.2.1: Develop annexation plan prioritizing the phasing in of land within the city limits.

Objective 3.3: Increase parking facilities to ensure safety and connectivity.

- Action: 3.3.1: Provide parent/visitor parking behind Nolanville Elementary School.
- Action: 3.3.2: Provide additional paved parking at the City Park.

#### **Goal 4: Develop active transit, or bicycle and pedestrian friendly, infrastructure to support a healthy and active community**

Objective 4.1: Encourage pedestrian activities by expanding sidewalk construction.

- Action 4.1.1: Draft Complete Streets policy within municipal code.
- Action 4.1.2: Install sidewalks in “The Plaza” neighborhood to provide access to the City Park.
- Action 4.1.3: Install sidewalks in the Main Street District to promote economic development.
- Action 4.1.4: Install sidewalks between the neighborhoods south of Highway 190 and Nolanville Elementary in accordance with Safe Routes to School.

**EXAMPLE CODE LANGUAGE FOR COMPLETE STREET**  
 “The City of \_\_\_\_ will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected networks.”  
 (Taken from Municipal Code Chapter 12.06: Complete the Streets, City of Redmond, WA.)

- Action 4.1.5: Prioritize sidewalks near or connecting to trail systems, parks, schools, food access, and public transit locations.

Objective 4.2: Install bicycle facilities along the prescribed bike route.

- Action 4.2.1: Draft Complete Streets policy within municipal code.
- Action 4.2.2: Construct a Class I bicycle facility from the west end of Avenue I in a northwest direction along the tree line to the south end of Lonesome Oak Dr.
- Action 4.2.3: Construct a Class II bicycle facility should be constructed on FM 439 north of Nolanville, Jackrabbit Flat Road, Avenue H, and Old Nolanville Rd.
- Action 4.2.4: Construct a Class III bicycle facility should be constructed on Lonesome Oak Dr, Mesquite St, Nolan Ridge Drive, North Main Street, and North 3rd Street.

### **Goal 5: Create Transportation Alternatives for residents of Nolanville**

Objective 5.1: Based on the current Thoroughfare Plan, identify potential public transit stops within Nolanville, prioritizing areas with aging, disabled, and low-income populations, and considering access to food, work, recreation, emergency shelters, and health and human services.

- Action 5.1.1: Coordinate with Hill Country Transit to re-route Fixed Route 200 to enter Nolanville from the Highway 190 on Jackrabbit Flat Road and make stops between the Plaza and Downtown Nolanville and continue to the Harker Heights Walmart via Old Nolanville Rd.
- Action 5.1.2: Install bus shelter facilities at selected public transit stops in Nolanville.
- Action 5.1.3: Work with Hill Country Transit and County Emergency Managers and Fire Department to place transit stops at designated emergency shelters for socially vulnerable populations (aging, disabled, and low income).
- Action 5.1.4: Work with Hill Country Transit and health and human service providers to place transit stops at health and human service facilities.



Objective 5.2: Use Public Transit as a catalyst for bicycling in Nolanville.

- Action 5.2.1: Place bicycle facilities at transit stops to encourage multimodal transit within Nolanville.

**Goal 6: Maintain and enhance the beauty of Nolanville’s streetscape.**

Objective 6.1. Install at least 25 new street lights in the downtown overlay district by 2020.

- Action 6.1.1. Budget for 5 new LED street lights and installation per year until 2020. Priority areas include the Plaza, Main Street District, and parks. Implement LED to save energy and reduce costs, reduce light trespass and night glow.
- Action 6.1.2. Change development regulations for the types of outdoor lighting desired in the downtown overlay area to reflect desired options, including fixtures, light sources and mounting options.
- Action 6.1.3. Change the subdivision regulations in the downtown overlay district to require the subdivider to be responsible for the costs and installation of the conduit needed for service lines, after which the electric utility provider will be responsible for the ownership and maintenance.
- Action 6.1.4. Install large street trees along Main Street to enhance the entrance into Nolanville.

## 4.8 PROGRAMS AND FUNDING

The following summaries are from the US Department of Transportation. By following this link, <http://www.dot.gov/livability/grants-programs>, more in-depth descriptions can be found. This list is by no means exhaustive. Funding sources come from many different areas, including federal, state, and private investment. Also, as this list contains solely federal grants, some of the programs may expire or be red-lined by future legislation. Information on eligibility and how to apply can be found at the above website.

### SURFACE TRANSPORTATION IMPROVEMENT:

#### Surface Transportation Program (STP)

Brief Summary: The Surface Transportation Program (STP) (23 U.S.C. 133) is one of the main sources of flexible funding available for transit or highway purposes. STP provides the greatest flexibility in the use of funds. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures. STP funds are distributed among various population and programmatic categories within a State. Some program funds are made available to metropolitan planning areas containing urbanized areas over 200,000 population; STP funds are also set aside to areas under 200,000 and 50,000 population. The largest portion of STP funds may be used anywhere within the State to which they are apportioned.

Link:<http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm> and [http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3786.html](http://www.fta.dot.gov/funding/grants/grants_financing_3786.html)

### **Non-urbanized Area Formula Grant Program (Transit Grants for Rural and Small Urban Areas)**

Brief Summary: This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program. Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The State must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

Link:[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3555.html](http://www.fta.dot.gov/funding/grants/grants_financing_3555.html)

### **Bus and Bus Facilities Program**

Brief Summary: The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. Funds are allocated on a discretionary basis.

Link:[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3557.html](http://www.fta.dot.gov/funding/grants/grants_financing_3557.html)

## ACCESSIBILITY TO DISADVANTAGED POPULATIONS

### **Elderly and Persons with Disabilities**

Brief Summary: This program (49 U.S.C. 5310) provides formula capital funding to States for the purpose of assisting private non-profit groups and certain public agencies in meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each State's share of population for these groups of people. Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements. The State agency also ensures that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program coordinates with transportation services assisted by other Federal resources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state. Projects must be derived from a locally developed, coordinated public transit-human services transportation plan. The "sliding scale" matching ratio applies in States with large amounts of Federally-owned lands. Matching funds may be derived from other non-DOT programs or the Federal Lands Highway Program.

Link:[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3556.html](http://www.fta.dot.gov/funding/grants/grants_financing_3556.html)

## SURFACE TRANSPORTATION PLANNING

### **Metropolitan Planning Program and State Planning and Research Program**

Brief Summary: These programs – jointly administered by FTA and FHWA - provide funding to support cooperative, continuous, and comprehensive planning for making surface transportation investment decisions in metropolitan areas and throughout States. These funds can be used for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and

promote consistency between transportation improvements and State and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

Link: [http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3563.html](http://www.fta.dot.gov/funding/grants/grants_financing_3563.html)

### **Surface Transportation Environment and Planning Cooperative Research Program (STEP)**

**Brief Summary:** The Surface Transportation Environment and Planning Cooperative Research Program (STEP). The general objective of the STEP is to improve understanding of the complex relationship between surface transportation, planning and the environment. SAFETEA-LU provides \$16.875 million per year for FY2006-FY2009 to implement this new cooperative research program. Due to obligation limitations, rescissions, and the over-designation of Title V Research in SAFETEA-LU, it is anticipated that approximately \$12.8 million of the \$16.875 million authorized will be available each year.

Link: [www.fhwa.dot.gov/hep/step/index.htm](http://www.fhwa.dot.gov/hep/step/index.htm)

### **Transportation Planning Capacity Building Peer Program**

**Brief Summary:** The Transportation Planning Capacity Building (TPCB) Peer Program is a free technical assistance and training resource for agencies in need of transportation planning information and support. In addition to an extensive inventory of publications and reference materials catalogued on the website ([www.planning.dot.gov](http://www.planning.dot.gov)), the program will organize informational peer events pairing organizations with challenges in planning/implementing sustainable communities for livability programs with agencies who have achieved notable success on the topic. The peer exchanges may take place virtually, in the form of webinars and teleconferences, as well as in person, utilizing conference venues and agency office settings. Where needed, the program can support the travel expenses of peers participating in exchanges.

Link: <http://www.planning.dot.gov>

### **Scenario Planning**

Brief Summary: Federal Highway Administration with Volpe conducts three to four Scenario Planning workshops annually. These workshops are designed to help communities develop a Vision for their future and a game plan for reaching their goals.

Link:<http://www.fhwa.dot.gov/planning/scenplan/index.htm#st-hash.VqYqXLbB.dpuf>

### **BIKE AND PEDESTRIAN**

#### **Bicycle and Pedestrian Program**

Brief Summary: The Federal Highway Administration's Bicycle and Pedestrian Program promotes bicycle and pedestrian transportation use, safety, and accessibility. The Program is responsible for implementing Federal transportation legislation and policy related to bicycling and walking.

Link: [www.fhwa.dot.gov/environment/bikeped/](http://www.fhwa.dot.gov/environment/bikeped/)>

#### **Transportation Enhancement Activities**

Brief Summary: Transportation Enhancement (TE) activities offer funding opportunities to expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories.

Link: [www.fhwa.dot.gov/environment/te](http://www.fhwa.dot.gov/environment/te)

#### **The Safe Routes to School Program**

Brief Summary: The purpose of the Safe Routes to School (SRTS) Program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The SRTS Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage

children and their parents to walk and bicycle safely to school. The Federal-aid Safe Routes to School program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU, Pub. L. 109-59). The SRTS Program is funded at \$612 million and provides Federal-aid highway funds to State highway agencies over five fiscal years (FY 2005 - 2009), in accordance with a formula specified in the legislation.

Link: <http://safety.fhwa.dot.gov/saferoutes>.

### **Recreational Trails Program**

Brief Summary: The RTP provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Link: [www.fhwa.dot.gov/environment/rectrails](http://www.fhwa.dot.gov/environment/rectrails)

## **MISCELLANEOUS**

### **Design and Art in Transit Program**

Brief Summary: This program allows for funding the costs of design, fabrication, and installation of art that is part of a transit facility with Federal funds from FTA's Urbanized Area and Nonurbanized Area Formula Programs (section 5307 and 5311, respectively), and the Capital Investment Program (section 5309). FTA is committed to fund quality design and art in mass transit projects and allows local agencies discretion in allocating funds for these efforts within recommended parameters. Good design and art can improve the appearance and safety of a facility, give vibrancy to its public spaces, and make patrons feel welcome, thus contributing to the goal of transit facilities helping to create livable communities. Information about the character, makeup, and history of the neighborhood should be developed in conjunction with conceptual ideas from local residents and businesses. Artists should interact with the community and may choose to work directly with residents and businesses on a project. This program does not provide for a discrete source of funds, but rather applies an eligible purpose for use of designated FTA program funds.

Link: [http://www.fta.dot.gov/laws/circulars/leg\\_reg\\_4129.html#st-hash.VqYqXLbB.dpuf](http://www.fta.dot.gov/laws/circulars/leg_reg_4129.html#st-hash.VqYqXLbB.dpuf)





*Chapter* **5**  
**Community Facilities  
and Infrastructure**



*Residents and businesses are served by city hall, the municipal courthouse, police and fire departments, water and sewer lines, and educational institutions to enhance the quality of life. These community facilities are required to meet forecasted future needs. Moreover, community facilities represent a remarkable opportunity for city government to directly and positively influence the built environment. To ensure a citywide benefit and to achieve the long-term goals, investments for community facilities should be designed strategically.*

## **5.1 STATE OF INFRASTRUCTURE AND FACILITIES**

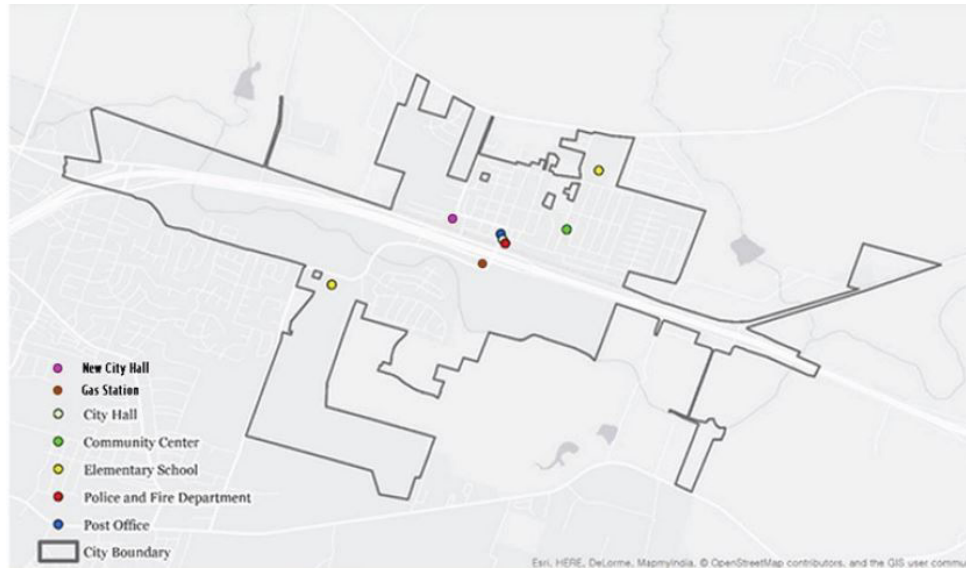
The infrastructure of the city varies somewhat depending on when the neighborhood was built. Based on our observations and conversations with the task force, newer neighborhoods have a higher quality of infrastructure than older areas. Street lighting is almost nonexistent in the older areas of the city. In older neighborhoods many streets are in need of repair. Throughout the city sidewalks are lacking and consequently pedestrians walk on the street or not at all. Too few sidewalks within the city have created a pattern of limited connectivity. It is clear that the city has begun addressing these issues by the increased quality of infrastructure in new subdivisions.

Community facilities should correspond with expected population growth and the Preferred Future Land Use Plan. According to the population projection, Nolanville will grow significantly by 2030. Figure 5.1 shows current community facilities in Nolanville. There is the city hall and community center with municipal courthouse. The police and fire departments are located in the center of the city on North Main Street. Two elementary schools are located in the north and south parts of the city.

The ability to handle future growth may depend upon the maintenance and provision of infrastructure. Future community facilities and infrastructure should satisfy the need from expected growth. Table 5-1 shows the current per capita usage of various community facilities and infrastructure along with expected population growth demands on those systems. Water and sewer capacity are the primary infrastructure issues for future growth. Also, more educational institutions, law enforcement employees, and firefighters are required. The redevelopment of city hall is under way. The reuse and redevelopment of the community center and municipal courthouse will create new activities in the community. Cur-

rently the city doesn't have a library or higher education facility, but these facilities should be considered for future growth.

**FIGURE 5.1:**  
Location of Current Community  
Facilities



**TABLE 5.1:**  
*Projection of Community Facilities Needs*

Community Facilities	Current	Current (per capita)	Pop. 10,000	Pop. 15,000
Water MGD (million gallons per day)	0.22	0.00005	0.59	0.84
Sewer MGD (million gallons)	0.31	0.00007	0.83	1.17
Elementary School Teachers & Staff	167	0.03742	374	561
Law Enforcement Employees	6	0.00134	16	22
Volunteer Firefighters	40	0.00896	90	134

The fiscal situation is also important for community facilities planning. As seen in Figure 5.2, Administration and Public Works expenditures are on the rise. To maintain a sound financial foundation, the city government should consider their rate of expenditure. The reuse and redevelopment of existing facilities can be a better way to maintain sound financial footing. Also, the city may put vacant or underutilized buildings to use.



**FIGURE 5.2:**  
General Fund Expenditures

## 5.2 RECOMMENDATIONS

The current lack of facilities in town opens the door to a wide range of solutions that could be applicable and successful in the Nolanville's context. Every new feature inserted into the area can be used to improve a particular aspect of the community. The development of social infrastructures related to the fields of education, health, and other services are directly connected to the development of human capital and are in prevalent use by families in particular.

### MULTI-USE COMMUNITY FACILITIES

The first recommendation is to reuse and redevelop existing structures in the community. New development opportunities should focus on major attractions of the city, such as the Main Street district, to treat community facilities as economic and marketing amenities as a way to boost both the economy and the value of the town. Infrastructure and transportation investments would help economic development as well as community services. Development of economic infrastructure elements such as public roads, railways, telecommunications networks, and energy

## EXAMPLES OF ARTS AND CULTURE IN VACANT BUILDINGS AND MULTI-USE COMMUNITY FACILITIES

Crane Arts ([www.cranearts.com](http://www.cranearts.com)) houses artists in art studios in the reused Crane Building in Philadelphia. The reused space includes an art restoration studio, ceramics studio, multimedia studio, printmaking, painting, and sculpting studios. The space is a cultural co-working space.

Sanctuary Lofts ([www.sanctuarylofts.com](http://www.sanctuarylofts.com)) is a reused church facility functioning as a multi-use structure with apartment lofts and creative-studio rentals. It can help create a stronger sense of community.

Boston Art Windows is an initiative to fill vacant store fronts with art galleries, and includes interactive videos, lighting, and sound to encourage interaction with the space. The group formed as a partnership between local artists and the city.

networks are possible development strategies. These infrastructures are key for businesses development, in addition to their use by private citizens. Creating a community landmark through a multi-use facility can help provide greater city identity regionally. Some strategies for multi-use community facilities include:

- Reuse repurposing existing sites or buildings for arts and cultural activities;
- Arts-oriented incubators: creating arts-specific business incubators or dedicated low-cost spaces and services to support artistic, cultural, or creative professionals;
- Business clusters: creating economic or job clusters based on creative businesses, including linking those businesses with noncultural creativity;
- Live-work projects: providing economic or regulatory support for combined residential and commercial space for artists;
- Arts-specific and general public venues: providing public or private economic or regulatory support for marketplaces, bazaars, arcades, community centers, public places, parks, and educational facilities of various types;
- Events: using celebrations or festivals to highlight the community's cultural amenities;
- Public art: supporting temporary and permanent public-art projects.

## STORMWATER INFRASTRUCTURE

There are several areas in the older parts of the community that need stormwater improvements. Particular attention needs to be given to investments in efficient health systems and safeguarding and managing water and wastewater due to possible groundwater contamination and water-borne diseases. "Green infrastructure uses vegetation, soils, and natural processes to manage water and create healthier urban environments. At the scale of a city or county, green infrastructure refers to the patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water. At the scale of a neighborhood or site, green infrastructure refers to stormwater management systems that mimic nature by soaking up and storing water" (EPA, 2015).

The Green Programs described below exemplify a mix of green stormwater management tools that could be implemented in Nolanville.

**FIGURE 5.3: Stormwater Tree Trench**



Stormwater tree trench is a system of trees that are connected by an underground network of trenches to manage stormwater runoff. Trenches are usually covered by a permeable geotextile fabric filled with gravel to navigate stormwater runoff toward a special storm drain.

**FIGURE 5.4: Green Roof**



Green roof represents a multilayered waterproof-drainage-vegetation system that is effective in reducing and slowing stormwater runoff.



**FIGURE 5.5: Rain Barrel**

A barrel structure collects and stores stormwater runoff from rooftops, which can then be used for irrigation purposes. This system requires maintaining and emptying barrels between storms.

Art Prize ([www.artprize.org/home](http://www.artprize.org/home)) is an annual creative event in Grand Rapids where the city becomes a temporary art gallery. The relationships formed during the event strengthen economic interactions within the city.

Brooklyn, NY, has become an economic cluster of quality culinary provisioning and expertise. A culinary incubator was formed with a desire to enjoy locally grown food with craftsmanship and artistry. Other related businesses have emerged because of the economic cluster.

**FIGURE 5.6:  
Downspout Planter**



A planter allows stormwater from roof gutters to be used by the plants and filters excess stormwater that overflows back into the drainage system.

**FIGURE 5.7:  
Pervious Paving**



Pervious paving is a specially designed pavement system in which the surface is porous, allowing water to enter an underground stone reservoir that temporarily stores runoff.

**FIGURE 5.8:  
Bump-out**



A vegetated curb extension protrudes into a street either mid-block or at an intersection and directs stormwater into a vegetated inlet. There the stormwater waters plants and is stored in the soil; any excess flows through to the next inlet.





**Figure 5.9:**  
**Rain Garden**

A rain garden is slightly lower than the surrounding ground level, designed to collect runoff from impervious surfaces.



**Figure 5.10:**  
**Stormwater Planter**

A specialized planter installed into the sidewalk area is designed to manage street and sidewalk runoff.



**Figure 5.11:**  
**Stormwater Wetland**

A man-made marsh system is engineered to serve as a temporary storage and natural filtration system for stormwater runoff.

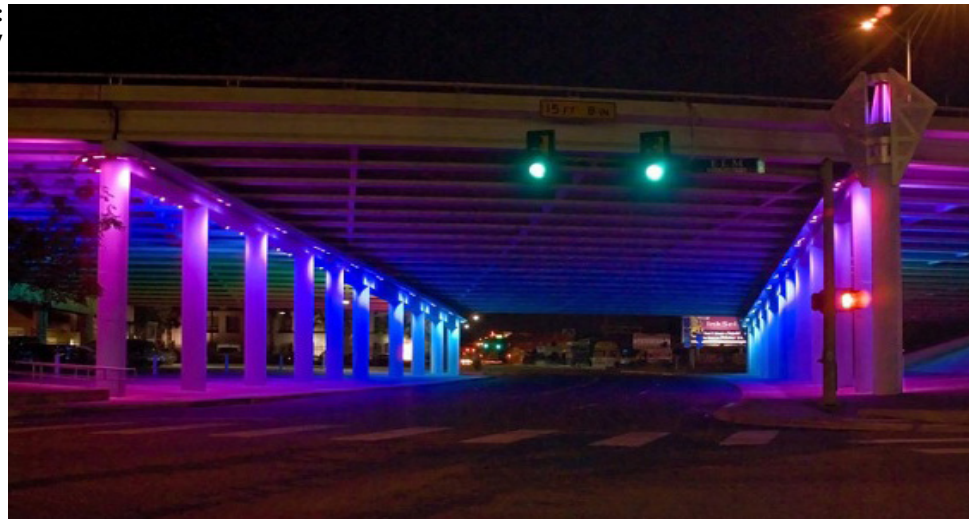
For more information on Green Stormwater Infrastructure visit:

[http://phillywatersheds.org/what\\_were\\_doing/green\\_infrastructure](http://phillywatersheds.org/what_were_doing/green_infrastructure)

## LIGHTING

One way to increase safety, walkability, and aesthetic interest in a community is by adding street lighting. Lighting is recommended along North and South Main Streets within the Downtown Overlay District. A consistent look and feel of the street lighting should be carried along the street and through the district. Lighting under the Highway 190 overpass is also an important consideration, particularly for community connectivity. Artistic and decorative lighting can act as a landmark and gateway for the community (as seen in Figure 5.12 and 5.13). Creative and artistic landscape elements along the Highway 190 overpass could also include additional landscaping and vegetation, murals, sculptures, and other culturally significant features.

**FIGURE 5.12:**  
**Lighting Under Freeway**



**FIGURE 5.13:**  
**Lighting Under Freeway - Render**



**TABLE 5.2:  
Goals and Core Ideas**

	Maintain and enhance the beauty of Nolanville's streetscape.	Re-use or re-structure existing buildings for multi-use community facilities that everyone in Nolanville can make use of.	Increase connectivity, accessibility, and safety with sustainable and low-maintenance infrastructure.
Install new streetlights in the downtown overlay district.	x		x
Plant street trees 40 feet apart in the downtown overlay district.	x		
Design a safe underpass beneath Highway 190 that connects North and South Main Street.	x		x
Repurpose old and/or vacant buildings to their highest and best use.	x	x	
Work with the Water District to expand water and other utility lines	x	x	

## 5.3 GOALS, OBJECTIVES, AND ACTIONS

### Goal 7: Re-use or re-structure existing buildings for multi-use community facilities that everyone in Nolanville can make use of.

Objective 7.1. Repurpose old City Hall according to its highest and best use.

- Action 7.1.1 Make a list of possible community facilities that would most greatly benefit both the community and the revitalization of North Main Street.
- Action 7.1.2 Budget for renovation, repurposing, and operation of the old City Hall building on North Main Street for the use that is the best fit for the building and location. See the U.S. Department of Housing and Urban Development’s Sustainable Communities “Community Challenge” grant program for possible funding assistance.

Objective 7.2. Identify, by 2016, at least one additional vacant structure that could be re-purposed, prioritizing Main Street District.

- Action 7.2.1. Conduct an assessment of the current vacant structures in the city. Prepare a map that identifies the periods in which the vacant structures have been built, square footage, and condition.
- Action 7.2.2. Make a list of top possible community facilities that would most greatly benefit the community. By considering this list and the map that identifies the vacant structures and their building periods, identify the structure to be re-purposed, giving special consideration to location. Define the phases and costs of its renovation.

Objective 7.3. Acquire, by 2020, at least one vacant structure that could be re-purposed as a community facility by 2025.

- Action 7.3.1. Budget for the purchase and renovation of identified structures.
- Action 7.3.2. Acquire structures and hire a qualified architectural consultants to renovate the building.

## **Goal 8: Increase connectivity, accessibility, and safety with sustainable and low-maintenance infrastructure.**

Objective 8.1. Improve street drainage systems in two high priority flood-prone streets by 2025.

- Action 8.1.1. Hire a qualified engineer and/or landscape architect to conduct a drainage study for “The Plaza” neighborhood to facilitate drainage improvements that may include green stormwater infrastructure such as stormwater tree trenches, pervious paving, bump outs, rain gardens, stormwater planters, and stormwater wetlands.
- Action 8.1.2. Hire a qualified engineer and/or landscape architect company to conduct a drainage study for Main Street District to facilitate drainage street improvements. This may include green stormwater infrastructure such as stormwater tree trenches, pervious pavings, bump outs, rain gardens, stormwater planters, stormwater wetlands, downspout planters, and rain barrels.
- Action 8.1.3: Develop an ordinance to use green stormwater management infrastructure for new developments.
- Action 8.1.4. Coordinate with Keep Nolanville Beautiful and other partners to develop a program to help residents and businesses capture stormwater on site. Strategies include rain barrels, downspout planters, and green roofs.

Objective 8.2.: Work with the Water District to expand water and other utility lines in areas of desired development according to the Preferred Future Land Use Plan.

- Action 8.2.1. Provide an assessment of the current conditions of the water and utility lines.
- Action 8.2.2. Work with the Water District to identify areas to expand water and utility lines.

Objective 8.3. Develop a branding identity to the city or visual elements that communicate the community’s character.

- Action 8.3.1. Develop a logo and graphic design elements, such as website and distinctive signs, for advertising, marketing, and promoting for the city of Nolanville (Example graphic design professionals: <http://99designs.com/logo-design>).

- Action 8.3.2. Initiate neighborhood identity campaign to engage community members in forming its identity. An example may include taking pictures around the community of elements unique to Nolanville.

Objective 8.4. Increase the safety and connectivity from North Main Street to South Main Street under the Highway 190 overpass.

- Action 8.4.1: Install artistic lighting that acts as a landmark and gateway for the community.
- Action 8.4.2: Install creative and artistic landscape elements along the Highway 190 overpass, which could include additional landscaping and vegetation, murals, sculptures, and other culturally significant features.
- Action 8.4.3: Install street lighting along North Main Street to increase walkability and safety.

## **5.4 PROGRAMS AND FUNDING**

### **Community Facilities Grants**

- Grantor: U.S. Department of Agriculture
- Purpose: assist in the development of essential community facilities in rural areas and towns.
- Eligibility: public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. Towns of up to 20,000 in population.
- Limitations: Development Financing, Construction
- More information: <http://reconnectingamerica.org/resource-center/federal-grant-opportunities/>

### **Hart Family Fund for Small Towns**

- Grantor: National Fund for Historic Preservation
- Purpose: intended to encourage preservation at the local level by providing seed money for preservation projects in small towns.
- Eligibility: Competition. o Limitations: range from \$2,500 to \$10,000.
- More Information: <http://www.preservationnation.org/resources/find-funding/special-funds/#Trew>

### **Water and Environmental Programs**

- Grantor: United States Department of Agriculture (USDA)
- Purpose: This program provides financial assistance for drinking water, sanitary sewer, solid waste and storm drainage facilities in rural areas and cities and towns of 10,000 or less. Technical assistance and training is also available to assist rural communities with their water, wastewater, and solid waste problems.
- Eligibility: Public bodies, non-profit organizations and recognized Indian Tribes
- Funding limitations: Financial assistance is provided in various ways including direct or guaranteed loans, grants, technical assistance, research and educational materials.
- Different amounts of assistance exist depending on the project type and financial tool the participant is seeking.
- More information: [http://www.rurdev.usda.gov/UWEP\\_HomePage.html](http://www.rurdev.usda.gov/UWEP_HomePage.html)

### **Community Development Fund (Rural)**

- Grantor: Texas Department of Agriculture
- Purpose: Grants to rural Texas cities and counties for basic infrastructure projects such as water/wastewater facilities, street improvements and drainage.
- Eligibility: non-entitlement cities and counties whose populations are less than 50,000 and 200,000 respectively, and are not participating or designated as eligible to participate in the entitlement portion of the federal Community Development Block Grant Program.
- Limitations: \$75,000-800,000, biennial basis and competition against 24 planning regions in the state.
- More information: [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CommunityDevelopment.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CommunityDevelopment.aspx)

### **Texas Capital Fund (Rural)**

- Grantor: Texas Department of Agriculture
- Purpose: Supports rural business development, retention and expansion by providing funds for public infrastructure, real estate development, or the elimination of deteriorated conditions.
- Eligibility: see program website

- More information: <http://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/TexasCapitalFund.aspx>

#### **Disaster Relief Fund (Rural)**

- Grantor: Texas Department of Agriculture
- Purpose: Cities and counties may apply following a disaster declaration or for qualifying urgent infrastructure needs.
- Eligibility: Non-entitlement cities under 50,000 in population and non-entitlement counties that have a non-metropolitan population under 200,000 and are not eligible for direct CDBG funding from HUD may apply for funding through any of the Texas CDBG programs.
- Limitations: \$50,000-350,000, official disaster status declaration.

#### **Community Development Financial Institutions (CDFI) Programs**

- Grantor: Department of the Treasury
- Purpose: is to use federal resources to invest in CDFIs and to build their capacity to serve low-income people and communities that lack access to affordable financial products and services.
- Eligibility: Both certified and non-certified CDFIs are eligible to apply for TA awards. However, non-certified organizations must be able to become certified within two years after receiving a TA award.
- Limitations: Financial Assistance Awards: \$2 million; Technical Assistance Awards: \$100,000
- More information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

#### **Main Street Program**

- Grantor: Gonzales Economic Development Corporation
- Purpose: improving the image of downtown.
- Limitations: the program includes a single payment reimbursement to property owners per building/business, on a first come, first serve basis.
- For more information: <http://www.cityofgonzales.org/Department%20Pages/mainstreetbusincentives.html>



**Federal Historic Preservation Tax Incentives**

- Grantor: National Park Services
- Purpose: encourage private sector investment in the rehabilitation and re-use of historic buildings. The community revitalization program is one of the nation's most successful and cost-effective community revitalization programs.
- More information: <http://www.nps.gov/tps/tax-incentives.htm>

**Rural Community Development Initiative**

- Grantor: U.S. Department of Agriculture
- Purpose: To develop the capacity and ability of private, non-profit community-based housing and community development organizations, and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>



*Chapter* **6**  
**ECONOMIC  
DEVELOPMENT**



Economic development stimulates tax revenue that the city can use in numerous ways and is essential to the functionality of a city. Furthermore, similar to traditional public spaces, economic development can also provide citizens with a sense of place: local stores and eateries are public places where the community can convene, shop, and eat together. During the meetings to establish a Preferred Future Land Use Plan, the Nolanville task force showed interest in small local economic development for north Main Street that evoked a small-town feel.

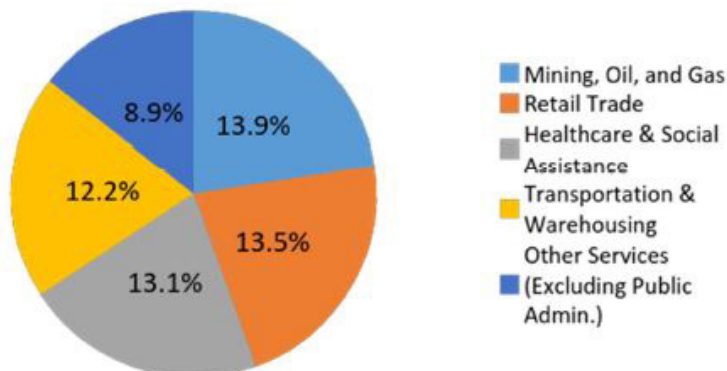
In Nolanville, economic development will help connect North and South Main Street, increasing walkability between the two areas. Greenfield economic development will be mainly in the southern areas of Nolanville, while the north part of the community will be mostly dedicated to infill and redevelopment.

## 6.1 STATE OF ECONOMIC DEVELOPMENT REPORT

### INDUSTRY DISTRIBUTIONS

Knowing what the top industries are is important for a city to determine what type of industries it should seek to attract. For Nolanville the top five industries are: Mining, Oil and Gas; Retail Trade; Healthcare & Social Assistance; Transportation & Warehousing; and Other Services (Excluding Public Administration). While these industries are important due to the number of jobs they provide, in the next section we will explore the value of industries based on their ability to export goods and bring income into the local economy

To analyze local industries and their import and export ability, a ratio is calculated to compare the percentage of employment locally to the percentage of employment in that industry in a reference (state or national) economy. This ratio is called a location quotient (LQ). It divides industry sectors into two categories: 'basic' and 'non-basic.'



**FIGURE 6.1:**  
Top Five Industries in Nolanville

**TABLE 6.1:**  
**Basic Industries (Bell County)\***

<b>INDUSTRY</b>	<b>LQ</b>
NAICS 62 Health care and social assistance	1.57
NAICS 44-45 Retail trade	1.26
NAICS 61 Educational services	1.25
NAICS 48-49 Transportation and warehousing	1.23
NAICS 51 Information	1.23
NAICS 72 Accommodation and food services	1.21
NAICS 81 Other services, except public administration	1.15

Source: Bureau of Labor and Statistics  
\* Data is not available for Nolanville alone

Basic industries in a community are those industries that produce more goods and services than can be consumed locally. A basic industry has the ability to export excess and bring income into the local economy. An LQ greater than 1 indicates that it is a basic industry and an LQ greater than 1.25 indicates that the industry is a potential exporter. Table 6.1 lists the basic industries for Bell County and their LQ value in 2013 (data is not available for Nolanville alone). The three industries in Bell County with the greatest potential for exporting are Health Care and Social Assistance; Retail; and Educational Services. While these industries may not be Nolanville’s specialization, they do have an effect on the local economy because the surrounding area does specialize in these areas.

Non-basic industries produce goods and services primarily for local consumption. However, sometimes non-basic industries do not meet local demand, which leads to importing such goods and services.

**TABLE 6.2:**  
**Non-Basic Industries (Bell County)\***

<b>INDUSTRY</b>	<b>LQ</b>
NAICS 42 Wholesale trade	0.75
NAICS 54 Professional and technical services	0.7
NAICS 71 Arts, entertainment, and recreation	0.65
NAICS 22 Utilities	0.61
NAICS 55 Management of companies and enterprises	0.6
NAICS 56 Administrative and waste services	0.47
NAICS 11 Agriculture, forestry, fishing and hunting	0.33
NAICS 21 Mining, quarrying, and oil and gas extraction	0.07

Source: Bureau of Labor and Statistics  
\* Data is not available for Nolanville alone

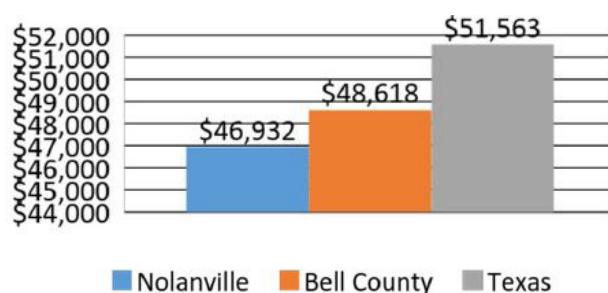
When the LQ is less than 0.75, the local demand for a specific product or service is not being met within the trade area and consumers are going elsewhere; in other words, there is business leakage. Table 6.2 lists these industries and their 2013 LQ value for Bell County. The industries where there are opportunities for development to meet the consumer's needs within Bell County include: Wholesale Trade, Professional and Technical Services; Arts, Entertainment and Recreation; Utilities; Management of Companies and Enterprises; Administrative and Waste Services; Agriculture, Forestry, Fishing and Hunting; and Mining, Quarrying, and Oil and Gas Extraction. Nolanville can capitalize on these non-basic industries by encouraging and incentivizing such businesses to locate in Nolanville.

### EMPLOYMENT INFLOW/OUTFLOW ANALYSIS

The Inflow/Outflow Analysis is a measure to determine employment opportunities within a community. It identifies how many workers are going to commute into Nolanville for employment and how many are commuting out of Nolanville for employment. In Nolanville, less than 50 people live and work in Nolanville, roughly 1500 people live in Nolanville but work in another city, and 250 people travel to Nolanville to work, but live elsewhere. The majority of people living in Nolanville are commuting to work to either Temple or Killeen.

### INCOME AND EARNINGS

The median household income for Nolanville is lower than both Bell County and the State of Texas. The state's median household income is approximately \$51,600 and Bell County's is \$48,600. Nolanville's median household income is \$46,900, which is \$4,600 less than the state's and \$1,700 less than the county's (see Figure 6.2).



**FIGURE 6.2:**  
**Median Household Income**  
Source: U.S. Census Bureau,  
2012 ACS Estimates

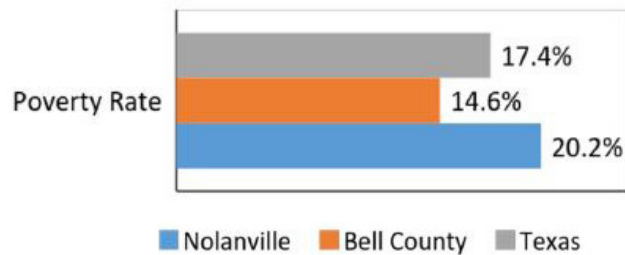
The U.S. Census measures the poverty of a community by determining how much the families earn in a year and identifying what percentage of families have incomes below certain thresholds (often called poverty lines). There are different income thresholds depending on the size of the family unit. Larger families have a higher income threshold and smaller families or individuals have lower thresholds. The poverty rate in Nolanville is much higher than the county and state: 6% higher than the county and 3% higher than the state.

### UNEMPLOYMENT

While Nolanville makes up only a small portion of the Killeen-Temple-Fort Hood Metropolitan Statistical Area (MSA), the area’s economic trends affect this city’s economy. The Killeen-Temple-Fort Hood MSA’s unemployment trends have generally followed statewide trends since 2004 (see Figure 6.4). On average, the MSA’s unemployment was about 0.6% higher than the state’s unemployment rate.

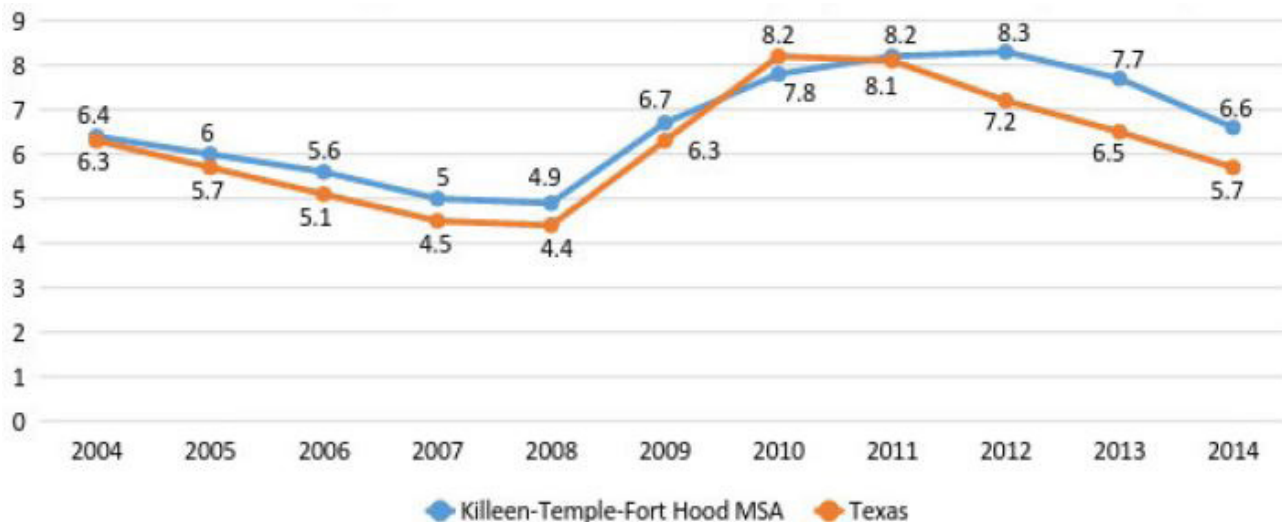
**FIGURE 6.3:**  
**Poverty Rate**

Source: U.S. Census Bureau, 2012 ACS Estimates



**FIGURE 6.4:**  
**Unemployment History**

Source: Bureau of Labor and Statistics

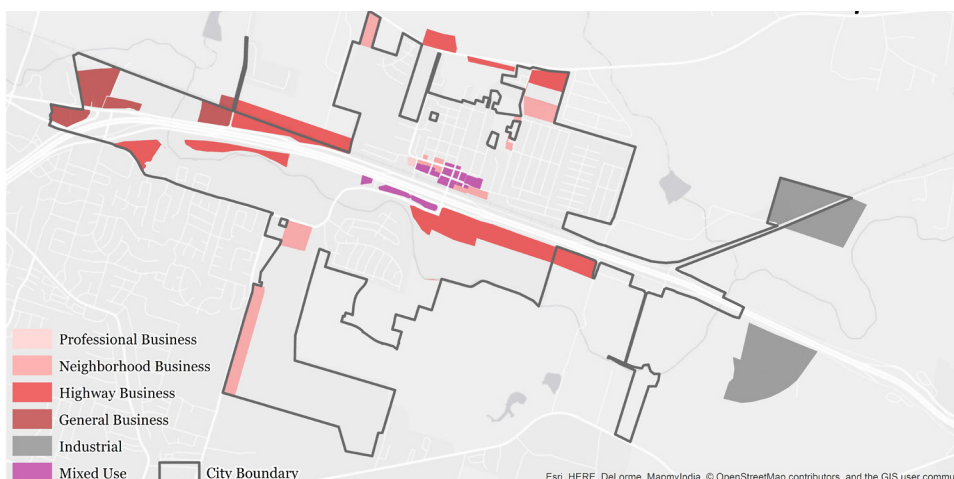




## 6.2 RECOMMENDATIONS

The economic features of the Preferred Future Land Use Plan (see Ch. 3) show the highest potential of future economic growth projected for the city of Nolanville. The future economic growth is going to be characterized by an increase in population, as well as an increase in residential and commercial land uses. The Preferred Plan helps Nolanville to prepare for this expected growth while offering the best planned land development options to encourage and support economic activity. It uses current undeveloped land as areas of potential development for residential and commercial activity. It also focuses on the creation of more areas that can be commercially developed. Overall development is clustered together, making these businesses more accessible to community members and each other through multiple transportation options and shorter trip times. Large-scale big-box developments are placed in close proximity to Highway 190. This keeps large businesses from encroaching on the small-town feel and mom-and-pop stores, but encourages highway travelers to stop and shop. Small mom-and-pop stores are encouraged to establish themselves on the newly revitalized Main Street and downtown area which is also within walking distance to nearby city facilities and residential areas. Residential development continues to be added near the downtown areas and already existing neighborhoods. A few city facilities are added to accommodate the growing town, as well as areas for environmental purposes and recreation activities.

The main desire expressed by the task force was to encourage the development of planned economic activities specifically designed to accommodate and promote a unique (or ‘niche’) city identity. Local shopping, public and recreational areas should be advertised along Highway 190 with promotional business signs at freeway exits.



Economic development should be focused around the highway as well as North and South Main Street.

Along North Main Street, small local businesses and restaurants should be established.

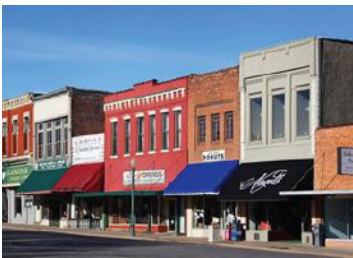
Big-box businesses that draw the attention of commuters passing through Nolanville should be placed along the highway and South Main Street.

**FIGURE 6.5:**  
Economic development map

**FIGURE 6.6:**  
Dwelling unit



**FIGURE 6.7:**  
Main street example



**FIGURE 6.8:**  
Small business



Establishing community events could also help to promote diversity to meet the needs of the city’s residents. The eventual maximized utility of freeway-adjacent land for retail and commercial uses, including zoning and flood control infrastructure, will bring about future development of retail outlets that provide the highest level of sales tax revenue without causing strong conflict with the community’s small-town feel. Zoning requirements that allow for the creation of a downtown that maximizes local business visibility while enhancing the small-town feel will ensure an acceptable atmosphere while still appealing to potential developers. Parks, infrastructure, and housing will contribute and interact in order to make Nolanville an appealing location for businesses that support Nolanville’s motto as “A Great Place to Live.” Main Street will be the core of economic development in Nolanville. North Main Street is the designated district focused on creating a vibrant area with diverse residential infill to support local businesses and provide a pleasant sidewalk-oriented town center surrounded by a walkable neighborhood. Small retailers like antique shops will be encouraged in mixed-use areas alongside townhomes and residences with accessory dwelling units. The South Main Street commercial area provides a place for businesses that value freeway frontage, while still creating a pedestrian-friendly and human-scaled mixed-use area. Located on the strip of land between South Main Street and the Highway 190 feeder road, it includes businesses oriented toward a new sidewalk along South Main Street, with rear parking accessible from the Highway 190 feeder road.

### PROS AND CONS

**Pros:**

- Increased spatial relationship
- High level of sales tax revenue, which would support infrastructure improvements and future annexation, giving the city control over surrounding development, including the ability to preserve rural character along main roadways
- Permanent assets within city boundary
- Increased popularity in the region

**Cons:**

- Freeway-oriented retail development that may threaten “small town feel”
- Increased traffic and mobility



**FIGURE 6.9:**  
Proposed South Main street  
New development



**FIGURE 6.10:**  
Proposed South Main street  
New development



**FIGURE 6.11:**  
Proposed South Main street  
New development

**TABLE 6.2:  
Goals and Core Ideas**

	Develop Nolanville's economic niche through businesses and cultural events that encapsulate a small-town feel.	Develop commercial land uses throughout the City.	Use celebrations or festivals to highlight Nolanville's cultural amenities.
Prioritize walkability through adequate mixed land use.	x	x	
Adopt a mixed-use overlay zoning district overlay according to the Redevelopment Plan.	x		
Adopt an adaptive reuse ordinance in the Downtown Overlay District.	x	x	x
Contact organization leaders to brainstorm ideas for cultural events.			x
Determine whether implementing a Tax Increment Reinvestment Zone for downtown.	x		

**FIGURE 6.12:**  
Economic Development Downtown Overlay District



## 6.3 GOALS, OBJECTIVES, AND ACTIONS

### **Goal 9: Develop Nolanville’s economic niche through businesses and cultural events that encapsulate a small-town feel.**

Objective 9.1. Establish a Main Street District. Prioritize walkability through adequate residential density, mixed land use, transit connection, and sidewalk connection to proposed citywide trail system.

- Action 9.1.1. Join Texas Downtown Association.
- Action 9.1.2. Adopt a mixed-use overlay zoning district according to the Redevelopment Plan by 2017. The downtown overlay should encourage increased population density while preserving a small-town feel and preserving aesthetics. Consider a form-based code for the downtown overlay district, similar to the SmartCode. If any freeway-adjacent parcels are included in the overlay district, consider special zoning consideration specific to their location. Consider requiring any development between South Main Street and Highway 190 to be oriented toward South Main Street, with either a South Main Street-facing entrance or a side-facing entrance.
- Action 9.1.3. Collaborate with local economic development council to ensure that their work aligns with community-wide and regional development goals. Identify parcels and/or structures to develop or redevelop in the Downtown Overlay District.
- Action 9.1.4. Expedite development review in the Downtown Overlay District. Create criteria to determine which projects qualify for expedited review. Criteria might include the amount of new housing or retail, density, or floor area ratios. The City should market this incentive to prospective developers.
- Action 9.1.5. Adopt an adaptive reuse ordinance in the Downtown Overlay District. Identify parking, density, design, fire and safety standards that developers have difficulty meeting when redeveloping a historic building and assess which of these standards might be relaxed for infill development (examples: eliminating density restrictions, reducing minimum housing unit size, waiving parking requirements, allowing expedited development review).

- Action 9.1.6. Put public offices in infill locations. Contact state and federal agencies, authorities and educational institutions that own or lease space in the region to inquire what their needs are and help them find suitable infill locations. (The federal government has made siting federal offices in central business districts and rural town centers a priority, as established in Presidential Executive order 13514 for Federal Leadership in Environmental, Energy, and Economic Performance. The General Services Administration (GSA) represents federal agencies that own or lease space, and works with local governments to identify locations that meet federal needs.)
- Action 9.1.7. Encourage crowdfunding for projects and businesses in Downtown Overlay District.
- Action: 9.1.8. Generate revenues through naming rights and advertising. Set policies about selling rules and rates. Identify existing or planned assets that are appropriate for a naming rights deal or selling advertising (some examples include parks, stadiums, libraries, billboards, transit vehicles, or even pavers for street improvements).
- Action 9.1.9. Determine whether implementing a Tax Increment Reinvestment Zone for downtown is appropriate for the Downtown Overlay District and implement by December 2016 to encourage development.
- Action 9.1.10. Rezone commercial zones based on preferred land use map by 2017.

Objective 9.2. Develop commercial land uses throughout the City.

- Action 9.2.1. Consider annexing land between current city limits and Highway 439 (between Spur 439 and 10th Street) for future pedestrian-friendly commercial, mixed-use, and compact residential development. Also consider a walk/bike path connection from the dead end of North Main Street to this area, to enhance the vibrancy of Main Street and Downtown. Also consider flood control measures to make more of this prime location developable.

Objective 9.3. Use celebrations or festivals to highlight Nolanville's cultural amenities in the Main Street District with at least 4 cultural events each year in by the year 2017, including two annual events. These could be hosted by community groups.

- Action 9.3.1. Contact organization leaders to brainstorm ideas for cultural events, or see who might be interested in hosting events.
- Action 9.3.2. Work with local organizations, church groups, students from the elementary school to publicize events (with the participation of neighboring communities).
- Action 9.3.3. Improve access to farmers' markets and local healthy food options by identifying a location within the Main Street District.
- Action 9.3.4. Organize an annual 10K or 5K event by 2020.
- Action 9.3.5. Organize annual bicycle-oriented events such as a long-distance cyclists meet-up.

## **6.4 PROGRAMS AND FUNDING**

### **The Texas Leverage Fund**

- Grantor: Texas Economic Development
- Purpose: provides additional financing help to communities that have adopted an economic development sales tax. The communities may expand economic development through using and collecting future sales tax revenues.
- More Information: <http://www.texaswideopenforbusiness.com/incentives-financing/financing/leverage-fund.php>

### **Small Business Administration Loan programs**

- Grantor: U.S. Small Business Administration
- Purpose: General Small Business Loans, Microloan Program, Real Estate & Equipment Loans, and Disaster Loans.
- More information: <http://www.sba.gov/loanprograms>

### **The Texas Enterprise Zone Program**

- Grantor: Texas Economic Development Division
- Purpose: for local communities to partner with the State of Texas to promote job creation and capital investment in economically distressed areas of the state.
- More information: [http://www.window.state.tx.us/taxinfo/enterprise\\_zone/ez\\_program.html](http://www.window.state.tx.us/taxinfo/enterprise_zone/ez_program.html)



### Healthy Food Financing Initiative

- Grantor: U.S. Department of Agriculture
- Purpose: to increase access to healthy food in communities, particularly lower-income neighborhoods without grocery stores or other sources of fresh produce and nutritious food.
- Eligibility: Businesses, local and tribal governments, non-profit organizations, cooperatives and universities, State Dept. of Agriculture, Colleges and Universities, Treasury-certified Community Development Financial Institutions and Community Development Entities, Community Development Corporations
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

### Building Blocks for Sustainable Communities

- Grantor: Environmental Protection Agency
- Purpose: To provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. Funding will also be given to communities facing community development challenges. Support provided by EPA or through non-profit organizations.
- Eligibility: states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions.
- Limitations: \$2.5 million
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

### Rural Business Opportunity Grants (RBOG)

- Grantor: U.S. Department of Agriculture
- Purpose: to promote sustainable economic development in rural communities with exceptional needs through provision of training and technical assistance
- Eligibility: Rural public bodies, rural nonprofit corporations, rural Indian tribes, and cooperatives with primarily rural members.

- Limitations: The maximum grant for a project serving a single state is \$50,000. The maximum grant for a project serving two or more states is \$150,000
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

#### **Small Business Innovation Research Program**

- Grantor: U.S. Small Business Administration
- Purpose: To fund the critical startup and development stages of Small Business. It targets the entrepreneurial sector.
- Eligibility: Small businesses that are American owned and independently operated, for-profit, principle researcher employed by business and company size limited to 500 employees.
- Limitations: Funding awarded in three phases, up to \$750,000.
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

#### **Strong Cities, Strong Communities Visioning Challenge**

- Grantor: EDA & HUD
- Purpose: support the development and implementation of comprehensive economic development strategic plans.
- Eligibility: Cities
- Limitations: \$6 million total; \$1 million will be awarded to six total cities
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

#### **Planning and Local Technical Assistance Programs**

- Grantor: EDA
- Purpose: help communities develop the planning and technical expertise to support communities and regions in their comprehensive, entrepreneurial, and innovation-based economic development efforts
- Eligibility: State governments, County governments, City or township governments, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Nonprofits, Private institutions of higher education and Others
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

### **Business & Industry Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Create jobs and stimulate rural economies by providing financial backing for rural businesses
- Eligibility: any area, excluding cities, with a population over 50,000
- Limitations: government or military employees may not own more than 20%, interest rate changes
- More information: <http://www.rd.usda.gov/programs-services/business-industry-loan-guarantees>

### **Intermediary Relending Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Finance business facilities and community development projects in rural areas.
- Eligibility: Rural areas and incorporated places with populations of less than 25,000.
- Limitations: Interest rate is 1% maximum term 30 years, \$250,000 maximum loan
- More information: <http://www.rd.usda.gov/programs-services/intermediary-relending-program>



*Chapter 7*  
**PARKS AND  
ENVIRONMENT**



*Nature can protect and nurture in the form of parks and refuges, or it can threaten and harm as natural disasters or contaminated resources. Similarly, specific environmental features can either encourage or hinder development and sustainable land uses. The City of Nolanville must bear in mind both nature's bounty and its menace when planning for future growth. This chapter discusses the fundamental role of parks and Nolanville's natural features in the future expansion of the community. The natural environment can play a key part in creating the image of a sustainable and active community that Nolanville is pursuing. It can be fully integrated into the future city expansion and support the eventual economic and residential development.*

## 7.1 PARKS AND OPEN SPACES ELEMENT

Parks and open spaces are defined as green open areas that engage the community in the environment and support social and recreational activities. Additionally, these elements can be indicators of the quality of life in the community.

During meetings with the task force in Nolanville, one of the most important topics of discussion was identifying ways to make the city a beautiful and more pleasant place to live. Based on this discussion, one of the proposed scenarios of future development was the “Active Living Scenario” (see Chapter 3). The population projections for Nolanville show that the city's population is going to grow, and with more people, more parks and spaces for recreational and social activities are needed. The open and green areas dedicated to recreational activities can be maintained in the floodplain, so it will be kept mostly undeveloped for environmental purposes. Within the Preferred Future Land Use Plan, parks are mostly located along Nolan Creek. Additionally, new neighborhood parks can be located next to residential areas or other facilities to attract more people during different times of the day.



**FIGURE 7.1:**  
Activities in open space

## 7.2 STATE OF PARK AND ENVIRONMENT

Nolanville has two parks within the city limits, one of which is currently functioning as a neighborhood park. A Neighborhood Park is the basic park unit within a city—typically five acres or more with a service area of a quarter- to a half-mile (see Table 7.1). This type of park should be connected to the neighborhood via sidewalks and trails. The other park is a Park-School and it contains a playground for outdoor recreation.

Nolanville has the potential to expand its park system. Parks should be easily accessible to those within the service area and parks placed at the end of dead end streets should be avoided. While not all of the types of parks listed in the table 7.1 are appropriate for Nolanville, additional park types within the city's park system would greatly add to the quality of the park system.

### FLOODPLAIN

Knowing the most common hazards and the areas of highest threat is important for guiding future development. From 2005 to 2010 there have been 123 disasters in Bell County, totaling \$13 million in damages. Over those five years, droughts have caused the most damage at a loss of \$4.4 million, with flooding second at \$4.2 million, and thunderstorms third at \$2.3 million in damages. Droughts and thunderstorms are generally not limited to one area of the city, but with flooding there are areas of high risk. Figure 7.2 shows the 100-year flood zone for Nolanville, where the land has a 1% chance of being inundated in a given year. These areas require flood insurance, which is becoming increasingly expensive. Development in the flood zone areas should be limited.

There are large areas of Nolanville that are located in the 100-year flood zone, but the majority of development is outside of it. Most of the flood zones are located along the south side of Highway 190 and along the western side of the city. People who live in or near these areas are especially vulnerable to being affected during a disaster event. The routes connecting subdivisions may require special attention as many subdivisions could become cut off from the rest of the city if flooding were to occur.

The Texas Commission on Environmental Quality (TECQ) found that South Nolan Creek, which flows along the south side of Highway 190 and through the majority of the flood zone in Nolanville, is an impaired water body and does not meet assigned water quality conditions for bac-



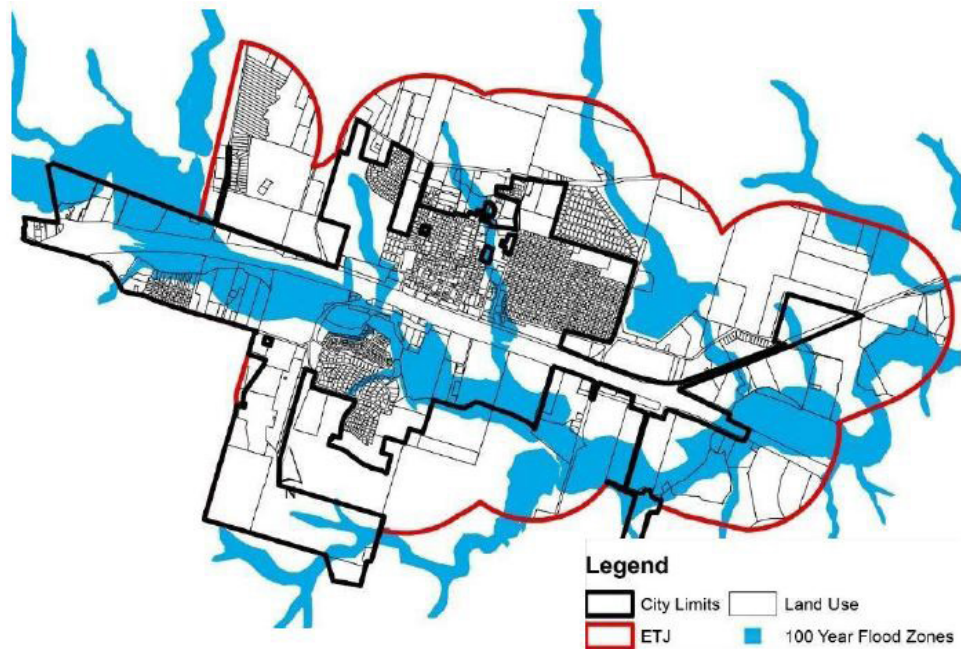
**TABLE 7.1:**  
**Parks and Greenways Classification (American Planning Association)**

Classification	General Description	Size and Service Area Criteria
Neighborhood Park	Neighborhood parks are the basic units of the park system and serve a recreation and social purpose. Focus is on informal recreation.	Typically 5 acres or more; 8 to 10 acres preferred, with 3 acres the desired minimum size. Service area one-fourth to one-half mile uninterrupted by major roads and other physical barriers.
Community Park	Serves a broader purpose than neighborhood parks. Focus is on meeting community-based recreational needs as well as preserving unique landscapes and open spaces.	Varies, depending on function. A minimum of 20 acres is preferred, with 40 or more acres optimal. Service area can be communitywide or several neighborhoods in a given area of the community.
Large Urban Park	Large urban parks are generally associated with larger urban centers with large populations. Focus is on meeting wide ranging community needs and preserving unique and sometimes extensive landscapes and open spaces.	Varies depending on circumstances. A typical minimum size is 50 acres, with hundreds of acres not uncommon, such as Central Park in New York City.
Youth Athletic Complex/Facility	Consolidates programmed youth athletic fields and associated facilities to fewer strategically located sites throughout the community. Also can provide some neighborhood use functions.	Varies, with 20 acres or more desirable, but not absolute. Optimal size is 40 to 80 acres.
Community Athletic Complex/Facility	Consolidates programmed adult and youth athletic fields and associated facilities to a limited number of sites. Tournament-level facilities are appropriate.	Varies, with 20 acres or more desirable, but no absolute. Optimal size is 40 to 80 acres.
Greenway	Land set aside for preserving natural resources, remnant landscapes, and open space, and providing visual aesthetics and buffering. Also provides passive-use opportunities. Ecological resource stewardship and wildlife protection are high priorities. Suitable for ecologically sensitive trail corridors.	Varies, depending on opportunity and general character of natural systems within the community.
Parkway	Linear park like transportation corridors between public parks, monuments, institutions, and sometimes business centers. Can be maintained green space or natural in character.	Varies.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose uses, such as a nature center, historic sites, plazas, urban squares, aquatic centers, campgrounds, and golf courses.	Varies depending on need.
Park-School	School sites that are used in concert with or in lieu of, other types of parks to meet community park and recreation needs. School sites often provide the majority of indoor recreation facilities within a community.	Varies, depending on specific site opportunities.
Private Park/ Recreation Facility	Parks and recreation facilities that are privately owned, yet contribute to the public park and recreation system.	Varies.
Regional Parks and Park Reserves	Larger-scale, regionally based parks and open spaces that focus on natural resource preservation and stewardship.	Typically a minimum of 500 acres and up to several thousand acres. Service area is regional, which generally encompasses several cities.

Source: American Planning Association, Steiner, F., & Butler, K. (2006). Parks and Open Space. In Planning and urban design standards. Hoboken, N.J.: John Wiley & Sons.

teria. While the TECQ states a management strategy may be required, further studies are necessary before one can be implemented. It is important to note, however, that an impaired water body could increase hazards during flooding events.

**FIGURE 7.2:**  
**100-Year Flood Zone**  
Source: Federal Emergency  
Management Agency



## SOCIAL VULNERABILITY

Not all people within Nolanville are affected the same way by hazards; some people are more vulnerable than others. Social vulnerability indicators show which populations are highly vulnerable and have more difficulty coping with, resisting, and absorbing impacts, and recovering from disasters. These people typically have limited access to resources. Some vulnerable groups—such as new residents, females, and racial minority groups—have socially constructed limitations to access to resources. Other vulnerable populations may be physically limited to the access of resources, such as low income earners, children, and the elderly. Attention should be paid to populations which have multiple social vulnerability characteristics. These groups are generally disadvantaged, marginalized and underserved within communities and the onset of disaster impact only exacerbates social struggles. It is important to understand the spatial distribution of socially vulnerable populations in order to plan to distribute resources and services more rapidly to those areas during a disaster.

Seventeen social vulnerability indicators divided into five different categories were reviewed:

#### **Child Care Needs**

- Single parent households
- Families with children under 5

#### **Elder Care Needs**

- Population over 65
- Population over 65 and in poverty

#### **Transportation Needs**

- Workers using public transportation
- Occupied housing units without a vehicle

#### **Housing and Shelter Needs**

- Units occupied
- Units renter occupied
- Non-white population
- Population in group quarters
- Housing over 20 years old
- Mobile home units
- Population in poverty

#### **Civic Capacity Needs**

- Occupied units without a telephone
- Population over 25 with less than a high school education
- Population over 16 in labor force and unemployed
- Population over 5 with difficulty speaking English

Of these indicators Child Care Needs and Civic Capacity Needs were the areas within Nolanville with the highest social vulnerability as compared to the county. The social vulnerability for Child Care Needs is largely due to the amount of population that is under the age of 5 . Nolanville scored high for social vulnerability for Civic Capacity Needs because there is a higher percentage of the population which is over 25 and has less than a high school education than the rest of the county. While Child Care Needs and Civic Capacity Needs are the areas with the highest social vulnerability within Nolanville, the city should still pay attention to the other categories as well to ensure that those needs are met.

### 7.3 RECOMMENDATIONS

**FIGURE 7.3:**  
Trail system

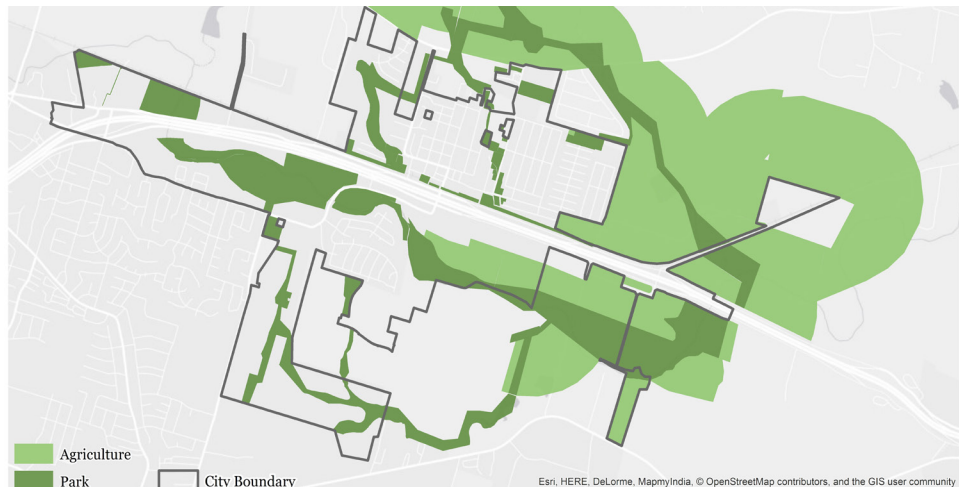


The Preferred Future Land Use Plan described in chapter 3 was created based on the task force members description of the wishes and needs of the community. Task force members voiced their desire to preserve Nolan Creek and create a wildlife habitat with trails around and along the creek banks to help preserve the natural beauty. This has the added benefit of mitigating the risk that floods will damage property sited along the waterway. Utilizing the natural environmental features of the city like this, the city can benefit in many different ways: environmentally, economically, and socially, leading to an overall increase in quality of life.

The proposed recommendation in the Preferred Plan is for Nolanville to create a walking and biking trail around Nolan Creek as well as additional pocket parks throughout the city. This will add up to a total of 886.65 acres of parkland, or 28.85 acres per 1000 residents. To receive the full benefits from the new trail system, the environmental aspects of it must be carefully considered and monitored. Additional areas of unaltered natural environment will be conserved based on their environmental values and proximity to the proposed trail.

The creation of greenways will help to create wildlife corridors, reduce water pollution, and mitigate floods. Preserving the wooded land surrounding the trail and the creek will provide habitats for wildlife, and create connected, undisturbed wooded areas around the city. This will not only increase the different kinds of wildlife that can live in these areas, but also allow them to move around more. These connected areas that allow for wildlife movement are called wildlife corridors and they allow for wildlife connectivity between the north and south sides of the city.

**FIGURE 7.4:**  
Future Green Space Map  
Concept Map



Pollution of both air and water can be detrimental to a community, causing cancer and other diseases. Scorecard used 1996 emission data to determine that Bell County (where the City of Nolanville is located) is in the 60th percentile for added cancer risk from hazardous air pollutants. This ranking is compared to other US counties and this shows that Nolanville is near the median for having exposure to cancerous air pollutants. This scorecard also showed that these air pollutants are a result of a mobile source, not a source located within the city, and can be traced from a source outside of the county. Air pollution can be mitigated by the number of trees in an area. Increasing the number of trees will result in cleaner air due to carbon sequestration, where the trees take in carbon and release oxygen.

Water pollution can also affect Nolanville, and Nolan Creek in particular. Currently, the pollution report card shows that Nolanville's water bodies are some of the cleanest in the state. It is imperative to keep Nolan Creek clean and beautiful. It is up to the community to prevent any increase in pollutants in the future so that they can continue to enjoy this beautiful natural feature of Nolanville.

The most likely natural hazard is flooding. A significant portion of the city is located within a floodplain and development in this area risks destruction if the creek floods. The proposed trail following the creek will prevent development right beside the creek and within the floodplain. Preventing development in this area will reduce the possibility of flooding issues.

Environmental investments can be any range of costs, from low to very high. It is important to find a balance for the City of Nolanville between what is needed and what the city can afford. Overall, efforts should focus on conserving the unaltered beauty and quality of the land.

**Grand Rapids** was able to leverage assets to accomplish multiple goals. A park in an underserved area was redeveloped by leveraging Community Development Block Grant funds with combined sewer overflow dollars to create a space for neighborhood recreation as well as underground storage for stormwater overflow. The Michigan Street Corridor project uses 17 different funding sources, both public and private. A number of local foundations committed additional funds.



**FIGURE 7.5:**  
Open Space

## POCKET PARK

Currently, the City of Nolanville has some land parcels that are undeveloped or not maintained, having no specific land use. These areas can be used for environmental purposes as open spaces or natural areas for active living. Alternatively, they can be used as recreational spaces and can be redeveloped to have playgrounds or other public facilities in order to create positive health outcomes. Lands that are located in the flood area will mostly be maintained as natural green spaces.

**FIGURE 7.6:**  
Proposed Pocket Park  
(Before & After)



One particular parcel located on North Main Street could be perfect for a conversion from vacant land to public playground or green area. Its location gives this place excellent accessibility and the process can be open to different several ideas from the task force about the inclusion and disposition of street furniture and landscape. This area fits well with the presence of a HOP bus stop. The centrality of this possible park can make it favorable for public events or small markets.

## TRAIL SYSTEM

All of the new open spaces and recreational facilities will be connected by a network of trails and will be accessible by residents and visitors thanks to new and improved sidewalks and bike lanes (See Chapter 4). The accessibility to parks and open spaces will play a fundamental role for the active living part of the preferred scenario. The trail system proposed for the City of Nolanville allows residents and visitors to move from their residences to the neighborhood parks or to visit the open spaces in the city. An example of the open area and connection with new trails is represented in Fig. 7.7 and shows a green area located at north of Old Nolanville Road.

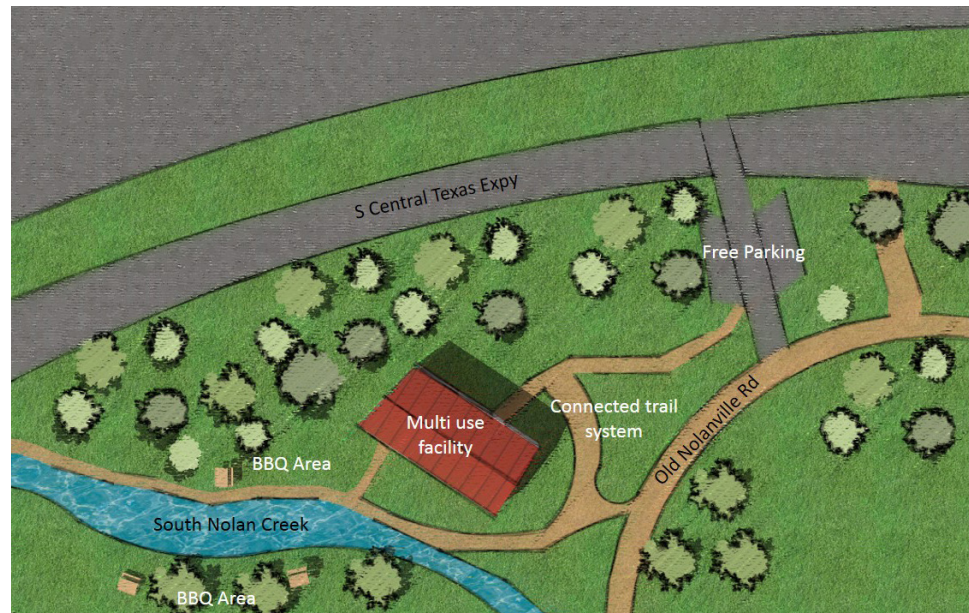


**FIGURE 7.7:**  
Trail System Map

The Figure 7.7 also shows the possible distribution of activities in the area. New trails will connect the existing Old Nolanville Road to the new facilities in the area. A covered area can be used for different purposes, such as a locally organized farmers' market to foster community development and sell local products. This improved future connection with agricultural and rural roots is meant to promote positive health outcomes and an active lifestyle. Other open spaces can remain undeveloped to allow local wildlife to live in their natural habitat and for residents to enjoy the beauty of nature. Eventually, some green open spaces can host other cultural and social events for the community, such as festivals and petting zoos.

These events will give residents and visitors the opportunity to learn the values of nature, and to enjoy the different activities offered by the city. Figure 7.8 depicts the possible conversion of a vacant area on Old Nolanville Rd. This area can be equipped with multi-use facilities to host events and be a place for families to spend the weekend. The place is equipped with barbecue areas and the proposed well-integrated trail system goes through the entire Nolanville area to make it very accessible.

**FIGURE 7.8:**  
Proposed Old Nolanville  
Road Park Area



## NOLANVILLE CITY PARK ENHANCEMENTS

The Nolanville City Park is an underutilized space that could greatly benefit from improvements. At the Open House meeting on April 29, 2015, police and residents expressed concern for safety and security of the park. In order to improve visibility we recommend ‘more eyes’ on the park. Adding roads around the perimeter can increase traffic, deterring crime. In order to increase traffic in the area, the city may consider selling parcels around the perimeter of the park where homes would face the park. Homes that face the park would also discourage behaviors that may otherwise occur along fence lines with limited road connections. Priorities include:

- Splash pad;
- Pavilion with tables (including ADA Table);
- Tot Lot with canopy;
- Walking Trail;
- Multi-use sports court and fields;
- Scent Garden.



FIGURE 7.9: Future Nolaville Park



**TABLE 7.2:  
Goals and Core Ideas**

	Create a system of parks and open spaces	Create recreational and educational opportunities	Protect Nolanville's natural areas	Enhance the value of Nolan Creek
Locate park near to residential areas	X	X		
Acquire large parcels of land to retain wildlife habitats	X		X	
Create trails along Nolan Creek that are protected and unaltered	X		X	X
Acquire the land along Nolan Creek to preserve as much of the creek as possible	X		X	X
Mitigate costs of preservation by using volunteers or working with governmental/nonprofit organizations to receive funding	X	X	X	
Be aware of pollution-causing industries in the area to avoid negative impacts			X	
Where possible, limit roadways crossing greenways to maintain bio-corridors	X		X	
Make improvements to Nolanville City Park	X			
Add park and recreational facility within the Main Street District	X			
Plant trees along roadways in new and existing areas	X			X
Parks and recreational opportunities should be available for all incomes and ability levels to increase active living, health outcomes, and quality of life.	X	X		

## 7.4 GOALS, OBJECTIVES, AND ACTIONS

### Goal 10: Create a system of parks and open spaces with the purpose of preserving natural areas and ecological systems.

Objective 10.1 Acquire 15 acres of land by 2030 to revert to parks and open space, based on the Active Living Parks Plan (20 acres acquired by 2040).

- Action 10.1.1 Update the Parkland Dedication ordinance to require additional improvements and amenities to the dedicated parkland, beyond those currently required, sufficient to make the land immediately usable as a fully functioning park, with the option of parkland development fees paid in-lieu. Private neighborhood facilities with amenities should be counted toward parkland dedication, even without public access, but such private facilities and land maintenance must be adequately financed by the homeowners according to deed restrictions.
- Action 10.1.2 Offer consideration to parkland dedication in the floodplain to acquire more land around Nolan Creek, with the requirements that 1) any floodplain parkland is in a natural, ungraded condition (except minor grading to improve its usefulness as parkland), and 2) any floodplain parkland is along the proposed trail route according to the Thoroughfare Plan or connects the development to the proposed trail route.
- Action 10.1.3 Create a partnership with the school district to provide parks that are supported and used by schools and the community.
- Action 10.1.4 Confirm that in ordinances and other official documents, open space and parks are defined to also include plazas that can be placed in the downtown areas. If this is not the case, change those definitions.
- Action 10.1.5 Work with local non-profits, recreation centers, and schools to produce recreational activities in multi-use open space parks.
- Action 10.1.6 See Texas Parks & Wildlife “Small Community Grants,” “Outdoor Recreation Grants,” and “Recreational Trails Grants” for possible funding sources for parks. Make use of those funding options.

- Action 10.1.7 Make room in the budget to make improvements to the existing city park near Mesquite Street. Work to gain additional street access from the east side of the park.

Objective 10.2: Provide 1 trash can/recycling bin per acre in each park by the year 2018 to keep the open spaces clean and maintained. Partner with Keep Nolanville Beautiful, School District, and/or other organizations.

- Action 10.2.1 Make a plan for strategic location of trash/recycling cans, including prioritizing which locations should be installed first.
- Action 10.2.2 Buy and install first priority trash cans and recycling bins. If possible, have one of each (trash and recycling) at each location.
- Action 10.2.3 Assign ongoing sanitation-related service to the department or company that serves other city facilities.
- Action 10.2.2 Buy and install lower priority trash cans and recycling bins as funds become available.

**Goal 11: Create recreational and educational opportunities through a system of connected parks and open spaces to make Nolanville “a great place to live.”**

Objective 11.1: By the year 2035, provide 3 miles of trails according to the Thoroughfare Plan to create a system of connected parks and open spaces.

- Action 11.1.1 Pass a regulation requiring or encouraging new development adjacent to Nolan Creek 100-year floodplain to set aside land along the creek for the public trail system if development is aligned with the proposed path of the citywide trail system, as detailed in the Thoroughfare Plan. The land must be in a natural, ungraded condition (except minor grading to improve its usefulness as parkland). This land would count toward parkland dedication requirements.
- Action 11.1.2 Work with developers to negotiate public access and public trail system connection to developer-planned trails in subdivisions that have already been platted but not yet built.

- Action 11.1.3 Look into “Oaks and Prairies” Joint Venture with Texas Parks and Wildlife for help gaining conservation easements for the proposed trail system. Contact owners of land in Nolan Creek 100-year floodplain about the city’s interest in receiving donated conservation easements for use in public trail system. This could also include dedication markers noting who donated that part of the land.
- Action 11.1.4 See Texas Parks and Wildlife’s “Recreational Trails Program” and the U.S. Department of the Interior’s “Rivers, Trails, and Conservation Assistance” for possible funding assistance. Make use of this funding where practicable.
- Action 11.1.5 For the first section of trail, prioritize the section of South Nolan Creek between Old Nolanville Road and the point where the creek is nearest to South Main Street, if this is in accordance with the Thoroughfare Plan. This section of the creek is in closest proximity to North Main Street and could benefit revitalization of the North Main Street area.
- Action 11.1.6: Consider gaining right-of-way for a trailhead on South Main Street for the citywide trail system and installing it as close to North Main Street as possible to connect the trail system to the Main Street areas. Consider installing a pedestrian crosswalk on South Main Street if needed to provide safe crossing near the trailhead. Consider installing a pedestrian and bicycle bridge over South Nolan Creek here if necessary to connect directly to the trail system.

Objective 11.2: By the year 2035, install at least 10 educational signs in the park system to teach about nature, history, or environmental preservation

- Action 11.2.1 Contact Texas Parks and Wildlife Department for suggestions for sign content and research methods.
- Action 11.2.2 Contact area community and education organizations to enlist volunteers for committee to create educational signs. Form the committee.

- Action 11.2.3 Have signs printed by a sign shop. Have sign installation days where the volunteer committee and city staff post the signs.

Objective 11.3: Begin 1 nature education or recreational program by year 2035.

- Action 11.3.1 Make a small amount of room in the budget for assistance for park programming. This can go towards any related needs of a group that hosts an event in one of Nolanville’s parks. See Texas Parks and Wildlife’s “Community Outdoor Outreach Program Grants” for possible funding assistance.
- Action 11.3.2 Find a group or organization interested in hosting an educational or recreational program and work with them to get the program started.
- Action 11.3.3 Consider applying for Texas Parks and Wildlife “Community Outreach Program” grant to help with funding.

**Goal 12: Protect Nolanville’s natural areas and promote environmental justice that minimizes damage to the natural environments to preserve wildlife, and conserve human health and heritage, and promote beautification.**

Objective 12.1: Develop zoning regulations to encourage the preservation of 5 acres of land in floodplain area by 2035.

- Action 12.1.1: Foster stream and floodplain restoration that reduces environmental harm and natural disasters in floodplain area.

Objective 12.2: Protect and retain waist-height trees that will mature to at least 6 feet on future sites of development by 25%.

- Action 12.2.1: Update Subdivision Ordinance to require a tree survey.
- Action 12.2.2: Update Subdivision Ordinance to require preservation of trees over a certain size.
- Action 12.2.3: Create an ordinance to require preservation of trees over a certain size upon land being developed for non-residential use. (Percentage required should be lower for non-residential development than that to be required by Subdivision Ordinance for residential development.)

**Goal 13: Enhance the value of Nolan Creek for its contribution to the quality of life by monitoring potential hazards.**

Objective 13.1 Reduce the percentage of pollutants/chemicals found in Nolan Creek from XX to XX by 2040.

- Action 13.1.1 Work with regional partners and upstream polluters to find ways to lessen pollution.
- Action 13.1.2 Require ‘point source polluters’ (industrial, municipal, and other facilities) to obtain permits from the city of Nolanville engineer if they discharge pollutants directly to Nolan Creek.
- Action 13.1.3 The City engineer shall control the percent of pollutant discharge from point sources and enforce a payment of a fee in case the permit regulations are not followed.

Objective 13.2 Reduce by 60% the amount of visible litter found in the section of Nolan Creek from Highway 190 to Old Nolanville Road by 2017. (This could be measured by pounds of trash collected per person per hour at the most recent volunteer litter removal day as compared to an earlier litter removal day; trash collection could be accomplished through litter fines and cleanup efforts).

- Action 13.2.1: Amend Subdivision Regulations to require developers to install screens on all storm sewer drains, if such a practice is approved by a city-contracted engineer.
- Action 13.2.2: Organize Nolan Creek volunteer litter removal days twice a year.
- Action 13.2.3: Distribute reusable shopping bags at community events and at local stores on Main Street.

## 7.5 PROGRAMS AND FUNDING

### The Southwest Intervention Fund

- Grantor: National Fund for Historic Preservation
- Purpose: provides support for preservation planning efforts and enables prompt responses to emergency threats or opportunities in the eligible states.
- Eligibility: Southwest region, exclusively in Arizona, Colorado, New Mexico, West Texas\* and Utah.
- Limitations: Grants generally range from \$2,500 to \$10,000  
More Information: <http://www.preservationnation.org/resources/find-funding/special-funds/#Trew>

### Clean Water State Revolving Fund (CWSRF)

- Grantor: State of Texas
- Purpose: This program provides low-interest loans that can be used for planning, design, and construction of wastewater treatment facilities, wastewater recycling and reuse facilities, collection systems, storm water pollution control, nonpoint source pollution control, and estuary management projects.
- Eligibility: The program is open to a range of borrowers including municipalities, communities of all sizes, farmers, homeowners, small businesses, and nonprofit organizations. Project eligibility varies according to each state's program and priorities. Loans for wastewater treatment plant projects are only given to political subdivisions with the authority to own and operate a wastewater system.
- Funding limitations: The program offers fixed and variable rate loans at subsidized interest rates. The maximum repayment period for a CWSRF loan is 30 years from the completion of project construction. Mainstream funds offer a net long-term fixed interest rate of 1.30% below market rate for equivalency loans (project adheres to federal requirements) and 0.95% for non-equivalency (project adheres to state requirements) loans. Disadvantaged community funds may be offered to eligible communities with principal forgiveness of 30%, 50%, or 70% based upon the adjusted annual median household income and the household cost factor.



### **Community Transformation Grants (CTG) - Small Communities Program**

- Grantor: Health and Human Services/Center for Disease Control (CDC)
- Purpose: to reduce the rate of chronic diseases and to make improvements to the built environment in order to promote healthier lifestyles.
- Eligibility: Governmental agencies and non-governmental organizations across a variety of sectors, including transportation, housing, education, and public health.
- Limitations: \$70 million
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

### **Urban Waters Small Grants**

- Grantor: Environmental Protection Agency
- Purpose: fund research, investigations, experiments, training, surveys, studies, and demonstrations that will advance the restoration of urban waters by improving water quality through activities that also support community revitalization and other local priorities.
- Eligibility: Applicants must demonstrate that the proposed project activities take place entirely within and focus on one of the 18 Eligible Geographic Areas listed.
- Limitations: Estimated: Estimated \$1.6 million, Award Ceiling \$60,000
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

### **Conservation Reserve Program (CRP)**

- Grantor: Natural Resource Conservation Service (NRCS)
- Purpose: This program provides financial assistance to agricultural landowners in establishing approved conservation practices. The goals of the CRP program are to reduce water runoff and sedimentation, protect groundwater and help improve conditions of lakes, rivers, ponds and streams.
- Eligibility: Agricultural landowners.

### **Small Community Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: This grant was created to meet recreation needs. The grant provides 50% matching grant funds to eligible municipalities and counties. Funds must be used for development or acquisition of parkland.
- Eligibility: Must be a small Texas community with a population of 20,000 and under. Eligible projects include ball fields, boating, fishing, and hunting facilities, picnic facilities, playgrounds, swimming pools, trails, camping facilities, beautification, restoration, gardens, sports courts and support facilities.
- More information: <http://www.tpwd.state.tx.us/business/grants/trpa/>

### **Outdoor Recreation Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: This grant provides 50% matching grant funds to acquire and develop parkland or to renovate existing public recreation areas.
- Eligibility: For municipalities, counties, MUDs and other local units of government with populations less than 500,000. Eligible sponsors include cities, counties, MUDs, river authorities, and other special districts.
- Limitations: Projects must be completed within three years of approval. The master plans submission deadline is at least 60 days prior to the application deadline.
- More information: For complete information on this grant, please download the Outdoor Recreation Grant Application; <http://www.tpwd.state.tx.us/business/grants/trpa/>

### Recreational Trail Grants

- Grantor: Texas Parks and Wildlife Department
- Purpose: TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.
- Eligibility: Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.
- Limitations: The grants can be up to 80% of project cost with a maximum of \$200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants (call 512-389-8224 for motorized trail grant funding availability).
- More information: <http://www.tpwd.state.tx.us/business/grants/trpa/>

### Boating Access Grants

- Grantor: Texas Parks and Wildlife Department
- Purpose: For the construction of public boat ramp facilities throughout Texas.
- Eligibility: Local government sponsors must make an application, provide the land, provide access to the proposed boat ramp, supply 25% of the development costs, and accept operation and maintenance responsibilities for a minimum 25-year period.
- Limitations: This grant program provides 75% matching grant funds. These funds are allocated annually through the federal Sport Fish Restoration Act.
- More information: <http://www.tpwd.state.tx.us/business/grants/trpa/>



*Chapter 8*  
**HOUSING**



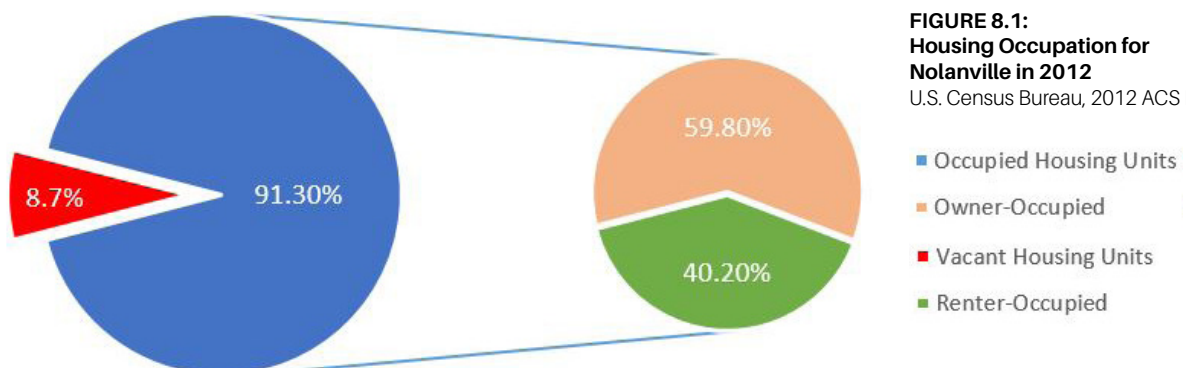
With a high projected population increase and consequently increased demand for housing, it is important that the city specify where and how the housing should be provided. The task force expressed a desire to provide diverse housing types for a diverse population. They specifically wanted to provide “life cycle housing” so that residents could stay in their neighborhoods as they age. The task force also expressed a strong desire for housing standards that ensure a high level of maintenance and visual appeal. The overall beauty of Nolanville was likewise very important to its people.

## 8.1 STATE OF HOUSING

The housing element involves determining what the housing conditions are today and what they will be in the future. Most of the housing stock is quite young, with the majority of housing units built between 2000 and 2010. These newer houses are generally located in north-central Nolanville. Most houses are single-family dwellings with a garage facing the front yard.

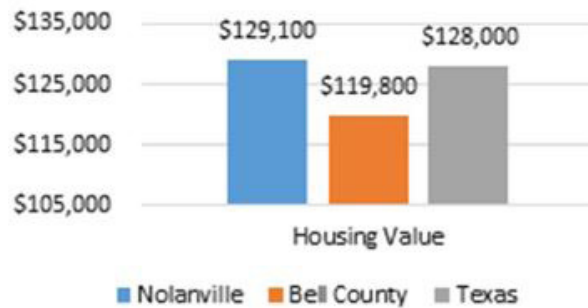
As of 2012, the City of Nolanville has 1,598 housing units, of which 91.3% are occupied and 8.7% are vacant. The vacancy rate of all housing units for Nolanville is lower than the county and state (9% and 11%, respectively). Figure 8.1 shows the percentage and type of housing occupation for Nolanville in 2012.

The estimated median house or real estate value in Nolanville in 2012 was \$129,100, which is 92% higher than in 2000. The median gross rent in 2012 was \$910. Figure 8.2 and 8.3 show the median housing value and median rent for Nolanville in 2012 compared to the county and state. The median housing value for Nolanville is about the same as the state but \$9,300 higher than the county. The median rent of \$910 for Nolanville is about \$50 more than the median rent for Bell County and approximately \$75 more than the state.

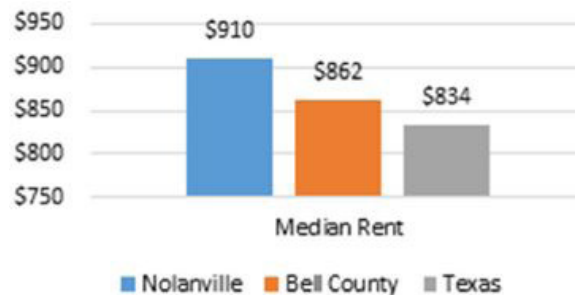


**FIGURE 8.1:**  
Housing Occupation for  
Nolanville in 2012  
U.S. Census Bureau, 2012 ACS Estimates

**FIGURE 8.2:**  
**2012 Median housing value**  
 U.S. Census Bureau, 2012 ACS  
 Estimates

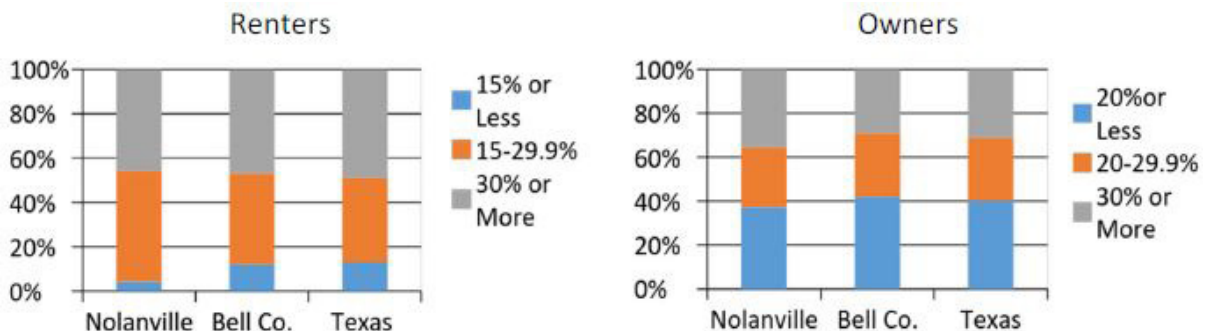


**FIGURE 8.3:**  
**2012 Median rent**  
 U.S. Census Bureau, 2012 ACS  
 Estimates



To determine the impact of rent and housing costs on the population, it is important to look at the percentage of the population’s income that is going toward housing costs. If more than 30% of a household’s income is spent on housing, they are considered to be house burdened. For Nolanville, renters are by far the most burdened with more than 45% spending more than 30% of their income on housing. On the other hand, about 25% of homeowners are spending more than 30% of their income on housing. In fact, almost 40% of homeowners spend less than 20% of their income on housing. Figure 8.4 compares renter and owner costs to the county and state.

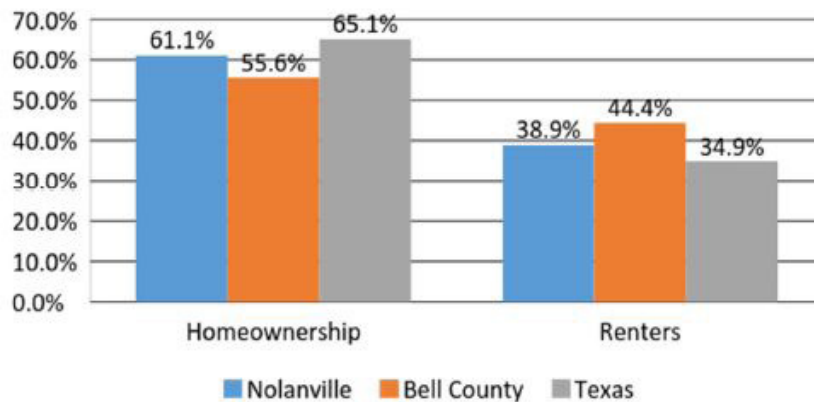
**FIGURE 8.4:**  
**2012 Housing Costs as Percent of Income**  
 U.S. Census Bureau, 2012 ACS Estimates





Homeownership is one of the most important ways people gain access to wealth, nice communities, good public services, and quality education. Additionally, homeownership can provide a source of revenue to the city through property tax. For these reasons, cities should pay attention to housing trends within their communities. If homeownership is low, a city may want to consider policies to increase those rates. Currently, Nolanville has good homeownership rates.

As of 2010, the majority of households in the city are homeowners with 61% owning a home and 39% renting. These rates are similar to both the county and the state. Generally, Nolanville's homeownership rates are slightly lower than the state and slightly higher than the county (see Figure 8.5).



**FIGURE 8.5:**  
**2010 Homeownership Rates**  
U.S. Census Bureau, 2012 ACS  
Estimates

Tax revenue is an important part of policy implementation and knowing where that revenue is generated is essential. Currently Nolanville's sales tax rate is identical to every major city and town in Bell County at 1.5%. The total sales tax rate for Nolanville is 8.25% which is the maximum rate allowed by state law. The county currently collects 0.5% and the remaining 6.25% is collected by the state.

Property tax is another major source of tax revenue for the city. There are six different entities that collect tax on property within Nolanville, Table 8.1 lists those entities and their rates. Nolanville has the second highest rate, at 0.5118%, after the Killeen ISD at 1.128%. Lower rates are presented by Bell County and Central Texas College, followed finally by Bell County Road and Clearwater. In the housing section in the appendix is available the rate table of 2014 appraisal roll with total rates of each Jurisdiction. However, when compared to surrounding cities, the City of Nolanville's property tax rate is lower than that of Killeen, Temple, Harker Heights, and Belton. There is an opportunity to increase the city's property tax rate or to advertise the city's commitment to affordability.

According to future growth projection, a great increase of population is expected in Nolanville by the year 2030, bringing the number of population from 8,477 to 16,713. This means that the City of Nolanville, which currently has 511 acres dedicated to residential areas (70.4%), is expected to increase the residential acreage by 403 acres to maintain 54.1% of the total city land supply. The new residential development within the city will increase 1661 household units in Nolanville (see Appendix).

## 8.2 RECOMMENDATIONS

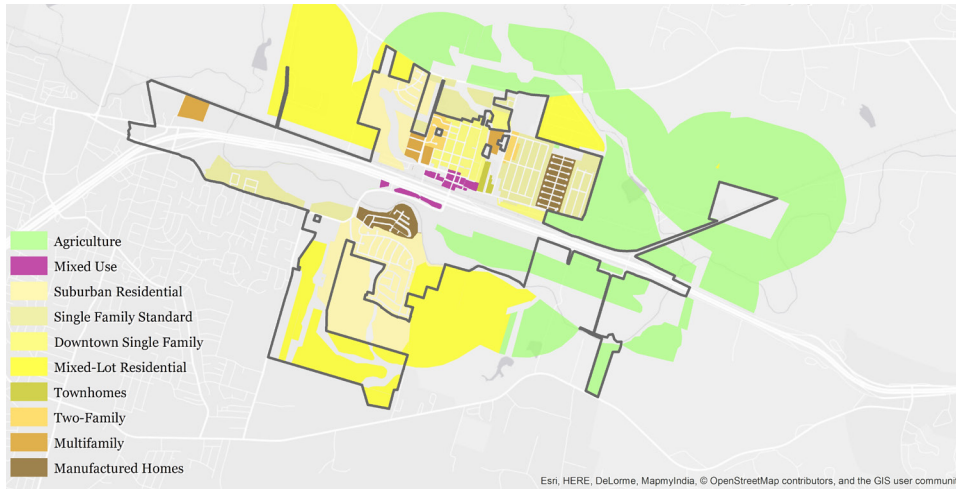
The city of Nolanville needs to improve housing quality for current and future households as well as increase the quantity of new houses to accommodate population growth. Some recommendations to address the needs of Nolanville for future long-term housing solutions are provided in this chapter. Every point has been discussed and established with the lead of the task force. New housing areas in the Preferred Future Land Use Plan include new neighborhood developments, mostly in the western and southern parts of Nolanville, as well as infill housing in some existing neighborhoods. The areas to the east and to the north of the city should stay as agricultural land to maintain open space adjacent to the city and prevent rapid, sprawling expansion. The current housing units are mostly single-family and manufactured housing. While current manufactured housing areas provide an important affordable housing option, future affordable housing development should be directed mostly toward more permanent housing types. This will promote a good variety of high quality housing options throughout the city.

Nolanville will need to increase the number of both single-family and multi-family housing units in order to provide diverse housing options for residents and newcomers. Townhouses, duplexes, pocket neighborhoods, and accessory dwelling units should be included. Accessory dwelling units (e.g., garage apartments, backyard cottages) and pocket neighborhoods (groupings of smaller residences around a common green space) would be particularly useful in providing the “life cycle housing” that the task force wants for aging residents.

**TABLE 8.1:**  
**Parks and Greenways**  
**Classification**  
**(American Planning**  
**Association)**

Entity	Rate
Killeen ISD	1.1280
City of Nolanville	0.5118
Bell County	0.4212
Central Texas College	0.1370
Bell County Road	0.0299
Clearwater U.W.C.D	0.0040
<b>Total</b>	<b>2.2319</b>

Source: Tax Appraisal District of Bell County



**FIGURE 8.6:**  
Housing type map

In the North Downtown District, increasing population density with accessory dwelling units behind existing houses, pocket neighborhoods on large vacant lots, and townhouses on the east side of the district would create a vibrant neighborhood surrounding the Main Street commercial area. In two places just outside the district and one place in the far west of the city, multi-family housing is suggested to provide rental options for residents. Mixed-lot residential development is encouraged in new neighborhoods further away from the Main Street commercial areas to promote a more diverse, vibrant, and inclusive community. Large single-family housing is recommended in the south-central part of town and the area immediately west of the North Downtown District to satisfy market preferences and generate higher tax revenue from these properties.



**FIGURE 8.7:**  
Accessory dwelling



**FIGURE 8.8:**  
Typical street section

**TABLE 8.2:  
Goals and Core Ideas**

	Create a system of parks and open spaces	Create recreational and educational opportunities
Increase the number of two- family and multifamily housing units within the area of Old Nolanville Road.		x
Provide "great places" that are economically sustainable and unique to the community, and which serve to provide attractions and activities within the residential areas.	x	
Promote a circulation system which is a multimodal network consisting of sidewalks, bike paths, and bus stops among dwelling units.	x	x
Develop the residential clusters nearby stores, restaurants, and community buildings.	x	x
Support mixed housing types.		x
Encourage permanent homeownership with special funding.	x	x

### 8.3 GOALS, OBJECTIVES, AND ACTIONS

#### Goal 14 : Maintain quality standards of housing in new and current homes to keep Nolanville a great place to live.

Objective 14.1. Establish home renovation programs to get 10 homes up to current standards by 2025. This may occur through tax incentives, grants, or other incentives, along with maintenance code enforcement.

- Action 14.1.1. Find example home renovation programs that Nolanville can use or model a program after.
- Action 14.1.2. Contact the Texas Department of Housing and Community Affairs about their Homeowner’s Rehabilitation Assistance Program. Publicize and coordinate implementation of the program, as well as other identified highly promising programs, to their fullest extent.
- Action 14.1.3. Reduce the Lead Based Paint usage within houses which are built before 1978 by coordinating with Texas State Health Department and/or the U.S. Department of Housing and Urban Development (HUD). Consider participating in the HUD’s “Lead Based Paint Hazard Control” grant program and their “Lead Hazard Reduction Demonstration” grant program.
- Action 14.1.4. Partner with electric company and gas company to implement programs to increase the energy efficiency of homes and make utility bills more affordable. Also consider partnering with construction companies that can make other housing renovations more affordable.

Objective 14.2. Establish, implement, and enforce a home maintenance code.

- Action 14.2.1. Find example home maintenance code that Nolanville can use or model a program after. Draft a city-wide home maintenance code with simple, enforceable exterior and yard standards.
- Action 14.2.2. Make room in the budget for enforcement of the home maintenance code. Thoroughly publicize the new code. Assign drive-by inspection to a city department.

- Action 14.2.3. Enforce violations. Begin enforcement program with the enforcement of the most blatant and serious violations city-wide, and later move to enforcement of less serious violations city-wide if staffing allows. Ensure objectivity and city-wide consistency of enforcement. For each violation, provide extensive information on assistance programs along with first citation. Allow waiving of fines upon completion of maintenance within 15 days of first citation. Allow an extension for waiving of fines upon filing for assistance. Include increasingly severe fines for each subsequent citation for the same violation. Structure program with a preference for early voluntary compliance over escalated levels of enforcement.

Objective 14.3. Pass regulations that deal effectively with abandoned homes and problem properties

- Action 14.3.1. Use the Texas Problem Properties Toolkit from the “Community Development Clinic” to craft ordinances and regulations that adequately address abandoned homes of all types (including but not limited to multi-family homes, duplex units, mobile homes, manufactured homes, and single family homes.) Consider other tools found in same publication, to address other housing-related problems.
- Action 14.3.2. Look at HUD’s “Neighborhood Stabilization Program” as a possible funding source for redevelopment in areas with high abandonment rates.

**Goal 15 : Provide quality housing options that meet the needs of the diverse population of Nolanville.**

Objective 15.1. Develop, adopt, and implement a new mixed-lot size zoning category by 2016.

- Action 15.1.1. Inventory the current situation in housing and update over time. Information to collect includes, year built, years and percentage renovated, housing type , building and lot size , physical characteristics. Also gather information on housing type mix, 30% of current available affordable housing, an assessment of still required affordable housing.

Objective 15.2. Develop zoning regulations that encourage 10 lots of townhome and accessory dwelling units to be built within a half-mile radius of the downtown overlay district by the year 2025.

- Action 15.2.1. Identify potential lots that could be rezoned to increase density (i.e., townhomes and accessory dwelling units).
- Action 15.2.2. Examine current Townhome zoning category to ensure it meets current desires.
- Action 15.2.3. Set a minimum density of 9 dwelling units per acre for developments occurring within 0.5 mile from downtown overlay district.
- Action 15.2.4. Set a minimum density of 12 dwelling units per acre for developments occurring within downtown overlay district.
- Action 15.2.5. Place affordable townhomes and housing units for low- and moderate- income families.
- Action 15.2.6. Allow Accessory Dwelling Units on residential lots throughout the downtown overlay district.

## 8.4 PROGRAMS AND FUNDING

### Community Development Block Grant (CDBG)

- Grantor: U.S. Department of Housing and Urban Development (HUD).
- Purpose: Provides communities with resources to address a wide range of unique community development needs. The CDBG program provides annual grants on a formula basis to general units of local government and States.
- [http://portal.hud.gov/hudportal/HUD?src=/program\\_offices/comm\\_planning/communitydevelopment/programs](http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs)
- Limitations: Population 50,000 city and 200,000 county.

### **Planning Capacity Building Fund (Rural)**

- Grantor: Texas Department of Agriculture
- Purpose: Grants for local public facility and housing planning activities.
- Eligibility: non-entitlement cities and counties whose populations are less than 50,000 and 200,000 respectively, and are not participating or designated as eligible to participate in the entitlement portion of the federal Community Development Block Grant Program.
- Limitations: \$55,000 and competitive application process
- [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopment-BlockGrant\(CDBG\)/PlanningandCapacityBuildingFund.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopment-BlockGrant(CDBG)/PlanningandCapacityBuildingFund.aspx)

### **Sustainable Communities Initiative:**

- Grantor: U.S. Department of Housing and Urban Development
- Purpose: to stimulate integrated regional planning that guides State, metropolitan, and local decisions to link land use, transportation, and housing policy.
- Limitations: Competitive grants in partnership with US-DOT and EPA
- <http://portal.hud.gov/hudportal/HUD?src=/hudprograms/sci>

### **Low Income Housing Tax Credit (4%)**

- Grantor: Department of the Treasury
- Purpose: Generate equity capital for the construction and rehabilitation of affordable rental housing.
- Eligibility: Determined by state housing finance agency. If the projects involve acquisition and substantial rehabilitation expenditures, and are funded with Tax-Exempt Bonds only qualify for 4%.
- Limitations: State allocated
- <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>



### The Planning and Capacity Building Fund

- Grantor: Texas Department of Agriculture
- Purpose: provides grants for local public facilities and housing planning activities.
- Eligibility: Non-entitlement cities under 50,000 in population and non-entitlement counties that have a non-metropolitan population under 200,000 and are not eligible for direct CDBG funding from HUD may apply for funding through any of the Texas CDBG programs.
- Limitations: Maximum grant award: \$55,000, competitive application process, applications accepted biennially, grants provided annually.
- [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopment-BlockGrant\(CDBG\)/PlanningandCapacityBuildingFund.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopment-BlockGrant(CDBG)/PlanningandCapacityBuildingFund.aspx)

### Homeowner's Rehabilitation Assistance Program

- Grantor: Texas Department of Housing and Community Affairs.
- Purpose: This program provides the following services: Rehabilitation or reconstruction of owner-occupied housing on the same site New construction of site-built housing on the same site to replace an existing owner occupied Manufactured Housing Unit (MHU). Replacement and relocation of existing housing located in a floodplain to a new MHU or new construction of housing on an alternative site. New construction or a new MHU to replace a housing unit that has become uninhabitable as a result of disaster or condemnation by local government If allowable under the Notice of Funding Availability (NOFA), refinance of existing mortgages meeting federal requirements.
- Eligibility: Organizations must now apply and receive HOME funds under the CHDO set-aside in order to be certified as a CHDO.

### **Housing Tax Credit (HTC)**

- Grantor: U.S. Treasury Department via the Internal Revenue Code
- Purpose: directing private capital toward the development and preservation of affordable rental housing for low-income households.
- Eligibility: Private for-profit and nonprofit developers. Tenants earning up to 60% of the area median family income (AMFI), which varies by area.
- <http://www.tdhca.state.tx.us/multifamily/htc/docs/htc-overview.pdf>

### **The Multi-family (Rental Housing) Development Program**

- Grantor: provides funding to units of General Local Governments, Public Housing Authorities, nonprofits, and for-profit entities towards the new construction or rehabilitation of affordable multifamily rental developments.
- Eligibility: Development funds are awarded on a first-come, first-serve basis through an application process.
- <http://www.tdhca.state.tx.us/home-division/mf-rental.htm>

### **Rural Rental Housing Loans**

- Grantor: U.S. Department of Agriculture
- Purpose: Rural Rental Housing Loans are direct, competitive mortgage loans made to provide affordable multifamily rental housing for very low-, low-, and moderate-income families
- Eligibility: Ownership - Individuals, partnerships, limited partnerships, for-profit corporations, nonprofit organizations, limited equity cooperatives, Native American tribes, and public agencies are eligible to apply. For-profit borrowers must agree to operate on a limited-profit basis (currently 8 percent on initial investment).
- [http://www.rurdev.usda.gov/HAD-Direct\\_Rental\\_Loans.html](http://www.rurdev.usda.gov/HAD-Direct_Rental_Loans.html)

- Gowned corporation, a limited liability corporation (LLC) or a partnership in which the principals are U.S. citizens or permanent legal residents.
- Limitations: The maximum loan to value is 90% for for-profit entities and 97% for non-profit entities.
- [http://www.rurdev.usda.gov/HAD-Direct\\_Rental\\_Loans.html](http://www.rurdev.usda.gov/HAD-Direct_Rental_Loans.html)

### **Housing Preservation Grants**

- Grantor: U.S. Department of Agriculture
- Purpose: to repair or rehabilitate individual housing, rental properties, or co-ops owned and/or occupied by very low- and low-income rural persons. Eligibility: Very low income is defined as below 50 percent of the area median income (AMI); low income is between 50 and 80 percent of AMI. Eligible sponsors include state agencies, units of local government, Native American tribes, and nonprofit organizations.
- Limitations: competitive and are made available in areas wherever there is a concentration of need
- [http://www.rurdev.usda.gov/HAD-Direct\\_Rental\\_Loans.html](http://www.rurdev.usda.gov/HAD-Direct_Rental_Loans.html)

### **Small Community Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: This grant was created to meet recreation needs. The grant provides 50% matching grant funds to eligible municipalities and counties. Funds must be used for development or acquisition of parkland.
- Eligibility: Must be a small Texas community with a population of 20,000 and under. Eligible projects include ball fields, boating, fishing, and hunting facilities, picnic facilities, playgrounds, swimming pools, trails, camping facilities, beautification, restoration, gardens, sports courts and support facilities.
- <http://www.tpwd.state.tx.us/business/grants/trpa/>

### **Outdoor Recreation Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: This grant provides 50% matching grant funds to acquire and develop parkland or to renovate existing public recreation areas.
- Eligibility: For municipalities, counties, MUDs and other local units of government with populations less than 500,000. Eligible sponsors include cities, counties, MUDs, river authorities, and other special districts.
- Limitations: Projects must be completed within three years of approval. The master plans submission deadline is at least 60 days prior to the application deadline.
- <http://www.tpwd.state.tx.us/business/grants/trpa/>

### **Recreational Trail Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.
- Eligibility: Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.
- Limitations: The grants can be up to 80% of project cost with a maximum of \$200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants (call 512-389-8224 for motorized trail grant funding availability).
- <http://www.tpwd.state.tx.us/business/grants/trpa/>

### **Boating Access Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: For the construction of public boat ramp facilities throughout Texas.
- Eligibility: Local government sponsors must make an application, provide the land, provide access to the proposed boat ramp, supply 25% of the development costs, and accept operation and maintenance responsibilities for a minimum 25-year period.
- Limitations: This grant program provides 75% matching grant funds. These funds are allocated annually through the federal Sport Fish Restoration Act.
- <http://www.tpwd.state.tx.us/business/grants/trpa/>

### **Community Development Block Grant Program for Rural Texas**

- Grantor: Texas Department of Agriculture
- Purpose: develop viable communities by providing decent housing and suitable living environments, and expanding economic opportunities principally for persons of low- to moderate-income.
- Eligibility: non-entitlement cities and counties whose populations are less than 50,000 and 200,000 respectively, and are not participating or designated as eligible to participate in the entitlement portion of the federal Community Development Block Grant Program.



*Chapter 9*  
**IMPLEMENTATION  
TABLE**





**IMPLEMENTATION TABLE**

TRANSPORTATION ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 1.1.1	Hire engineering consultants and landscape architects to design prioritized roadways as Complete Streets.	x				x		City Manager, Public Works
Action 1.1.2	Repave Mesquite St. and "The Plaza" neighborhood with porous pavement and other stormwater management considerations with a Complete Streets approach (see Chapter 5 Community Facilities and Infrastructure).	x					x	City Manager, Public Works, Emergency Manager
Action 1.1.3	Reconstruct roadways in the Main Street District as Complete Streets, considering pedestrians and bicyclists, adding elements such as benches, trash receptacles, lighting, and planters.		x				x	City Manager, Public Works
Action 1.1.4	Add roadway adjacent to the east side of the city park and consider adding roadways within the park to increase police access, safety, and security.	x				x		City Manager, Public Works, Police Dept.
Action 1.2.1	Get regularly scheduled reports of the condition of the FM 439 Spur in Nolanville at West Avenue I.	x			x			City Manager
Action 1.2.2	Develop prioritized list of roads in Nolanville with a schedule for maintenance and improvements.	x			x			Public Works
Action 1.3.1	Install lighting along Mesquite St. in "The Plaza" neighborhood to improve safety for residents and recreational users of the city park.		x			x		City Manager, Public Works, Police Dept.
Action 1.3.2	Coordinate with TXDOT concerning installation of lighting at eastern exit to Nolanville from Highway 190 (Jackrabbit Flat Road)			x			x	City Manager, Public Works, Police Dept.
Action 1.4.1	Coordinate with TXDOT for a traffic study on the warrants for a traffic signal at the FM 439 split north of Nolanville.	x					x	City Manager, Public Works
Action 2.1.1	Implement maximum truck weight in the city limits.	x					x	City Manager, City Council

TRANSPORTATION ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 2.1.2	Discuss passing siding options with BNSF railroad to ensure the clearance of the Main Street grade crossing and access to emergency services.	x			x			City Manager, Public Works, Police Dept., Emergency Manager
Action 3.1.1	Amend Subdivision Ordinance to require new residential subdivisions to provide street connections to all existing and approved but not-yet-built streets that are stubbed to the edge of the subdivision plan.	x			x			City planner, City Manager, City Council
Action 3.1.2	Amend Subdivision Ordinance to require new residential subdivisions to provide street connections at least every 660 feet (1/8 mile) along portions of the perimeter that border developable land. Also amend the Subdivision Ordinance to require pedestrian access to the citywide trail system at least every 660 feet along portions of the perimeter that border the proposed trail system (as it is proposed in the Thoroughfare Plan).	x			x			City planner, City Manager, City Council
Action 3.1.3	Amend Subdivision Ordinance to require new residential subdivisions to provide an intersecting street connection at least every 660 feet (1/8 mile) along arterial streets, with intersections capable of being fully signalized at least every 1320 feet (1/4 mile).	x			x			City planner, City Manager, City Council
Action 3.1.4	Amend Subdivision Ordinance to require cul-de-sac streets to be no longer than 660 feet. Also require any cul-de-sac street that is longer than 400 feet to provide a pedestrian and/or bicycle path at the end of the street connecting to another street.	x			x			City planner, Police Department, City Manager, City Council

TRANSPORTATION ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 3.1.5	Amend Subdivision Ordinance to only allow gated entries into residential subdivisions in the lowest density residential zones.	x			x			City planner, Police Department, City Manager, City Council
Action 3.1.6	Make every effort to negotiate with developers for new, needed connections that have been platted-over, to better distribute traffic and therefore reduce need for widening Old Nolanville Rd.		x		x			City Manager
Action 3.2.1	Develop annexation plan prioritizing the phasing in of land within the city limits.	x					x	City Manager
Action 3.3.1	Provide parent/visitor parking behind Nolanville Elementary School.		x			x		School district, Public Works
Action 3.3.2	Provide additional paved parking at the City Park.		x			x		Public Works
Action 4.1.1	Draft Complete Streets policy within municipal code.	x			x			City planner, City Manager, City Council
Action 4.1.2	Install sidewalks in "The Plaza" neighborhood to provide access to the City Park.		x			x		Public Works, City Manager, Police Department
Action 4.1.3	Install sidewalks in the Main Street District to promote economic development.		x			x		Public Works, Economic Dev. Corp.
Action 4.1.4	Install sidewalks between the neighborhoods south of Highway 190 and Nolanville Elementary in accordance with Safe Routes to School.		x			x		School district, Public Works
Action 4.1.5	Discuss passing siding options with BNSF railroad to ensure the clearance of the Main Street grade crossing and access to emergency services.	x				x		Public Works

TRANSPORTATION ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 4.2.1	Draft Complete Streets policy within municipal code.	x			x			City planner, City Manager, City Council
Action 4.2.2	Construct a Class I bicycle facility from the west end of Avenue I in a northwest direction along the tree line to the south end of Lonesome Oak Dr.		x			x		Public Works
Action 4.2.3	Construct a Class II bicycle facility should be constructed on FM 439 north of Nolanville, Jackrabbit Flat Road, Avenue H, and Old Nolanville Rd.		x			x		Public Works
Action 4.2.4	Construct a Class III bicycle facility should be constructed on Lonesome Oak Dr, Mesquite St, Nolan Ridge Drive, North Main Street, and North 3rd Street.			x		x		Public Works
Action 5.1.1	Coordinate with Hill Country Transit to reroute Fixed Route 200 to enter Nolanville from the Highway 190 on Jackrabbit Flat Road and make stops between the Plaza and Downtown Nolanville and continue to the Harker Heights Walmart via Old Nolanville Rd.	x			x			Public Works, City Manager
Action 5.1.2	Install bus shelter facilities at selected public transit stops in Nolanville.		x			x		Public Works
Action 5.1.3	Work with Hill Country Transit and County Emergency Managers and Fire Department to place transit stops at designated emergency shelters for socially vulnerable populations (aging, disabled, and low income).	x			x			Public Works, Emergency Manager, Fire Dept.
Action 5.1.4	Work with Hill Country Transit and health and human service providers to place transit stops at health and human service facilities.	x			x			Public Works, Emergency Manager, Fire Dept.

TRANSPORTATION ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 5.2.1	Place bicycle facilities at transit stops to encourage multimodal transit within Nolanville.		x		x			Public Works
Action 6.1.1	Budget for 5 new LED street lights and installation per year until 2020. Priority areas include the Plaza, Main Street District, and parks. Implement LED to save energy and reduce costs, reduce light trespass and night glow.			x			x	Public Works, Economic Dev. Corp.
Action 6.1.2	Change development regulations for the types of outdoor lighting desired in the downtown overlay area to reflect desired options, including fixtures, light sources and mounting options.	x			x			City planner, City Manager, City Council
Action 6.1.3	Change the subdivision regulations in the downtown overlay district to require the subdivider to be responsible for the costs and installation of the conduit needed for service lines, after which the electric utility provider will be responsible for the ownership and maintenance.	x			x			City planner, City Manager, City Council
Action 6.1.4	Install large street trees along Main Street to enhance the entrance into Nolanville.		x				x	Public Works, Economic Dev. Corp.

COMMUNITY FACILITIES AND INFRASTRUCTURE ACTIONS	Timing			Relative Level of Investment			Responsible party (ies)
	0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 7.1.1	x			x			City Manager
Action 7.1.2	x				x		City Manager, Economic Dev. Corp.
Action 7.2.1	x			x			City Manager, Economic Dev. Corp.
Action 7.2.2	x			x			City Manager, Economic Dev. Corp.

COMMUNITY FACILITIES AND INFRASTRUCTURE ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 7.3.1	Budget for the purchase and renovation of identified structures.	x			x			City Manager, Economic Dev. Corp.
Action 7.3.2	Acquire structures and hire a qualified architectural consultants to renovate the building.		x				x	City Manager, Economic Dev. Corp.
Action 8.1.1	Hire a qualified engineer and/or landscape architect to conduct a drainage study for “The Plaza” neighborhood to facilitate drainage improvements that may include green stormwater infrastructure such as stormwater tree trenches, pervious paving, bump outs, rain gardens, stormwater planters, and stormwater wetlands.	x			x			Public Works, City Manager, Emergency Manager
Action 8.1.2	Hire a qualified engineer and/or landscape architect company to conduct a drainage study for Main Street District to facilitate drainage street improvements. This may include green stormwater infrastructure such as stormwater tree trenches, pervious pavings, bump outs, rain gardens, stormwater planters, stormwater wetlands, downspout planters, and rain barrels.		x			x		Public Works, City Manager, Emergency Manager, Economic Dev. Corp.
Action 8.1.3	Develop an ordinance to use green stormwater management infrastructure for new developments.	x			x			City planner, City Manager, City Council
Action 8.1.4	Coordinate with Keep Nolanville Beautiful and other partners to develop a program to help residents and businesses capture stormwater on site. Strategies include rain barrels, downspout planters, and green roofs.	x			x			Public Works, City Manager, Keep Nolanville Beautiful

COMMUNITY FACILITIES AND INFRASTRUCTURE ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 8.2.1	Provide an assessment of the current conditions of the water and utility lines.	x			x			Public Works, City Manager, Bell County Water Control, TXU
Action 8.2.2	Work with the Water District to identify areas to expand water and utility lines.	x			x			Public Works, City Manager, Bell County Water Control
Action 8.3.1	Develop a logo and graphic design elements, such as website and distinctive signs, for advertising, marketing, and promoting for the city of Nolanville (Example graphic design professionals: <a href="http://99designs.com/logo-design">http://99designs.com/logo-design</a> ).	x			x			City Manager
Action 8.3.2	Initiate neighborhood identity campaign to engage community members in forming its identity. An example may include taking pictures around the community of elements unique to Nolanville.	x			x			City Manager, Economic Dev. Corp., Keep Nolanville Beautiful, School district
Action 8.4.1	Install artistic lighting that acts as a landmark and gateway for the community.		x			x		Public Works, Economic Dev. Corp.
Action 8.4.2	Install creative and artistic landscape elements along the Highway 190 overpass, which could include additional landscaping and vegetation, murals, sculptures, and other culturally significant features.		x			x		Public Works, Economic Dev. Corp., Keep Nolanville Beautiful
Action 8.4.3	Install street lighting along North Main Street to increase walkability and safety.		x			x		Public Works, Economic Dev. Corp.



ECONOMIC DEVELOPMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 9.1.1	Join Texas Downtown Association.	x			x			City Manager
Action 9.1.2	Adopt a mixed-use overlay zoning district according to the Redevelopment Plan by 2017. The downtown overlay should encourage increased population density while preserving a small-town feel and preserving aesthetics. Consider a form-based code for the downtown overlay, similar to the SmartCode. If any freeway-adjacent parcels are included in the Downtown Overlay District, consider special zoning consideration specific to their location. Consider requiring any development between South Main Street and Highway 190 to be oriented toward South Main Street, with either a South Main Street-facing entrance or a side-facing entrance.	x			x			City planner, City Manager, City Council
Action 9.1.3	Collaborate with local economic development council to ensure that their work aligns with community-wide and regional development goals. Identify parcels and/or structures to develop or redevelop in the Downtown Overlay District.	x			x			Public Works, Economic Dev. Corp.
Action 9.1.4	Expedite development review in the Downtown Overlay District. Create criteria to determine which projects qualify for expedited review. Criteria might include the amount of new housing or retail, density, or floor area ratios. The City should market this incentive to prospective developers.	x			x			City planner, City Manager, City Council

ECONOMIC DEVELOPMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 9.1.5	Adopt an adaptive reuse ordinance in the Downtown Overlay District. Identify parking, density, design, fire and safety standards that developers have difficulty meeting when redeveloping a historic building and assess which of these standards might be relaxed for infill development (examples: eliminating density restrictions, reducing minimum housing unit size, waiving parking requirements, allowing expedited development review).	x			x			City planner, City Manager, City Council
Action 9.1.6	Put public offices in infill locations. Contact state and federal agencies, authorities and educational institutions that own or lease space in the region to find out what their needs are and help them find suitable infill locations. (The federal government has made siting federal offices in central business districts and rural town centers a priority, as established in Presidential Executive order 13514 for Federal Leadership in Environmental, Energy, and Economic Performance. The General Services Administration (GSA) represents federal agencies that own or lease space, and works with local governments to identify locations that meet federal needs.)	x				x		City Manager
Action 9.1.7	Encourage crowdfunding for projects and businesses in the Downtown Overlay District.	x			x			City Manager
Action 9.1.8	Generate revenues through naming rights and advertising. Set policies about selling rules and rates. Identify existing or planned assets that are appropriate for a naming rights deal or selling advertising (some examples include parks, stadiums, libraries, billboards, transit vehicles, or even pavers for street improvements).	x			x			City Manager

ECONOMIC DEVELOPMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 9.1.9	Determine whether implementing a Tax Increment Reinvestment Zone for downtown is appropriate for the Downtown Overlay District and implement by December 2016 to encourage development.	x			x			City planner, City Manager, City Council
Action 9.1.10	Rezone commercial zones based on preferred land use map by 2017.	x			x			City Council
Action 9.2.1	Consider annexing land between current city limits and Highway 439 (between Spur 439 and 10th Street) for future pedestrian-friendly commercial, mixed-use, and compact residential development. Also consider a walk/bike path connection from the dead end of North Main Street to this area, to enhance the vibrancy of Main Street and Downtown. Also consider flood control measures to make more of this prime location developable.	x			x			City planner, City Manager, City Council
Action 9.3.1	Contact organization leaders to brainstorm ideas for cultural events, or see who might be interested in hosting events.	x			x			City Manager
Action 9.3.2	Work with local organizations, church groups, students from the elementary school to publicize events (with the participation of neighboring communities).	x			x			City Manager
Action 9.3.3	Improve access to farmers' markets and local healthy food options by identifying a location within the Main Street District.	x			x			City Manager
Action 9.3.4	Organize an annual 10K or 5K event by 2020.			x			x	City Manager
Action 9.3.5	Organize annual bicycle-oriented events such as a long-distance cyclists meet-up.	x			x			City Manager

PARKS AND ENVIRONMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 10.1.1	Update the Parkland Dedication ordinance to require additional improvements and amenities to the dedicated parkland, beyond those currently required, sufficient to make the land immediately usable as a fully functioning park, with the option of parkland development fees paid in-lieu. Private neighborhood facilities with amenities should be counted toward parkland dedication, even without public access, but such private facilities and land maintenance must be adequately financed by the homeowners according to deed restrictions.	x			x			City planner, City Manager, City Council
Action 10.1.2	"Offer consideration to parkland dedication in the floodplain to acquire more land around Nolan Creek, with the requirements that 1) any floodplain parkland is in a natural, ungraded condition (except minor grading to improve its usefulness as parkland), and 2) any floodplain parkland is along the proposed trail route according to the Thoroughfare Plan or connects the development to the proposed trail route. Offer consideration to parkland dedication in the floodplain to acquire more land around Nolan Creek, with the requirements that 1) any floodplain parkland is in a natural, ungraded condition (except minor grading to improve its usefulness as parkland), and 2) any floodplain parkland is along the proposed trail route according to the Thoroughfare Plan or connects the development to the proposed trail route."	x			x			City planner, City Manager, City Council
Action 10.1.3	Create a partnership with the school district to provide parks that are supported and used by schools and the community.		x			x		Public Works, School District, City Manager

PARKS AND ENVIRONMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 10.1.4	Confirm that in ordinances and other official documents, open space and parks are defined to also include plazas that can be placed in the downtown areas. If this is not the case, change those definitions.	x			x			City planner, City Manager, City Council
Action 10.1.5	Work with local non-profits, recreation centers, and schools to produce recreational activities in multi-use open space parks.	x			x			City Manager
Action 10.1.6	See Texas Parks & Wildlife "Small Community Grants," "Outdoor Recreation Grants," and "Recreational Trails Grants" for possible funding sources for parks. Make use of those funding options.	x			x			City Manager, Public Works
Action 10.1.7	Make room in the budget to make improvements to the existing city park near Mesquite Street. Work to gain additional street access from the east side of the park.	x				x		Public Works, City Manager
Action 10.2.1	Make a plan for strategic location of trash/recycling cans, including prioritizing which locations should be installed first.	x			x			Public Works, City Manager, Keep Nolanville Beautiful
Action 10.2.2	Buy and install first priority trash cans and recycling bins. If possible, have one of each (trash and recycling) at each location.		x			x		Public Works, City Manager, Keep Nolanville Beautiful
Action 10.2.3	Assign ongoing sanitation-related service to the department or company that serves other city facilities.			x			x	Public Works

PARKS AND ENVIRONMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 10.2.4	Buy and install lower priority trash cans and recycling bins as funds become available.			x		x		Public Works, City Manager, Keep Nolanville Beautiful
Action 11.1.1	Pass a regulation requiring or encouraging new development adjacent to Nolan Creek 100-year floodplain to set aside land along the creek for the public trail system if development is aligned with the proposed path of the citywide trail system, as detailed in the Thoroughfare Plan. The land must be in a natural, ungraded condition (except minor grading to improve its usefulness as parkland). This land would count toward parkland dedication requirements.	x			x			City planner, City Manager, City Council
Action 11.1.2	Work with developers to negotiate public access and public trail system connection to developer-planned trails in subdivisions that have already been platted but not yet built.	x			x			City planner, City Manager, City Council
Action 11.1.3	Look into "Oaks and Prairies" Joint Venture with Texas Parks and Wildlife for help gaining conservation easements for the proposed trail system. Contact owners of land in Nolan Creek 100-year floodplain about the city's interest in receiving donated conservation easements for use in public trail system. This could also include dedication markers noting who donated that part of the land.	x			x			Public Works, City Manager, Emergency Manager
Action 11.1.4	See Texas Parks and Wildlife's "Recreational Trails Program" and the U.S. Department of the Interior's "Rivers, Trails, and Conservation Assistance" for possible funding assistance. Make use of this funding where practicable.	x			x			Public Works

PARKS AND ENVIRONMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 11.1.5	For the first section of trail, prioritize the section of South Nolan Creek between Old Nolanville Road and the point where the creek is nearest to South Main Street, if this is in accordance with the Thoroughfare Plan. This section of the creek is in closest proximity to North Main Street and could benefit revitalization of the North Main Street area.		x			x		Public Works
Action 11.1.6	Consider gaining right-of-way for a trailhead on South Main Street for the citywide trail system and installing it as close to North Main Street as possible to connect the trail system to the Main Street areas. Consider installing a pedestrian crosswalk on South Main Street if needed to provide safe crossing near the trailhead. Consider installing a pedestrian and bicycle bridge over South Nolan Creek here if necessary to connect directly to the trail system.	x			x			City Manager
Action 11.2.1	Contact Texas Parks and Wildlife Department for suggestions for sign content and research methods.	x			x			City Manager
Action 11.2.2	Contact area community and education organizations to enlist volunteers for committee to create educational signs. Form the committee.		x		x			City Manager, Public Works
Action 11.2.3	Have signs printed by a sign shop. Have sign installation days where the volunteer committee and city staff post the signs.		x			x		Public Works
Action 11.3.1	Make a small amount of room in the budget for assistance for park programming. This can go towards any related needs of a group that hosts an event in one of Nolanville's parks. See Texas Parks and Wildlife's "Community Outdoor Outreach Program Grants" for possible funding assistance.		x			x		City Manager

PARKS AND ENVIRONMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 11.3.2	Find a group or organization interested in hosting an educational or recreational program and work with them to get the program started.	x			x			City Manager
Action 11.3.3	Consider applying for Texas Parks and Wildlife "Community Outreach Program" grant to help with funding.	x			x			City Manger, Public Works
Action 12.1.1	Foster stream and floodplain restoration that reduces environmental harm and natural disasters in floodplain area.	x				x		City Manager, Public Works, Emergency Manager
Action 12.2.1	Update Subdivision Ordinance to require a tree survey.	x			x			City planner, City Manager, City Council
Action 12.2.2	Update Subdivision Ordinance to require preservation of trees over a certain size.	x			x			City planner, City Manager, City Council
Action 12.2.3	Create an ordinance to require preservation of trees over a certain size upon land being developed for non-residential use. (Percentage required should be lower for non-residential development than that to be required by Subdivision Ordinance for residential development.)	x			x			City planner, City Manager, City Council
Action 13.1.1	Work with regional partners and upstream polluters to find ways to lessen pollution.	x				x		City Manager



PARKS AND ENVIRONMENT ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 13.1.2	Require 'point source polluters' (industrial, municipal, and other facilities) to obtain permits from the city of Nolanville engineer if they discharge pollutants directly to Nolan Creek.	x			x			City planner, City Manager, City Council
Action 13.1.3	The City engineer shall control the percent of pollutant discharge from point sources and enforce a payment of a fee in case the permit regulations are not followed.		x		x			City Manager
Action 13.2.1	Amend Subdivision Regulations to require developers to install screens on all storm sewer drains, if such a practice is approved by a city-contracted engineer.	x			x			City planner, City Manager, City Council
Action 13.2.2	Organize Nolan Creek volunteer litter removal days twice a year.	x			x			City Manager
Action 13.2.3	Distribute reusable shopping bags at community events and at local stores on Main Street.		x			x		City Manager, Keep Nolanville Beautiful

HOUSING ACTIONS		Timing			Relative Level of Investment			Responsible party (ies)
		0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 14.1.1	Find example home renovation programs that Nolanville can use or model a program after.	x			x			City Manager
Action 14.1.2	Contact the Texas Department of Housing and Community Affairs about their Homeowner's Rehabilitation Assistance Program. Publicize and coordinate implementation of the program, as well as other identified highly promising programs, to their fullest extent.	x			x			City Manager
Action 14.1.3	Reduce the Lead Based Paint usage within houses which are built before 1978 by coordinating with Texas State Health Department and/or the U.S. Department of Housing and Urban Development (HUD). Consider participating in the HUD's "Lead Based Paint Hazard Control" grant program and their "Lead Hazard Reduction Demonstration" grant program.	x				x		City Manager
Action 14.1.4	Partner with electric company and gas company to implement programs to increase the energy efficiency of homes and make utility bills more affordable. Also consider partnering with construction companies that can make other housing renovations more affordable.		x			x		City Manager
Action 14.2.1	Find example home maintenance code that Nolanville can use or model a program after. Draft a city-wide home maintenance code with simple, enforceable exterior and yard standards.	x			x			City planner, City Manager, City Council
Action 14.2.2	Make room in the budget for enforcement of the home maintenance code. Thoroughly publicize the new code. Assign drive-by inspection to a city department.		x			x		Public Works, City Manager

HOUSING ACTIONS	Timing			Relative Level of Investment			Responsible party (ies)
	0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
<p>Action 14.2.3</p> <p>Enforce violations. Begin enforcement program with the enforcement of the most blatant and serious violations city-wide, and later move to enforcement of less serious violations city-wide if staffing allows. Ensure objectivity and city-wide consistency of enforcement. For each violation, provide extensive information on assistance programs along with first citation. Allow waiving of fines upon completion of maintenance within 15 days of first citation. Allow an extension for waiving of fines upon filing for assistance. Include increasingly severe fines for each subsequent citation for the same violation. Structure program with a preference for early voluntary compliance over escalated levels of enforcement.</p>		x		x			Public Works, City Manager
<p>Action 14.3.1</p> <p>Use the Texas Problem Properties Toolkit from the “Community Development Clinic” to craft ordinances and regulations that adequately address abandoned homes of all types (including but not limited to multi-family homes, duplex units, mobile homes, manufactured homes, and single family homes.) Consider other tools found in same publication, to address other housing-related problems.</p>	x			x			City planner, City Manager, City Council
<p>Action 14.3.2</p> <p>Look at HUD’s “Neighborhood Stabilization Program” as a possible funding source for redevelopment in areas with high abandonment rates.</p>	x			x			City Manager
<p>Action 15.1.1</p> <p>Inventory the current situation in housing and update over time. Information to collect includes, year built, years and percentage renovated, housing type, building and lot size, physical characteristics. Also gather information on housing type mix, 30% of current available affordable housing, an assessment of still required affordable housing.</p>		x		x			City Manager

HOUSING ACTIONS	Timing			Relative Level of Investment			Responsible party (ies)
	0-5 YRS	5-10 YRS	10-20 YRS	LOW	MED	HIGH	
Action 15.2.1	x			x			City Manager
Action 15.2.2	x			x			City planner, City Manager, City Council
Action 15.2.3	x			x			City planner, City Manager, City Council
Action 15.2.4	x			x			City planner, City Manager, City Council
Action 15.2.5			x		x		City planner, City Manager, City Council

# **APPENDIX AND GLOSSARY**



## APPENDIX


### CHAPTER 1 - INTRODUCTION

Demographic Information:

Year	Pop.	% Change
1970	902	
1980	1,308	45.0%
1990	1,834	40.2%
2000	2,150	17.2%
2010	4,259	98.1%
2013 (est.)	4,463	4.8%

*Source: U.S. Census Bureau, Decennial Census*

### CHAPTER 2 - GUIDING PRINCIPLES



## NOLANVILLE OPEN HOUSE

**Date & Time:** Tuesday, December 2nd, 6:00 – 7:30pm  
**Location:** J.W. Sims Community Center  
**Attendees:** Visioning Task Force Members & Community Members

**Comments from taskforce and community members**

*The comments listed below have been collected from the "Comments handouts" and sticky notes left on the posters presented at the Open House meeting.*

**General**

"I am looking forward to the next phase of work."

"We need middle school and high school to see future grows in Nolanville."

"We need to focus on bringing small grocery stores so more businesses can come in."

- Look at Health Impact Assessment - it could be a way to frame things that could lead to planning a community that sustains health, as well as potential grant funding."

**Preferred Future Growth Plan**

“Liked the combination of the two scenarios into one.”

“This gives all the entities of our city a vision of what can be and a direction to go towards.”

“The plan seems very straightforward and comprehensive.”

“Great balance between brevity and detail.”

- Need more info on policies for Signs/Beautification improvements.
- Change Nolanville’s logo for signs.

**Main Street District**

“The area looks great! But the area is prone to flooding, is there any way to prevent this?”

“Love the sidewalks!” “Walkway are great!”

“Main Street areas are the face of Nolanville.”

“Love Avenue G idea.”

“They need to be Nolanville’s brand.”

“This will really provide an unique ‘hometown’ feel.”

“Vintage shops would be nice if kept professional.”

“Connectivity between North and South Main Street is a great plus.”

**Park System**

“This needs to be a priority because we have a young community.”

“Bike/Walk needs to be friendly.”

“Love Festival Park combined with Farmer’s Market.”

- Railroad park can be a natural barrier for the train.

**Connectivity**

“This is the key to bring all citizens together!”

“Lighting under the bridge and sidewalk connection is great.”

“Fantastic way to connect both sides of the highway with pedestrian traffic.”

- The city needs its own dedicated bus routes.

**CHAPTER 3 - LAND USE**

**Appendix. Vision Statement Activity**

The task force underlined parts of their vision statement they agreed with or supported. Figure A-1 shows the underlined vision statement. All aspects of the vision statement were heavily supported. “Improve the quality of life for our citizens” and “Preserve our small town atmosphere,” received a bit more attention than the other parts, likely due to the general nature of these statements. In this activity, the sections of the statement were used as a starting point to generate feedback that would later be used to develop goals.



## CHAPTER 4 - TRANSPORTATION

### 2. Roadway Classifications

#### 2.1 Current Roadway Classifications

The current applied roadway classification for Nolanville is based on the traditional functional classification system, which is the predominant method for classifying roadways. It is also adopted and suggested by TX-DOT. In this classification system, roads are first identified by their settings (i.e., urban or rural). Subsequently, roads are divided into different categories according to the extent to which they provide mobility for through movements and access to adjacent land. Table 1 defines the specific characteristics of each category.

Table 1. Road Classifications

Classification	Location	Characteristics
<b>Major Arterial</b>	<b>Rural</b>	<ol style="list-style-type: none"> <li>1. Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel</li> <li>2. Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000 and over population</li> <li>3. Provide an integrated network of continuous routes without stub connections (dead ends)</li> </ol>
	<b>Urban</b>	<ol style="list-style-type: none"> <li>1. Serve major activity centers, highest traffic volume corridors and longest trip demands</li> <li>2. Carry high proportion of total urban travel with minimum mileage</li> <li>3. Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving the urban area and movements through the urban area</li> <li>4. Serve demand for intra-area travel between the central business district and outlying residential areas</li> </ol>
<b>Minor Arterial</b>	<b>Rural</b>	<ol style="list-style-type: none"> <li>1. Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing inter-state and inter-county service</li> <li>2. Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway</li> <li>3. Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movements</li> </ol>
	<b>Urban</b>	<ol style="list-style-type: none"> <li>1. Interconnect and augment the higher-level Arterials</li> <li>2. Serve trips of moderate length at a somewhat lower level of travel mobility than Major Arterials</li> <li>3. Distribute traffic to smaller geographic areas than those served by higher-level Arterials</li> </ol>

<b>Collector</b>		<p>systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, and important mining and agricultural areas</p> <p>2. Link these places with nearby larger towns and cities or with Arterial routes</p> <p>3. Serve the most important intra-county travel corridors</p>
	<b>Urban</b>	<p>1. Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas</p> <p>2. Penetrate residential neighborhoods, often for significant distances</p> <p>3. Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile</p> <p>4. Operating characteristics include higher speeds and more signalized intersections</p>
<b>Minor Collector</b>	<b>Rural</b>	<p>1. Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector</p> <p>2. Provide service to smaller communities not served by a higher class facility</p> <p>3. Link locally important traffic generators with their rural hinterlands</p>
	<b>Urban</b>	<p>1. Serve both land access and traffic circulation in lower density residential and commercial/industrial areas</p> <p>2. Penetrate residential neighborhoods, often only for a short distance</p> <p>3. Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile</p> <p>4. Operating characteristics include lower speeds and fewer signalized intersections</p>
<b>Local</b>	<b>Rural</b>	<p>1. Serve primarily to provide access to adjacent land</p> <p>2. Provide service to travel over short distances as compared to higher classification categories</p> <p>3. Constitute the mileage not classified as part of the Arterial and Collector systems</p>
	<b>Urban</b>	<p>1. Provide direct access to adjacent land</p> <p>2. Provide access to higher systems</p> <p>3. Carry no through traffic movement</p> <p>4. Constitute the mileage not classified as part of the Arterial and Collector systems</p>

Source: *Highway Functional Classification - Concepts, Criteria and Procedures*, Federal Highway Administration, 2013.

According to the GIS document of the Road Map from Bell County, TX, roadways in Nolanville have been previously classified as shown in Table 2:

Table 2. Nolanville Road Classification

Classification	Location	Roads
Major Arterial	Rural	N/A
	Urban	US Highway 190 E Veterans Memorial Boulevard
Minor Arterial	Rural	N/A
	Urban	Edwards Drive
Major Collector	Rural	FM 439 FM 2410
	Urban	Old Nolanville Road W Avenue I E Avenue H Biles Main Street Nola Ruth Boulevard N 7 <sup>TH</sup> Street Main Street Central TX Expressway Warrior's Path Road FM 439 Spur US Highway 190 Service Road
Minor Collector	Rural	N/A
	Urban	N/A
Local	Rural	Not identified in the document
	Urban	Not identified in the document

## CHAPTER 6 - ECONOMIC DEVELOPMENT

### Inflow/Outflow Report

<b>Selection Area Labor Market Size (All Jobs)</b>		
	<b>2011</b>	
	<b>Count</b>	<b>Share</b>
Employed in the Selection Area	265	100.0%
Living in the Selection Area	1,460	550.9%
Net Job Inflow (+) or Outflow (-)	-1,195	-
<b>In-Area Labor Force Efficiency (All Jobs)</b>		
	<b>2011</b>	
	<b>Count</b>	<b>Share</b>
Living in the Selection Area	1,449	100.0%
Living and Employed in the Selection Area	11	0.8%
Living in the Selection Area but Employed Outside	1,449	99.2%
<b>In-Area Employment Efficiency (All Jobs)</b>		
	<b>2011</b>	
	<b>Count</b>	<b>Share</b>
Employed in the Selection Area	265	100.0%
Employed and Living in the Selection Area	11	4.2%
Employed in the Selection Area but Living Outside	254	95.8%
<b>Outflow Job Characteristics (All Jobs)</b>		
	<b>2011</b>	
	<b>Count</b>	<b>Share</b>
External Jobs Filled by Residents	1,449	100.0%
Workers Aged 29 or younger	365	25.2%
Workers Aged 30 to 54	830	57.3%
Workers Aged 55 or older	254	17.5%
Workers Earning \$1,250 per month or less	380	26.2%
Workers Earning \$1,251 to \$3,333 per month	582	40.2%
Workers Earning More than \$3,333 per month	487	33.6%
Workers in the "Goods Producing" Industry Class	175	12.1%
Workers in the "Trade, Transportation, and Utilities" Industry Class	281	19.4%
Workers in the "All Other Services" Industry Class	993	68.5%
<b>Inflow Job Characteristics (All Jobs)</b>		
	<b>2011</b>	
	<b>Count</b>	<b>Share</b>
Internal Jobs Filled by Outside Workers	254	100.0%
Workers Aged 29 or younger	63	24.8%
Workers Aged 30 to 54	133	52.4%
Workers Aged 55 or older	58	22.8%
Workers Earning \$1,250 per month or less	85	33.5%
Workers Earning \$1,251 to \$3,333 per month	106	41.7%
Workers Earning More than \$3,333 per month	63	24.8%
Workers in the "Goods Producing" Industry Class	37	14.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	72	28.3%
Workers in the "All Other Services" Industry Class	145	57.1%
<b>Interior Flow Job Characteristics (All Jobs)</b>		
	<b>2011</b>	
	<b>Count</b>	<b>Share</b>
Internal Jobs Filled by Residents	11	100.0%
Workers Aged 29 or younger	0	0.0%
Workers Aged 30 to 54	8	72.7%
Workers Aged 55 or older	3	27.3%
Workers Earning \$1,250 per month or less	2	18.2%
Workers Earning \$1,251 to \$3,333 per month	7	63.6%
Workers Earning More than \$3,333 per month	2	18.2%
Workers in the "Goods Producing" Industry Class	3	27.3%
Workers in the "Trade, Transportation, and Utilities" Industry Class	1	9.1%
Workers in the "All Other Services" Industry Class	7	63.6%

CHAPTER 8 - HOUSING

2014 APPRAISAL ROLL - RATE TABLE

CB	* F4	BELL COUNTY	Local Homestead	State Homestead	State Over 65	State Disabled	Local Over65	Local Disabled	M&O	I&S	Total Rate
TBA	G	BARTLETT CITY					16,670	10,000	0.33000	0.09120	0.42120
TBE	*	• BELTON CITY					10,000	10,000	0.21220	0.36690	0.57910
THH	*	HARKER HEIGHTS CITY					10,000		0.54250	0.11730	0.65980
THO	G	HOLLAND CITY							0.51670	0.16030	0.67700
TKI	G F8	KILLEEN CITY					20,000	FRZ/ONLY	0.40210	0.23090	0.63300
TMP	G	• MORGAN'S POINT CITY							0.52290	0.22690	0.74980
TNO	G F5	NOLANVILLE CITY					3,000	FRZ/ONLY	0.46330	0.17880	0.64210
TRO	G	ROGERS CITY							0.36350	0.14190	0.50540
TSA	G F8	• SALADO VILLAGE	5,000/ 20%				50,000	50,000	0.58000	0.23760	0.81760
TTE	* F5	TEMPLE CITY	5,000/ 20%				10,000	10,000	0.18100	0.00000	0.18100
TTR	G F7	TROY CITY					FRZ/ONLY	FRZ/ONLY	0.33000	0.25640	0.58640
SMDY	* G F	MOODY ISD		15,000	10,000	10,000			0.44870	0.13030	0.57900
SACA	* F	• ACADEMY ISD		15,000	10,000	10,000	6,000		1.04000	0.30130	1.34130
SBAR	G F	• BARTLETT ISD		15,000	10,000	10,000			1.04000	0.44160	1.48160
SBEL	* F	• BELTON ISD		15,000	10,000	10,000			1.04000	0.11468	1.15468
SFLO	G F	• FLORENCE ISD		15,000	10,000	10,000			1.17000	0.27000	1.44000
SHOL	* F	• HOLLAND ISD		15,000	10,000	10,000			1.17000	0.16000	1.33000
SKIL	* G F	KILLEEN ISD		15,000	10,000	10,000			1.04000	0.22000	1.26000
SROG	* F	• ROGERS ISD		15,000	10,000	10,000			1.04000	0.08800	1.12800
STRO	F	• TROY ISD		15,000	10,000	10,000	6,670		1.04000	0.30000	1.34000
STEM	* F	• TEMPLE ISD		15,000	10,000	10,000	5,000	5,000	1.04000	0.29170	1.33170
SSAL	* F	• SALADO ISD		15,000	10,000	10,000	3,330		1.12000	0.24000	1.36000
JCTC	* F5	• CENTRAL TX COLLEGE					15,000	FRZ/ONLY	1.04000	0.25140	1.29140
JTC	* F7	• TEMPLE COLLEGE	5,000/ 20%				10,000	FRZ/ONLY	0.13660	0.00000	0.13660
RRD	* F4	ROAD DISTRICT					16,670	10,000	0.15050	0.05600	0.20650
WEC	P	ELM CREEK					5,000		0.02990	0.00000	0.02990
WXC	G	DONAHOE CREEK					3,000		0.03270	0.00000	0.03270
WCLW	* P	CLEARWATER UWCD					5,000		0.02000	0.00000	0.02000
RSBIO	P	• TEMPLE HEALTH & BIO							0.00400	0.00000	0.00400
MUD1		BELL COUNTY MUNICIPAL UTILITY DISTRICT #1							0.02250	0.00000	0.02250

Per \$100 valuation P=FREEPORT All units grant exemptions for disabled veterans 10% TO 29%-5,000 / 30% TO 49%-7,500 / 50% TO 69%-10,000 / 70%+ 12,000  
 \* = Allows Primarily Charitable Exemption • = Does not offer discount F = Tax Ceiling Base Year applied on Prop with Over-65 or Disabled Exemption  
 SEPT 30, 2014 G = Allow Goods In Transit Exemption Sales Tax Adj.: CB = .1185, THH = .3457, TKI = .1186, TTE = .1849 TAX RATE CHART\_2014.doc

## GLOSSARY

TERM	DEFINITION	CHAPTER
Accessibility	Design concept that allows people access to different places and services.	Chapters 2, 4, 5, 7
Accessory Dwelling Units	A legal and regulatory term for a secondary house or apartment with separate amenities and entrance but located on the same lot as the primary house.	Chapters 6, 8
Affordable Housing	Housing in which occupants pay 30 percent or less of their income on housing costs.	Chapter 8
Arterial Roads	High-capacity road that directs traffic from collector roads to freeways.	Chapter 4
Basic Industries	Provide services to individuals/firms outside the community; brings money into area from outside.	Chapter 6
Beautification	Process of making the built environment more visually appealing.	Chapter 2
Business Leakage	Situation where residential income is spent outside of the city rather than within.	Chapter 6
Collector Roads	Directs traffic from local roads to arterial roads.	Chapter 4
Connectivity	Design concept that permits movement within the city.	Chapters 2, 3, 4, 5, 7
Diversity	Different percentages of race and ethnicities in pop.; different percentages in types of housing options in housing.	Chapters 1, 2, 3, 6
Floodplain	Low lying land area with an increased risk of flooding.	Chapters 3, 7
Greenways	Incorporated designated greenspace in an urban environment.	Chapters 3, 4, 7, 8
Hazard Mitigation	Action taken to reduce or lessen the impact of damages from environmental disasters.	Chapters 4
House Burdened	Term used to define households who spend more than 30 percent of income on housing costs.	Chapter 8

TERM	DEFINITION	CHAPTER
HOP	Term chosen to reflect the short, quick trips customers can make when using the system.	Chapter 4
Location Quotient	Way of measuring density or concentration.	Chapter 6
Low-impact Development	A stormwater management practice with low-maintenance upkeep.	Chapter 3
Manufactured Housing	A transportable structure built for permanent dwellings with or without a permanent structure.	Chapter 8
Metropolitan Statistical Area	Area with at least one urbanized area of 50,000 or more population and adjacent territory.	Chapters 1, 6
Mixed-Lot Residential	Zoning which permits a variety of lot sizes in order to be affordable for different incomes.	Chapters 3, 8
Multi-family Housing	Building with more than four residential units.	Chapters 3, 8
Non-basic Industries	Provides services for individuals/firms inside the area; circulates money within the area.	Chapter 6
Permeable Surface	Allow stormwater to move through surfaces of different pavements, reducing stormwater runoff.	Chapter 5
Pocket Neighborhoods	Residential design to instill a sense of community.	Chapter 8
Population Density	Population per land area.	Chapter 1, 6, 8
Social Vulnerability	Refers to a form of inequality in which some groups have access to some resource that allow them to withstand some adversities better than other groups.	Chapters 2, 7
Walkable Communities	A community that is built to accommodate access to local amenities without the reliance on vehicles.	Chapters 2, 3, 4, 6
Wayfinding System	Refers to systems that guide people through a physical environment and enhance their understanding and experience of the space.	Chapter 4
Zoning	Regulatory classification of land use patterns allowed in an area.	Chapters 2, 3, 6, 7, 8

ABBREVIATION	DEFINITION	CHAPTER
ACS	American Community Survey	Chapters 1, 6, 8
BNSF	Burlington Northern Santa (Fe railway)	Chapter 4
CBD	Central Business District	Chapter 6
FHWA	Federal Highway Administration	Chapters 4, 8
FTA	Federal Transit Administration	Chapter 4
HUD	Housing & Urban Development (U.S. Department of)	Chapters 5, 6, 8
LQ	Location Quotient	Chapter 6
MSA	Metropolitan Statistical Area	Chapter 6
RTP	Recreational Trails Program	Chapters 4, 5
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users	Chapter 4
SRTS	Safe Routes to School Program	Chapter 4
STEP	Surface Transportation Environment and Planning Cooperative Research Program	Chapters 1, 4
STP	Surface Transportation Program	Chapter 4
TECQ	Texas Commission on Environmental Quality	Chapter 7
TPCB	Transportation Planning Capacity Board	Chapter 4
TE	Transportation Enhancement Activities	Chapter 4
TxDOT	Texas Department of Transportation	Chapter 4