



COMPREHENSIVE PLAN

2021 - 2041

This plan represents the focus areas for the City of Nolanville for the next two decades and beyond. Developed through a unique planning process, the plan exhibits how the ideas and aspirations of the residents and community leaders are intricately woven into the document. The City of Nolanville formed a strong relationship with Texas A&M University and Texas Target Communities (TxTC) during the comprehensive plan process in 2014. During the past several years, the city has accomplished a significant amount of actions, objectives, and goals. Given the extraordinary achievements in such a short period of time, the City of Nolanville and TxTC decided to come together once again to update the Nolanville Comprehensive Plan to further the city's positive growth.

BACKGROUND OF TXTC

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 works with small communities in the state of Texas to provide residents with valuable assistance in planning. At the same time, it serves as a “real world” learning laboratory for students. Students can gain valuable planning experience while the targeted community receives assistance to make a positive difference in the quality of life for its residents. Communities are chosen for participation in the program based on demonstrated need and their commitment to the planning process.

THE IMPORTANCE OF PLANNING

Planning for the future is essential for responsible growth. The city should be a safe and pleasant place for people to reside in. We want to mold our cities into a place that provides economic opportunities and treats all its citizens fairly. The Nolanville Comprehensive Plan provides a vision of growth for the city and identifies strategies to accomplish them.

THE FISCAL AND PHILOSOPHICAL BASIS FOR PLANNING

There are many decisions to consider when designing a responsible plan to direct future growth. There must be a plan for fiscal sustainability as well as a plan for community involvement and, above all, a vision that is well articulated. The Comprehensive Plan for the City of Nolanville serves this purpose by:

- Encouraging fiscally sound decisions;
- Seeking input from residents;
- Providing consideration for the preservation of the character of the City of Nolanville and what decisions best fit its needs.

PLANNING PROCESS

Nolanville Comprehensive Plan 2020-2040 provides a guide for the future growth of the city. This document was developed and prepared by TxTC at Texas A&M University in partnership with the City of Nolanville. In addition to updating the Nolanville Comprehensive Plan, the city will be participating in the ENDEAVR Project to transform the city into a smart city. The ENDEAVR Project, funded by a Keck Foundation grant, aims to explore how emerging technologies can improve quality of life and promote livability, productivity, and sustainability. The project will address topics related to mobility, communication and connection, safety, smart town campaign, and the environment.

AGREEMENT BETWEEN CITY AND TXTC

In October 2019, the City of Nolanville joined forces with TxTC to assess the city’s current conditions and update the comprehensive plan. The process included creating focused Task Force Committees to act as representatives from the community. The task force played an integral role in the planning process, communicating the thoughts, desires, and opinions of community members - as well as their enthusiasm about Nolanville’s future. This eleven month planning process ended in August 2020. The result of this collaboration is the City of Nolanville Comprehensive Plan 2021-2041 which is the official policy guide for the community’s growth over the next twenty years.

HOW TO USE THIS COMPREHENSIVE PLAN

Nolanville Comprehensive Plan 2021-2041 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 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, building codes, etc.;
- Inform and support capital improvement plans.

AGREEMENT BETWEEN CITY AND TXTC

The guiding principles for this planning process were Nolanville’s vision statement and its corresponding goals, which were crafted with the help of the task force. The goals focus on factors of growth and development revolving around various sectors such as transportation, community facilities, economic development, parks, and housing and social vulnerability. The current conditions assessment is to understand, identify, and isolate the issues, strengths, and opportunities that could be communicated during the stakeholder consultations and community engagement processes. Ultimately, it helps establish a baseline for recommendations and future condition benchmarks. Each chapter includes Existing Conditions Assessment which serves as a necessary foundation upon which the following are built:

- **An understanding of past, present, emerging, and inherent conditions that will shape and influence the future of Nolanville.**

Nolanville's humble beginnings and its proximity to the Killeen-Temple Metropolitan area have contributed to its present character, identity, and future prospects. As the neighboring areas continue to expand and grow, Nolanville can find itself in a unique position within the metropolitan area. Therefore, understanding the forces of change, the potential effects of change, and the time frame of change is critical to creating a plan that can respond effectively.

- **Goals and Objectives that will guide formulation of the plan.**

Goals and Objectives must be prescriptive, suggesting community preferences for outcomes that are necessary responses to the above described change. Therefore, the assessments explain what needs to be considered when formulating these outcome preferences, allowing discussion of future conditions and their desired impact on the city.

- **Formulation of Plan Elements.**

The purpose of this Comprehensive Plan is to recommend future transportation, infrastructure, economic development, and housing strategies for Nolanville; while remaining consistent with the guiding principles of desired growth envisioned by its citizens. The assessments are the starting point from which the formulation of plan elements within the sectors are grafted.

- **Discussing intended outcomes and recommendations.**

Part of the inclusive planning process is also ensuring that all residents have an opportunity to voice their concerns and are heard. It is imperative that planning recommendations and strategies are examined through multiple lenses so as to ensure to the best of our capabilities that they do not result in unintended consequences. Hence, intended or expected outcomes must be identified and presented as part of the plan to inform the policy makers as well as the public.

Chapter 1 presents the background and a quick snapshot of Nolanville and its residents while Chapter 2 tells the story of its vision and discusses the residents' vision for Nolanville's future. Chapters 3 through 8 of this document outline the goals, objectives, and policies for each of the identified sectors. The chapters also explore the issues and opportunities of various plan components that will serve as the building blocks for the strategies to be implemented. All the issues and anticipated threats are addressed with recommendations and proposed solutions, which are supported by maps and other analytical tools.

HOW TO READ THIS PLAN

Nolanville's Comprehensive Plan Update is a guidebook for the city's future expansion and growth. To communicate the concepts and strategies effectively, this document offers a well formulated structure. This section explicates the framework on which the document is built. The beginning of each chapter is marked by a 'section cover'. The 'section cover' not only acts as a transition page but also provides a brief executive summary of the following chapter wherever applicable. The chapters start by introducing the current conditions, followed by a concise report of past successes and road bumps encountered since the adoption of the initial draft of Nolanville's Comprehensive Plan. All chapters share some common characteristics - such as a range of special boxes; each identifiable by their unique style. The styles are discussed as follows:

CASE STUDIES

The case study special boxes present cases that may aid the city in implementations through learnings gathered from other cities and towns across the United States. Case Studies are particularly helpful in assessing the potential barriers as well as the impacts of positive outcomes.

RECOMMENDATIONS

Spatial planning has both regulatory and developmental functions. The recommendations identified within the chapters emerge from the current conditions and are the building blocks of the action items that are presented later.

SPECIAL ICONS

Throughout the plan, there are selected elements that have been identified and highlighted as important to implementing the proposed strategies. The Smart Solutions icon represents the elements and recommendations related to the ENDEAVR Projects and other smart city initiatives. The Goals icon identifies the main target strategies being recommended to the City. And the Potential Partners icon signifies the potential partnerships and collaborations that could be helpful in fulfilling the proposed strategies.



Goals



Smart Solutions



Potential Partners

IMPLEMENTATION TABLE

The Comprehensive Plan and its goals, objectives, and action items are a reflection of that vision. In order to fulfill that promise to the community, implementation must be a thoughtful, organized process. These strategies and policies are meant to align with the needs, opportunities, and existing initiatives.

At the end of each chapter is its implementation table, listing all the goals, objectives, and action items. Amongst other details, it also identifies the responsible agencies for each action item.

The recommendations are not just a list of ‘to-dos,’ they are an outline for the process that requires various leaders and coordination within the community to achieve the goals and objectives to make the community the best it can be.

The Comprehensive Plan is meant to be a ‘living document’ that is visited regularly. The Implementation Table specifies recommended policy changes, goals, objectives and actions, along with an annotated timeline with responsible parties involved. It also identifies potential opportunities to finance implementation of actions or projects, outlining potential grant opportunities. Comprehensive Plans are living documents that need ongoing evaluation and monitoring to ensure the relevance and effectiveness for the city.

PLAN MAINTENANCE

Stakeholders and those responsible for certain action items should continue to ensure that their action items are being fulfilled in order to continue to be an asset to the community’s needs. The city can amend the Comprehensive Plan in order to respond to changes in conditions or needs of the community, to improve or clarify content, or to incorporate other documents or plans. To help evaluate Nolanville's progress, an agreed-upon time frame is needed. The Implementation Table contains information regarding the suggested time frame for each of the Action Steps, separated into four categories:

- Short-term: 0 - 5 years
- Medium-term: 5 - 10 years
- Long-term: 10 - 20 years
- Continuous (“On-going”)

ACTION TYPE

Capital Project Program: The Capital Project Action Type means there will be a significant investment in order to achieve the action item. These are projects that help maintain or improve a city asset. Capital projects should be included in the capital improvement program (CIP) and should include infrastructure, drainage improvements, park facilities, public buildings, etc.

Regulation or Standard: Regulations or standards refer to the local policies that can be adopted as a part of development regulations and other County and City standards.

Partnership or Collaboration: Action steps that require additional partners or coordination with other agencies, organizations, or companies. Developing relationships with other partners within the community and surrounding communities will yield more connections and resilience.

More Targeted Planning: This Action Type refers to actions that are related to additional studies, plans, reports, etc. Typically these studies are needed for a more detailed analysis of conditions or more specific solutions.

ACTION LEADERS

To achieve the goal of building a better Nolanville community, the following is a list of presumable action leaders corresponding to certain action items. This would help Nolanville authorities to maintain transparency and create consistency across all associated departments and organizations.

Entities are classified as follows:

BUS:	Businesses and stakeholders
CA:	Citizen Advisory
CC:	City Council
CE:	City Engineer
CM:	City Manager
CPTF:	Comprehensive Plan Task Force
CS:	City Staff
DT:	Department of Taxation
EDB:	Economic Development Board
EPA:	Environmental Protection Agency
FEMA:	Federal Emergency Management Agency
FHA:	Fair Housing Board
FR:	Central Bell County Fire/Rescue
HR:	Human Resources Department
HUD:	Housing and Urban Development
ISD:	School Districts
KNB:	Keep Nolanville Beautiful
MC:	Municipal Court
MI:	Military Intelligence, Partnership Unit
NPD:	Nolanville Police Department
PB:	Parks Board
PL:	Parks and Leisure Department
PO:	Property Owner
PW:	Public Works Department
P&Z:	Planning & Zoning Commission
TCEQ:	Texas Commission on Environmental Quality
TDHCA:	Texas Department of Housing & Community Affairs
TSAHC:	Texas State Affordable Housing Corporation
TPWD:	Texas Parks & Wildlife
TWDB:	Texas Water Development Board
TxDOT:	Texas Department of Transportation
UT:	Utilities
ZBA:	Zoning Board of Adjustments

FUNDING SOURCES & PARTNERSHIPS

Many funding sources, both internal and external, are available to help the city accomplish its goals. Internal resources refer to taxes and fees to support the action item. External resources are numerous, and may also include public-private partnerships with external partners such as developers. The Funding column in the Implementation Table provides suggestions for funding sources or grants for each action item. Recommendations for funding sources and partnerships are located in Appendix I.

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Landscape Design VI - LAND 412

LAND 412 is the last landscape design studio course in the BLA curriculum. This design studio continues to develop and refine student’s design, communication, and technical skills. It introduces students to real world landscape projects involving a complex set of constraints and opportunities; students learn to design individual design sites as behavioral settings for people, such as a place to live, work, play, learn and heal; and as sustainable sub-components of larger cultural and natural systems.

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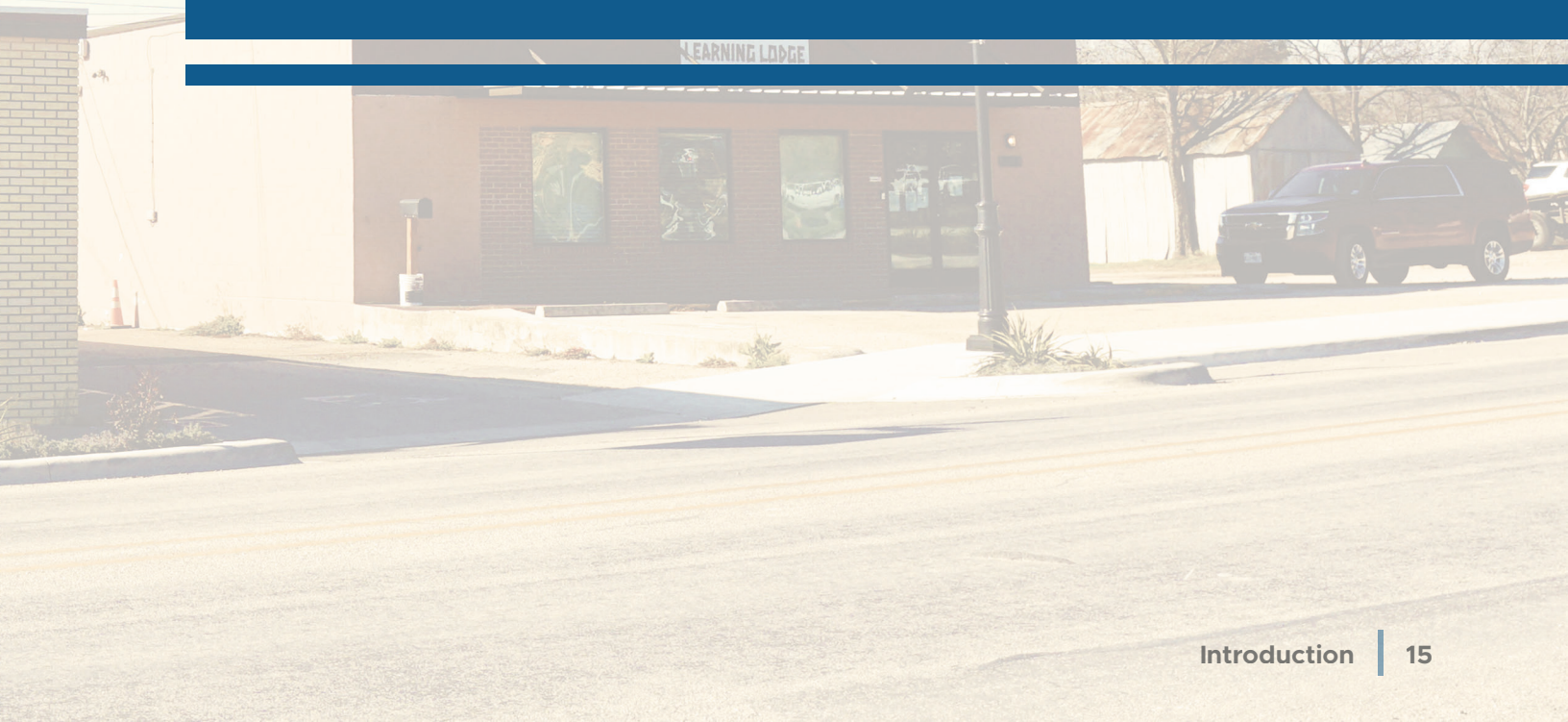
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Figure 1.1 Main St., Nolanville, TX
Photo by David Watson

INTRODUCTION

Since the completion of the 2015 Comprehensive Plan, the City of Nolanville has experienced a great deal of growth and expansion toward becoming a more inviting, comfortable place to live with a vibrant economy and thriving environment. This chapter presents a summary and analysis of the city's historical background and current population demographics and trends. This baseline of data is vital to understanding the needs of the community and key to making decisions in regards to further growth and development.



RECENT PLANNING EFFORTS

The City of Nolanville has completed many successful plans and studies in recent years. Some of these plans and studies have been referenced to inform and guide this comprehensive plan update. A few of the most recently developed plans are as follows:

- Nolanville Comprehensive Plan
- Economic Development Strategic Plan
- Facilities Assessment Plan
- Park Master Plan
- Nolan Creek Watershed Plan
- Nolan Creek FloodPlain Study
- Texas Downtown Association Assessment

The success found through the comprehensive plan makes the City eager to work towards accomplishing more for its residents. The comprehensive plan is designed to be a living document that helps shape the conversation and decision-making process for the foreseeable future. This plan update is intended to further the goals and objectives of the original plan document and build on its efforts and successes to identify specific policies, projects, and strategies that will further benefit Nolanville’s residents, businesses and visitors.

LOCATION

Situated in Bell County in Central Texas, Nolanville is about an hour north of Austin and two hours south of Fort Worth. Topographically, the city is considered to be in the north central plains of Texas, it is part of the Killeen-Temple-Fort Hood Metropolitan Statistical Area (MSA). Geologically, Nolanville is on the border between the blackland prairie and the Edwards plateau. A location map of Nolanville is presented to familiarize with its geographic location as shown in Figure 1.2.



Figure 1.2 Location Map for Nolanville, Texas
Source: Map by TxC

HISTORY

The Nolanville that community members know now, was not the original location of the city. In 1850, soon after Bell County was founded, citizens elected to locate the county seat just upstream of the convergence of Nolan Creek and the Leon River where Walnut Springs emerged.

This community was named Nolanville, in honor of Phillip Nolan (1771 – 1801) who frequently traveled from Louisiana into Texas to secure wild mustangs and is viewed as an early influencer of the efforts to wrest Texas from Spanish control. Philip Nolan was known as a mustanger, filibuster, and an explorer. On an expedition in October 1800, he left Natchez alongside a group of armed men to an unknown Central Texas site and set up a fort. This trip to Texas was one of many he took to acquire horses. On March 21, 1801, Nolan died at the hands of the Spanish troops in what is now known as Bell County, and his men were captured and held in prison for their part in Nolan’s expedition.

In December 1851, the Texas legislature incorporated Nolanville, but it was customary for the name of the county seat to reflect the name of the county, thus the legislature changed the name to Belton.

In 1878, a post office named Nolan Valley was established about nine miles west of Belton on the banks of south Nolan Creek. Several years later, in 1882, the Atcheson, Topeka, and Santa Fe Railway (AT&SF) extended westward from Belton and began serving the community of Nolan Valley. Just five years later, in deference to the former name of Belton, this new community of Nolan Valley was renamed Nolanville.



Figure 1.3 Historic photograph depicting railroad servicing Nolanville and surrounding areas.

Source: DataUSA website

The railroads allowed the communities they served to grow. Farmers preferred to ship their crops by rail because they received slightly higher profits and could receive a greater variety of goods. Nolanville, as a stop on the AT&SF, benefited from the railroad. However, the benefits began waning in the 1920’s when the automobile industry started increasing in popularity and local governments began improving the existing roadways. Farmers and community members then began traveling to Belton to buy, sell, and trade, reserving train travel for much longer trips. As a result, Nolanville began declining in population. When incorporated in 1961, Nolanville had a population of 902.

POPULATION DENSITY

Nolanville is a small city in Bell County with a current estimated population of 5,330 people. According to 2018 estimates, its population density stood at 1,523 people per square mile; a 25% increase since 2010 (1,217 people per square mile). It has significantly higher population density compared to Bell County and Texas State. In 2018, the population density of Bell County was 314 people per square mile while Texas was 104 people per square mile as shown in Table 1.1.

Table 1.1 Population Density of Nolanville, Bell County, and Texas: 2010 and 2017

	Area (sq. mi)	Population		Pop. Density (per sq. mi)	
		2010	2018	2010	2018
Nolanville	3.5	4,259	5,330	1,227	1,523
Bell County	1,088	310,235	342,236	285	314
Texas	268,581	25,145,561	27,885,195	94	104

Source: U.S. Census Bureau (Table P-1, Table S0101: 2018 ACS 5-Year Estimates)

POPULATION GROWTH

Though the population of Nolanville has risen steadily, the growth rate has been irregular throughout the history of the city. The only decade that saw a spike in population was 2000 to 2010, where the population doubled from 2,150 in 2000 to 4,259 in 2010. The population growth rate plunged in the following decade. Figure 1.4 compares growth rates over time for Nolanville, Bell County, and Texas and demonstrates the variation of growth rates for Nolanville, which is dissimilar to both the county and the state.

The population of Nolanville has grown steadily since 1980. Between 2017 and 2018 the population of Nolanville, TX grew from 4,878 to 5,330, a 9.3% increase. Figure 1.5 and Figure 1.6 depict the historic population growth rate of Nolanville and Bell County. Both the county and the city have seen a steady population growth since 1970, except for Nolanville’s spike in 2010.

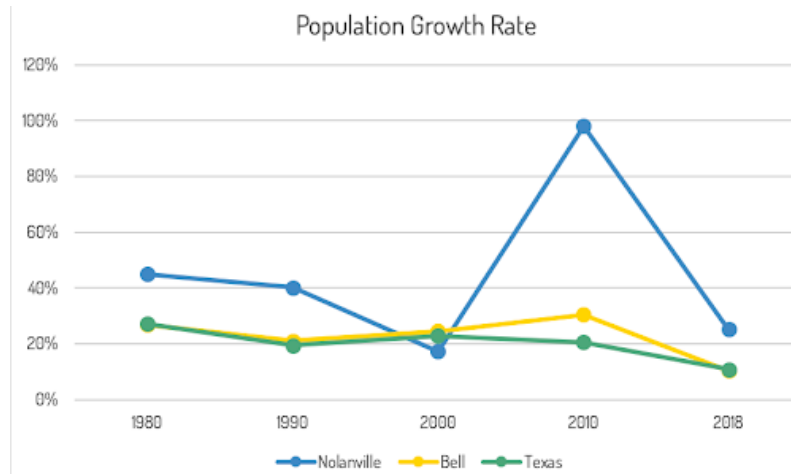


Figure 1.4. Population Growth Rates of Nolanville, Bell County and Texas from 1980 to 2018

Source: US Census Bureau, Decennial Census, 2018 ACS 5-Year Estimates

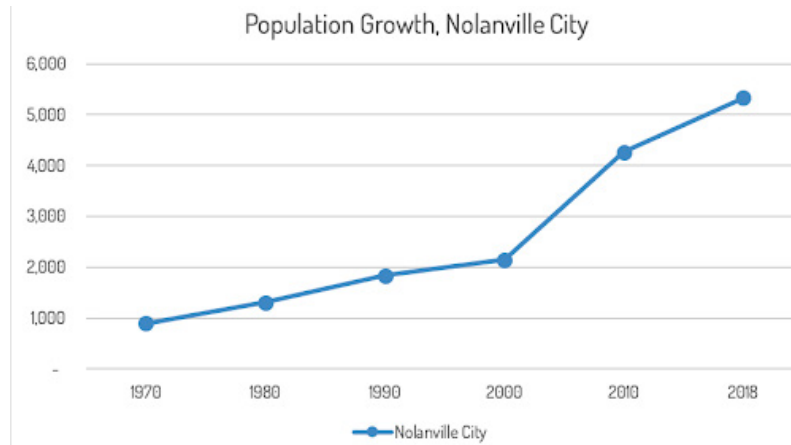


Figure 1.5 Population Trend of Nolanville from 1970 to 2018

Source: US Census Bureau, Decennial Census, 2018 ACS 5-Year Estimates

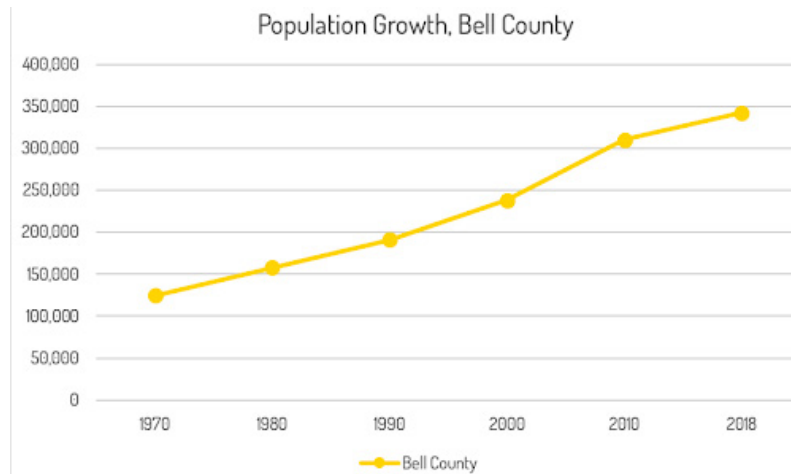


Figure 1.6 Population Trends of Bell County from 1970 to 2018

Source: DataUSA website

DEMOGRAPHICS: MILITARY PERSONNEL

Because of Nolanville’s proximity to Ft. Hood, the city has a significant population of military personnel and veterans. Nolanville has a large population of military personnel who served in the Gulf War (2001-) followed by the Gulf War in the 1990’s and Vietnam.

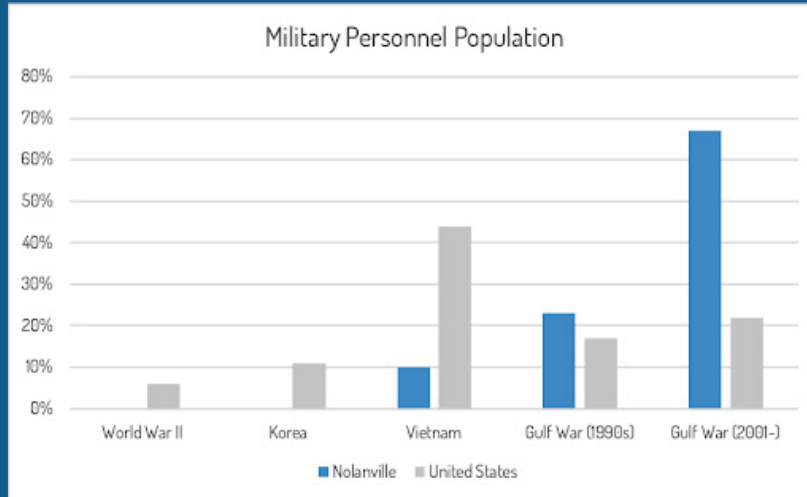


Figure 1.7 Demographic profile of military personnel population in Nolanville as compared to United States

Source: DataUSA website

GENDER AND AGE DISTRIBUTION

The female to male ratio has been continually increasing for Nolanville. The female population was 51.04% of the total population while the male population made up 48.95% of the population per the 2010 Census. The trends demonstrate that the gender ratio (males per 100 females) has increased from 95.91 for 2010 to 114.3 for 2018, indicating a higher share of males than that of females in 2018. Additionally, Nolanville’s higher percentage of men in the military is due to the city’s location near Ft. Hood as it is the primary employer for the area.

Comparing Figure 1.8 and Figure 1.9, it can be inferred that, in 2018, the age distribution for Nolanville reflects somewhat similar patterns as the county. The deviations from the pattern could likely be due to the high margins of error, since the population count for Nolanville is small. Another explanation could be that Nolanville has more working age population due to a combination of proximity to economic centers and affordability thereby leading to deviations from county patterns.

Nolanville’s population distribution for 2018 shows the majority population in 25 to 39 and 0 to 9 years of age groups. Majority of the working-age group contributes in strengthening the city’s economy and those in the younger age groups are the harbingers of future development of the city.

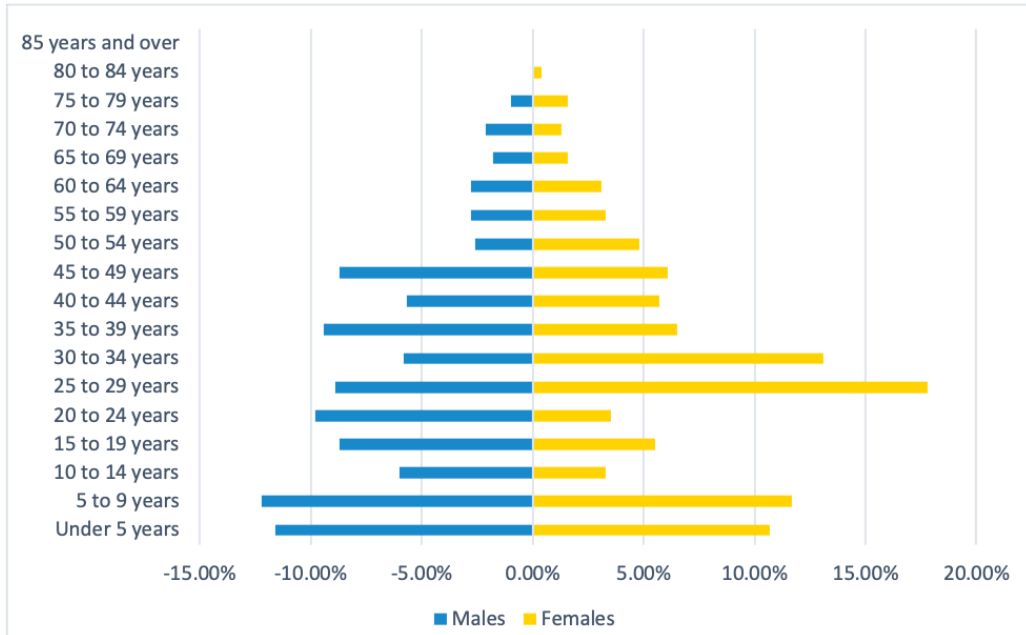


Figure 1.8 Population Pyramid for Nolanville, 2018

Source: 2018 ACS 5-Year Estimates (Table S0101)

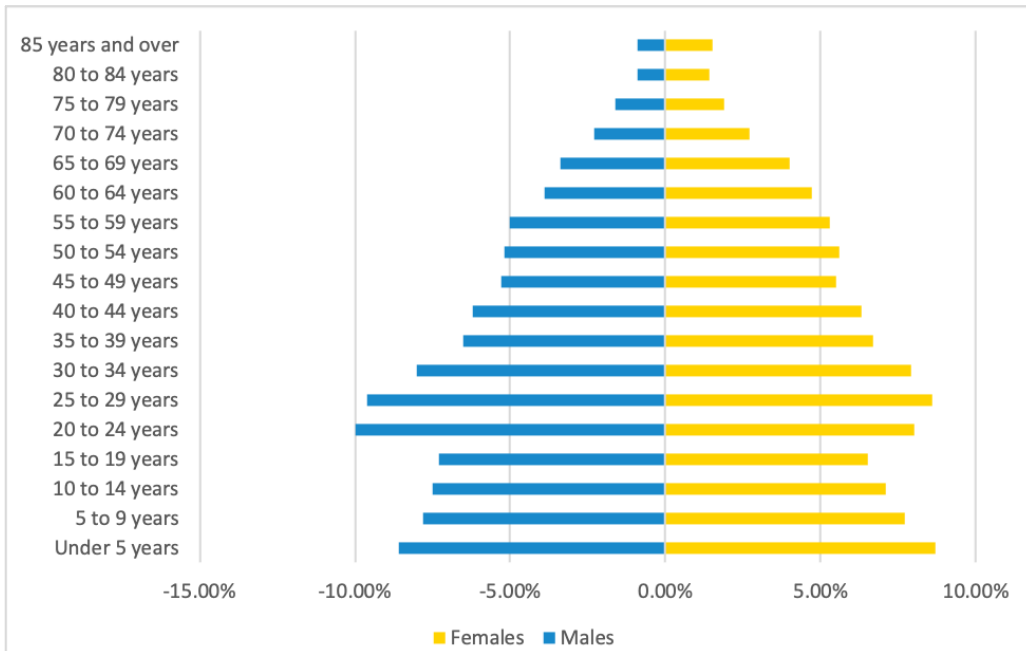


Figure 1.9 Population Pyramid for Bell County, 2018

Source: 2018 ACS 5-Year Estimates (Table S0101)

RACE AND ETHNICITY

Figure 1.10 presents a comparative analysis of racial distribution between Nolanville and Bell County and changes thereof since 2010. The racial composition of Nolanville in 2018 indicates the population is mostly composed of people who identify as White alone. The second largest racial or ethnic group identified was Hispanic or Latino population of any race, followed by Black or African American population. Other racial groups are present in small shares of the total population.

When compared with Bell County, Nolanville has a higher White alone population but a significantly smaller Black or African American population in 2018. For both the city and county, the share of ethnic distribution is quite similar with about 75% of the population identifying as non-Hispanic and 25% as Hispanic. Table 1.2 presents the absolute change as well as growth rate of Hispanic or Latino population in Nolanville and Bell County between 2010 and 2018. It can be observed that Hispanic or Latino population has increased for both Nolanville and Bell County.

Table 1.2 Growth Rate for Hispanic or Latino Populations in Nolanville & Bell County (2010 & 2018)

	2010	2018	Growth Rate
Nolanville	825	1,229	48.96%
Bell County	61,332	83,630	36.35%

Source: U.S. Census Bureau (Table P-1, Table DP05 ACS 5-Year Estimates)

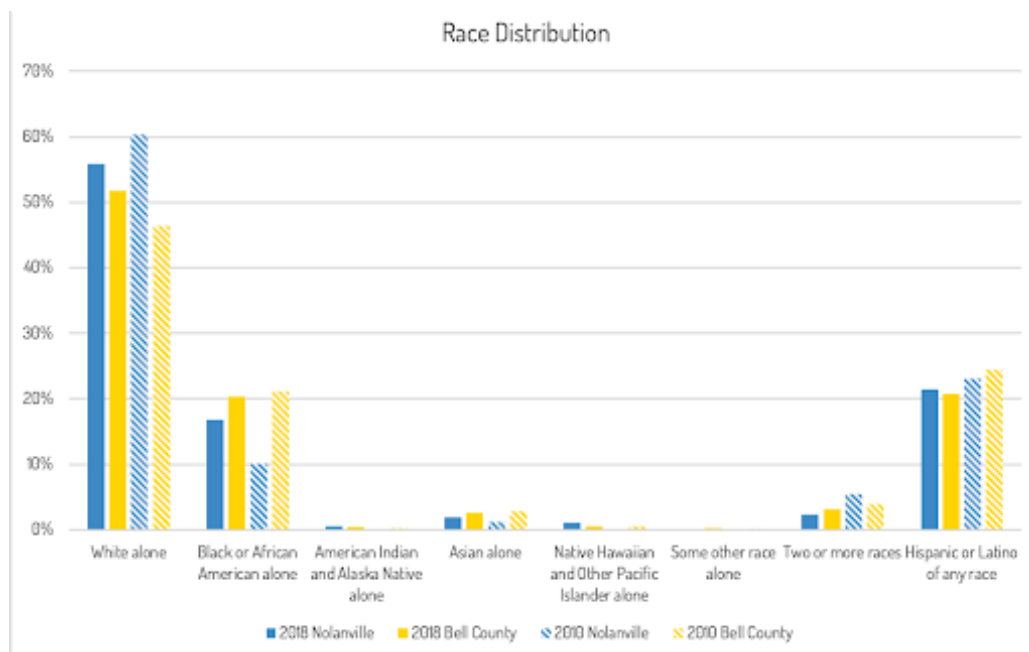


Figure 1.10 Racial distribution comparison between Nolanville and Bell County: 2010 and 2018

Source: 2018 ACS 5-Year Estimates (Table DP05)

EDUCATION

In 2018, the student population of Nolanville was 1,756 people, which is about 33% of the total population. Enrollment figures for other education levels are presented in Table 1.3.

Table 1.3 School Enrollment in Nolanville, 2018

Category	Total	Percentage of Total Population
Population 3 years and over enrolled in school	1,756	100.00%
Nursery school, preschool	166	9.5%
Kindergarten to 12th grade	1,008	57.4%
College, undergraduate	412	23.5%
Graduate, professional school	170	9.7%

Source: U.S. Census Bureau (Table P-1, Table DP05 ACS 5-Year Estimates)

With respect to educational attainment statistics, the combined share of the population aged 18 to 24 with some college degree or higher is considerably less than those who are high school graduates, shown in Figure 1.11.

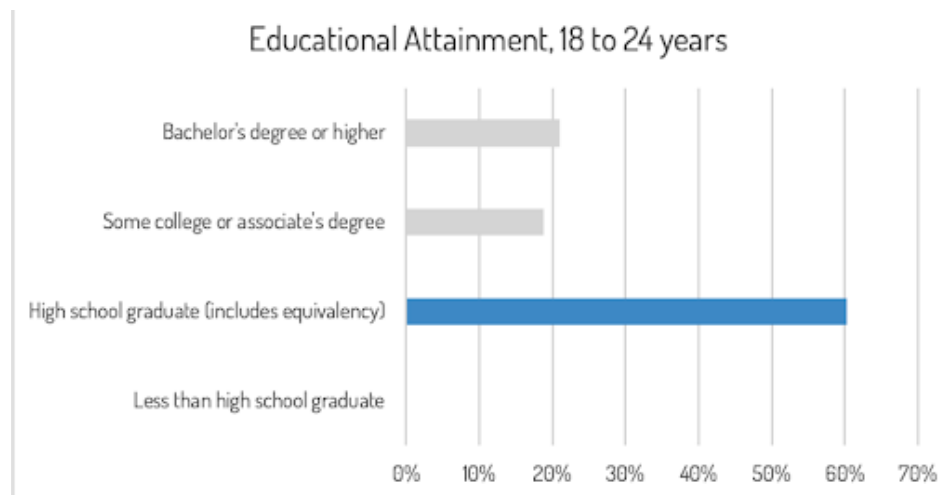


Figure 1.11 Educational Attainment in Nolanville for 18 to 24 in 2018

Source: 2018 ACS 5-Year Estimates (Table S1501)

Looking further among age groups 25 years and over, there is a significant population that has attended college but did not graduate. Most of the people are high school graduates and the lowest share of the population having education less than 9th grade. This indicates that most people in Nolanville are educated. However, in terms of higher education, only 6% of the population has a graduate or professional degree as shown in Figure 1.12.

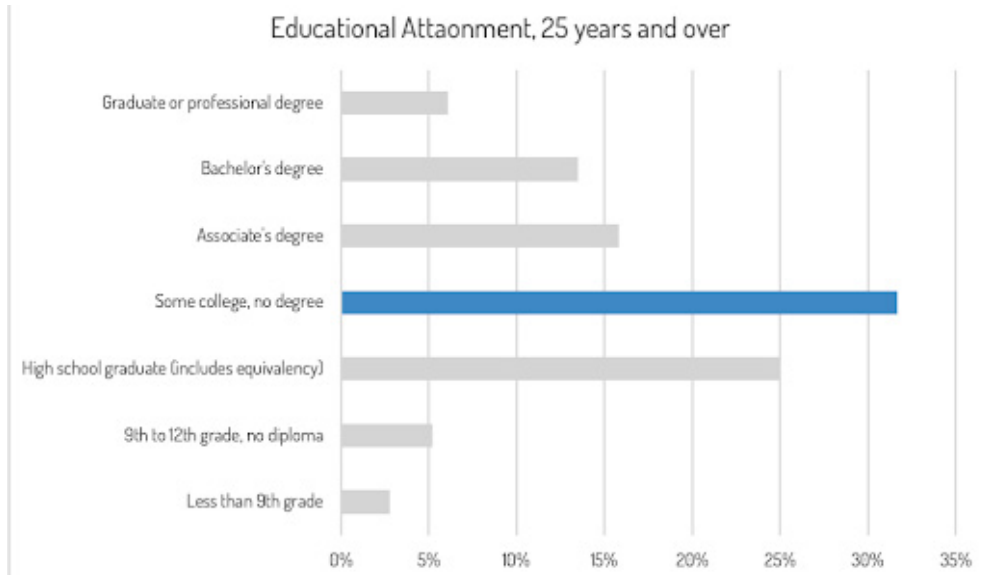


Figure 1.12 Educational Attainment in Nolanville for Ages 25 and Over in 2018
 Source: 2018 ACS 5-Year Estimates (Table S1501)

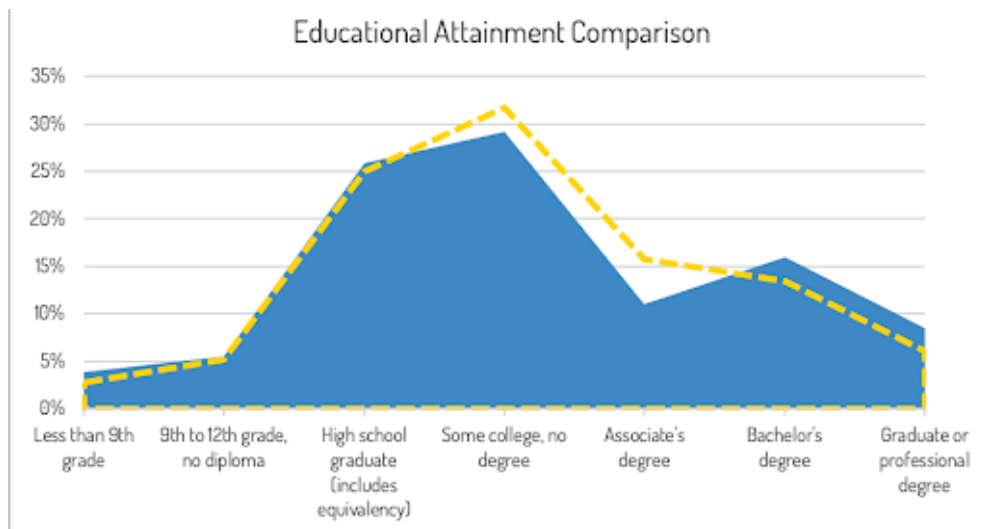


Figure 1.13 Educational Attainment comparison between Nolanville and Bell County, 2018
 Source: 2018 ACS 5-Year Estimates (Table S1501)

By comparison, Nolanville has a higher share of associates degree graduates, whereas Bell County has a higher share of population with bachelor’s degree or higher, as depicted in Figure 1.13. In essence, a third of Nolanville’s population is composed of people with some college experience.

POVERTY AND UNEMPLOYMENT

The Institute for Research on Poverty, explains that in the United States, poverty is measured by comparing a person’s or family’s income to a set poverty threshold or minimum amount of income needed to cover basic needs. Figure 1.14 shows the poverty rates from 2012 to 2018. Nolanville has a lower share of the population living below the poverty line as compared to the national statistics. About 13.6% of the population is identified as living in conditions of poverty in Nolanville and 14.3% in Bell County.

From 2012 to 2016, the poverty rate in Nolanville was higher than that of Bell County. Surprisingly, it drops below Bell County’s poverty rate thereafter. This may be because of an increase in the educated population with some college experience living in the city.

However, more research regarding the trends is required to make definitive assumptions. The breakdown of poverty level by race is illustrated in Table 1.4. It is interesting to note that people identifying as two or more races have the highest percentage of people in poverty with 26.81% followed by White-alone at 13.32%.

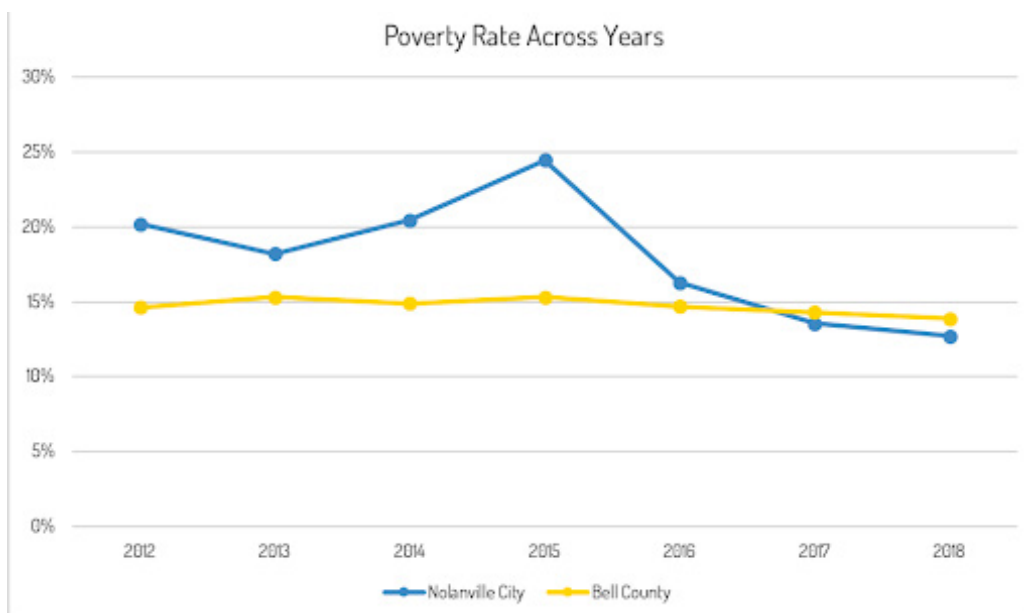


Figure 1.14 Poverty Rate comparison between Nolanville and Bell County
 Source: 2018 ACS 5-Year Estimates (Table S1701)

Table 1.4 Population below Poverty Level by Race for Nolanville, 2018

Race	Total Estimated Population Below Poverty level	% Below poverty level
White alone	500	13.32%
Black or African American alone	16	4.36%
American Indian and Alaska Native alone	-	-
Asian alone	-	-
Native Hawaiian and Other Pacific Islander alone	-	-
Some other race alone	31	10.33%
Two or more races	115	26.81%

Source: 2018 ACS 5-Year Estimates (Table S1701)

In 2018, the unemployment rate for Nolanville was estimated to be 5.7%. In the following section, the unemployment rate for the community is described both by race and by the age of the residents. From Figure 1.15, it can be observed that the unemployment rate for Nolanville is estimated for White, Black or African American, and people of Hispanic Origin of any race. Unemployment rate for the Black or African American population residing in Nolanville City is highest amongst all population groups. Other population groups do not have published unemployment rates — most likely due to smaller absolute populations or high margins of errors — both of which can make computation difficult and inaccurate. Hispanic origin is not a race category but presents valuable information about people who primarily identify as a minority population.

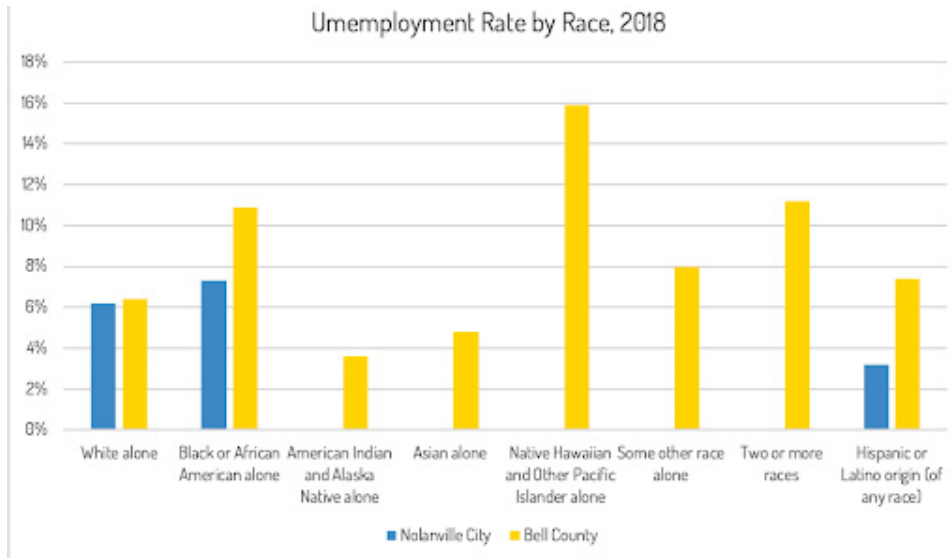


Figure 1.15 Unemployment Rate by Race comparison between Nolanville and Bell County in 2018

Source: 2018 ACS 5-Year Estimates (Table S2301)

Unemployment rate distribution by age is shown in Figure 1.16. For Nolanville, unemployment is highest for 30 to 34 years of age group. It is interesting to note that the population in the age range of 20 to 24 years of age and 35 to 54 years of age is estimated to have an unemployment rate of 0%, indicating that all individuals in this age range are included in the workforce. The same has been projected about the population aged 60 years and above. For Bell County, age-group 16 to 19 years of age has the highest unemployment rate compared to any other age group, which is typically observed in many communities since it is mostly composed of the student population.

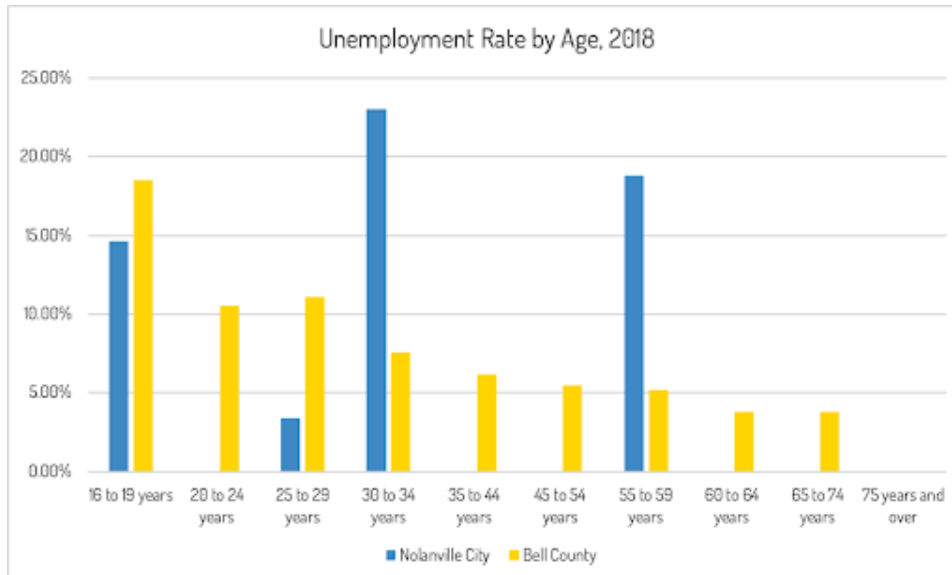


Figure 1.16 Unemployment Rate by Age comparison between Nolanville and Bell County in 2018

Source: 2018 ACS 5-Year Estimates (Table S2301)

FUTURE PROJECTIONS

The 2018 population of Nolanville is estimated at 5,330 people. In Table 1.5, the 2017 Water Plan forecasts that there would be 7,774 people in the city by 2030. The city’s population is expected to increase two fold by 2040 and four fold by 2070. Nolanville government should improve its current infrastructure and economic condition to deal with this increasing population. Bell County’s population is also projected to increase each decade, doubling by 2070.

The Texas State Demographer’s Office publishes population projections based on different scenarios. The smallest geography for which these projections are available is counties. Nolanville is expected to follow similar trends.

Table 1.5 Published Population Projections

Year	Texas Water Development Board		Texas State Demographer’s Office
	Nolanville	Bell County	Bell County
2010	4,259	310,235	310,235
2020	6,061	371,956	353,629
2030	7,774	430,647	396,782
2040	9,640	494,582	440,967
2050	11,557	560,252	483,613
2060	13,438	624,686	-
2070	15,289	688,107	-

Source: Texas Water Development Board and Texas State Demographer



Figure 5.1 SPUR 439 exit sign
Photo by David Watson



PROCESS

At the core of TxTC's philosophy lies the Inclusive Plan Making Process. Not only does the Inclusive Plan Making Process ensure a sustainable approach to planning, it also helps determine the level of change that the residents are willing to embrace. Though the process culminates with preparation and adoption of a plan document, communities should continue to monitor their progress and consider updating the plan document as well as the implementation table at regular intervals.

Nolanville Vision Statement: 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.”

Throughout the planning process, stakeholders worked together to refine the principles and action items. The purpose of this chapter is to thoroughly explain the participatory planning process, which utilized the seven-phased inclusive plan-making process (Masterson et al. 2014) as shown in Figure 2.1.

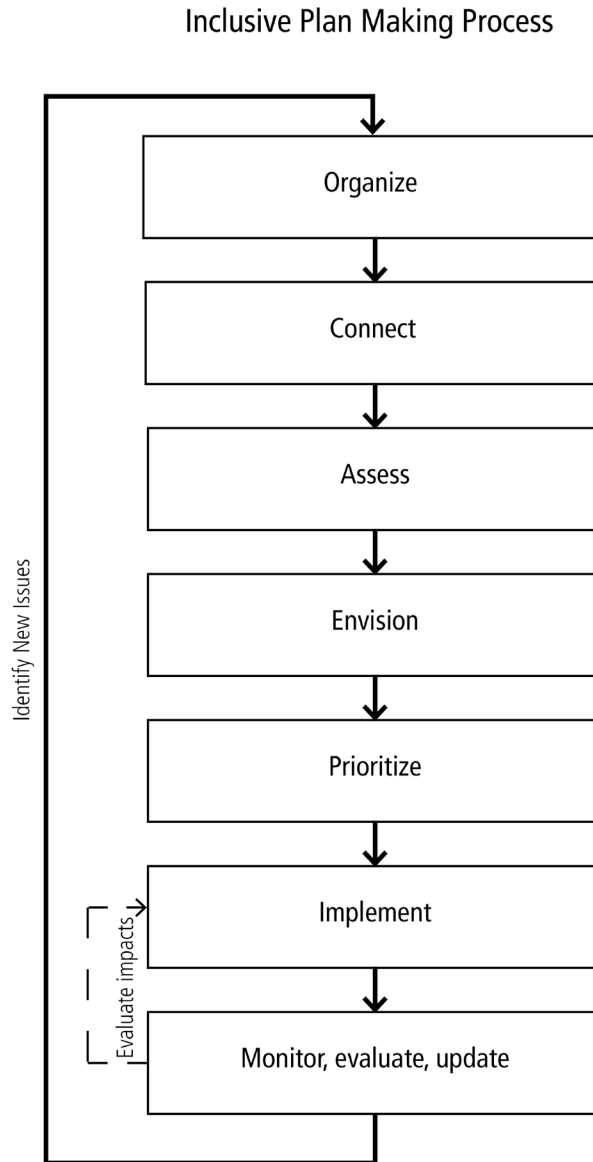


Figure 2.1 Diagram illustrating TxTC’s Iterative Inclusive Plan Making Process
 Source: TxTC Program

GETTING STARTED

The relationship between the City of Nolanville and TxTC began during the comprehensive plan process in 2014. Since then, the City has accomplished a significant number of actions, objectives, and goals for positive change. The City and TxTC came together again to create an updated comprehensive plan. This process was similar to the previous plan, as comprehensive plans represent the voice of the community and are also grounded in data trends. This process included:

- A review of existing conditions of the community;
- Feedback from key stakeholders on issues and opportunities;
- Community engagement workshops to align with the aspirations of the residents;
- Development of goals, objectives and policy actions to achieve the overarching vision; and
- A detailed implementation plan.

TxTC strives to practice and promote a truly collaborative and citizen-led planning process. During the course of the process, public meetings and workshops were held at every stage. Public participation and engagement allows the community members to identify and express needs and opportunities. During input sessions with the Nolanville community, there were several recurring topics and themes for the future which helped to establish this document's guiding principles. These guiding principles are compiled into goals to enhance the city and community in which they live.

ASSEMBLING THE TASK FORCES

In order to effectively and efficiently guide the planning process, the City of Nolanville with TxTC held a public meeting at the end of 2019. This meeting presented current data on the community and introduced the community to the planning process soon to take place.

Following this meeting, TxTC and the City invited interested community members to form three city task forces, each focused on one of the main sectors of concern- housing, transportation, and economic development. They consisted of residents, business owners, and key stakeholders who met on regular intervals to review potential strategies and action items, driving the development of the final plan.

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 meeting activities were participatory and inclusive, giving everyone the chance to collaborate and express their own opinions about Nolanville. The goals of the task force included:

- To establish and affirm a community-wide vision for the future of the city,
- To identify community assets, strengths, and opportunities for expansion or growth
- To determine goals and priorities for the topics within the comprehensive plan: Growth and development, economic development, community facilities and infrastructure, transportation, parks and recreation, and housing.

Task force members committed to attend regularly scheduled meetings where they would discuss the past; create a vision for the future; prioritize strategies; and identify needed steps for implementation.

COLLABORATION

A unique part of the TxTC planning process is the collaboration between communities and student courses. The goal of this collaboration is to develop mutually beneficial projects enabling multi-disciplinary learnings. Termed as “Service learning projects”, this model has been recognized as a high impact practice (Kuh, 2007); and a highly effective method of advancing student civic engagement.

Throughout the planning process over 100 students from six TAMU courses interacted with community members over several meetings and mentoring sessions, resulting in community led initiatives and strategies that morphed into a number of quality of life and smart-city projects, which were presented to the community in late April.

Table 2.1 Texas A&M Courses

Department	Course
Department of Landscape Architecture & Urban Development	Visual Designs Studio
	Urban and Regional Planning Capstone
	Landscape Design IV
	Machine Learning
Department of Computer Science & Engineering	Traffic Flow Theory for Connected & Automated Vehicles
	Information Storage Retrieval

LANDSCAPE ARCHITECTURE DESIGN STUDIO

Under the instruction of Dr. Chanam Lee from Texas A&M University, undergraduate students developed concept designs for Avenue H, Mesquite Street, Greenway/Trails, Pocket Neighborhood, Gold Star Monument, Bus Stop, Underpass, Community Center, Park, Place Identity, and Smart Nolanville.

The student designs can be seen throughout the following chapters.

MASTER OF LANDSCAPE ARCHITECTURE

As part of the Master of Landscape Architecture final professional project, two graduate students created a design framework that would transform the City of Nolanville into a smart city. After gathering data and understanding the needs of the community, they established smart technology plans to address the city’s challenges in mobility, communication, safety, economy, health and environment while enhancing small-town atmosphere.

ENVISIONING THE NEO-TRADITIONAL DEVELOPMENT BY EMBRACING THE AUTONOMOUS VEHICLES REALM (ENDEAVR)



ENDEAVR is an interdisciplinary project-based learning platform that connects students from the STEAM (Science, Technology, Engineering, Art, and Mathematics) disciplines with industries and communities. The project aims to explore how emerging technologies, such as automation, ICT, IoT and AI, can promote livability, productivity, and sustainability of cities to improve quality of life.

The ENDEAVR project, funded by the W.M. Keck Foundation, addressed many topics that became a part of a comprehensive plan. To take advantage of the opportunity, TAMU and the City will also update the city’s comprehensive plan.

Additional classes and student intern support will go to the “Transportation”, “Economy”, and “Housing” segments of the comprehensive plan to fill gaps and develop additional goals, objectives, and actions. Together, all topics from the comprehensive plan and ENDEAVR will provide the City with a smart vision and road map for the future.

<http://endeavr.city>

COMMUNITY ENGAGEMENT

Public participation and engagement 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 to establish this document’s guiding principles. These guiding principles are compiled into goals to enhance the city and community in which they live.

Table 2.2 Timeline of Events

Date	Focus	Detail of Events
November 13, 2019	Task Force Meeting	To describe overview of project and timeline; To describe the roles and responsibilities of the task forces; To present previous community feedback from 2015 comp plan; and To present what has been accomplished from the last plan.
December 12, 2019	Task Force Meeting	To review project challenges from ENDEAVR; To understand needs and priorities of specific task force topics (targeted strategies); do we need or have time for mapping activity?; Are there other areas the students should investigate? What else do you want to learn?
February 1, 2020	Community Workshop	To collect broad community feedback on challenges and opportunities in the community.
April 22, 2020	Virtual Public Meeting	To present ENDEAVR student designs to the community and collect feedback
May 20 - June 20	Smart Nolanville Survey	To present the broad ideas developed by the planning team and ENDEAVR program; To gather community input and measure the approval rating.
June 11, 2020	Housing Taskforce Meeting	To discuss new housing action items in the implementation table.
June 23, 2020	Transportation Taskforce Meeting	To discuss new transportation action items in the implementation table.
June 25, 2020	Economic Development Taskforce Meeting	To discuss new economic development action items in the implementation table.
July 23, 2020	Virtual Public Meeting	To present the comprehensive plan to Nolanville’s residents; To invite comments and feedback from the residents through virtual open house.

State Of Community Presentation Public Meeting

On November 13, 2019, the comprehensive planning kick-off meeting took place. During this meeting, the planning team sought to describe the project and timeline, the roles and responsibilities of the taskforce, present data and previous accomplishments, and brainstorm priorities going forward.

The State of Community report was presented during this meeting to establish the city’s current conditions and begin the conversation about what should be done as the planning process gets going. Following that presentation, the community participated in an engagement activity where they read through previous community feedback, what has been accomplished, and “what’s next on the list.” Lastly, participants thought about what they’ve seen occur over the last four years that they would like to see continue.

Figure 2.2 Community members going through the 2015-2019 Report Card.

Photo courtesy of TxTC



IDEA Brainstorm Activity

During the meeting on December 12, 2019, members of each task force, focusing on each of their designated categories (transportation, housing, economic development), discussed the data presented in student work and ENDEAVR project. Following that discussion, task force members brainstormed other ideas for improving the state of their sector within the city.

Kick-off Public Event: The Open House

As part of the year-long process, some informal events were organized to gain feedback from the community at large. One such highlight event was organized on February 1st. The City of Nolanville with TxTC and ENDEAVR hosted members of the community for an open house event at the Mary Marie Multiuse Center to give residents the opportunity to voice their concerns and desires for the city. This event focused on issues related to housing, economic development, and transportation. During the event, visitors were asked to make note of areas and specific issues that concern them.


 TEXAS A&M UNIVERSITY
Texas Target Communities




ENDEAVR
 Reinvent Learning for Smart Cities

OPEN HOUSE

Speak up + have your say!

PROVIDE FEEDBACK ON:

- HOUSING
- ECONOMIC DEVELOPMENT
- TRANSPORTATION

SMART CITY DISPLAYS

- AUTONOMOUS VEHICLES
- DRONES
- CITY SENSORS

"MEET ME AT THE PARK"

- TREE PLANTING
- TRAIL RIBBON CUTTING
- TOUR FUTURE DOG PARK

SATURDAY - FEB. 01, 2020
10:00 AM to 1:00 PM
MONARCH CITY PARK
400 N GOLD STAR
NOLANVILLE, TX


FREE COOKOUT!

Figure 2.3. Flyer for the Open House Event
 Photo courtesy of TxTC

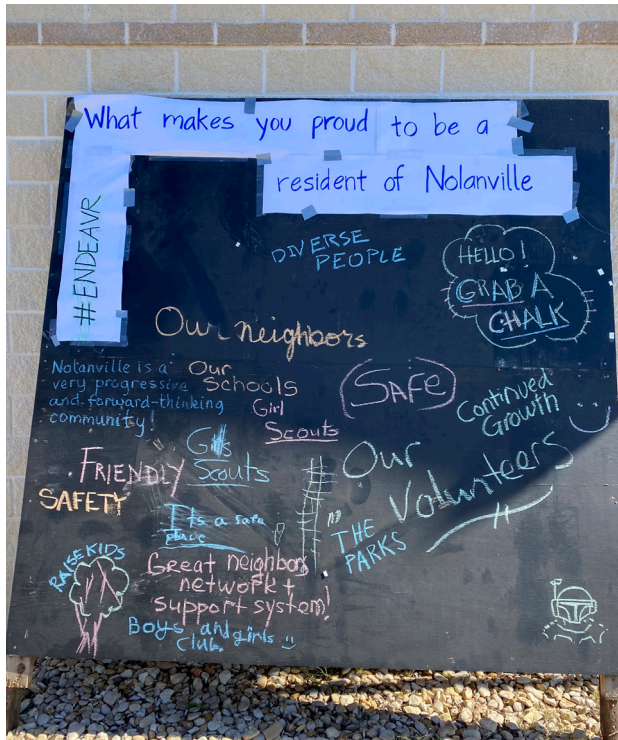


Figure 2. 4 Resident feedback at Open House.
Photo courtesy of TxTC

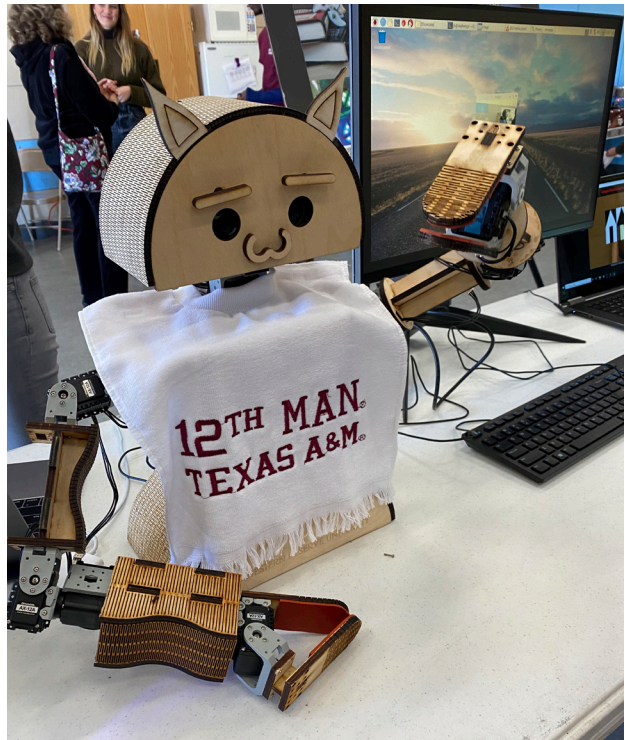


Figure 2.5 Nolanville Open House
Photo courtesy of TxTC



Figure 2. 6 Nolanville residents observe ENDEAVR Projects at Open House.
Photo courtesy of TxTC

MOVEMENT FROM IN-PERSON PARTICIPATION TO VIRTUAL COMMUNITY ENGAGEMENT

In late 2019, the World Health Organizations, governmental entities, and health organizations grew concerned over the spread of COVID-19 from its origin to other countries. On March 3, 2020, the first case of COVID-19 was diagnosed in the State of Texas, with new cases emerging daily. Governor Gregg Abbott and the State Department of Health and Human Services, with guidance from the National Government, have been on top of alerting and advising the public of protective procedures and information related to the virus.

Because of the growing concern for vulnerable populations, many Texas counties have encouraged social distancing and implemented shelter-in-place orders in order to decrease the spread of the virus. Across the state, school districts and businesses have closed, universities have moved to online courses and sent students home, and restaurants have closed their dining rooms and implemented take-out options.

In order to protect the community, TxTC and the City of Nolanville have moved to online community engagement platforms to continue the plan update process. The planning team and task forces have continued utilizing Basecamp for their usual communication, but another method for engaging with the community as a whole was needed. The planning team and TxTC brainstormed some best practices for continued engagement with Nolanville residents, taskforce members, and officials. It was determined that the final meetings of the planning process would require use of online tools for broader, city-wide communication, including Zoom and Facebook's live streaming service as and when required.

Due to the need for an adjusted engagement approach due to COVID-19 and quarantine requirements, the use of technology was maximized, providing greater feedback than a single in-person event which was demonstrated by over 200 written responses received on the survey.

Virtual ENDEAVR Presentations

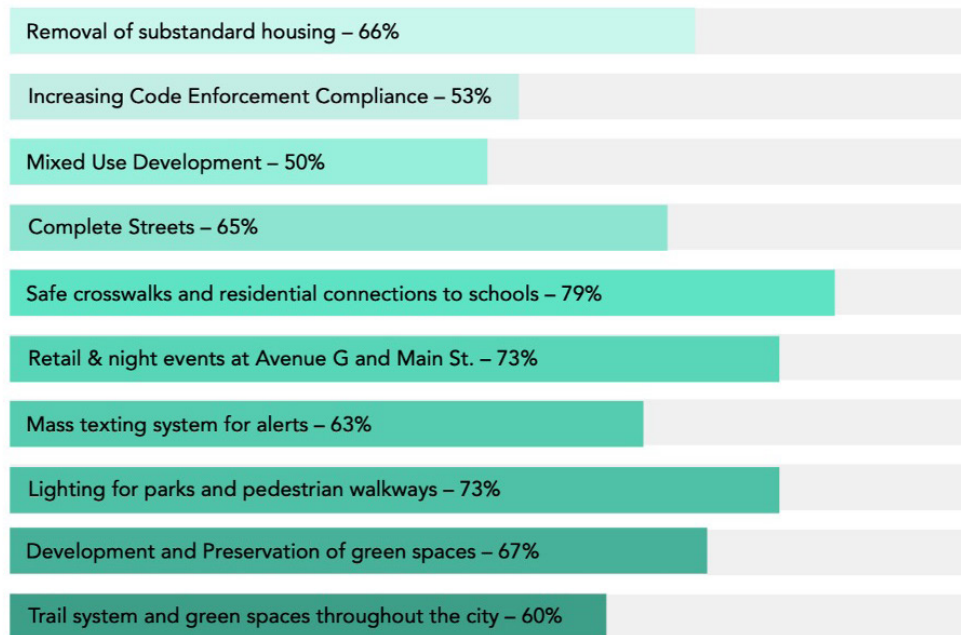
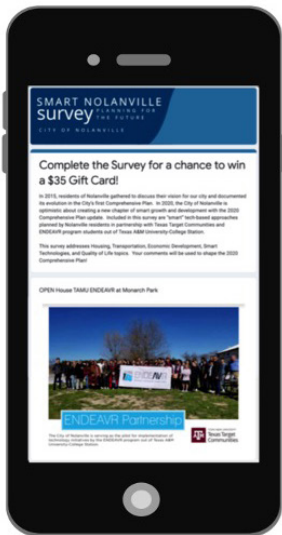
On April 22, 2020, the ENDEAVR student groups presented their project designs to the City during a virtual public meeting held via Zoom. The ENDEAVR groups addressed many topics, including mobility, communication and connectivity, safety, smart town campaign, and environment.

Community Survey

A Community survey was created to gather public feedback on key issues prior to incorporating them into the plan. The survey focused on the student presentations of “smart” tech-based approaches. Community members that were unable to attend the virtual meeting could access all of the information presented through the City’s website, giving as many people as possible the opportunity to voice their opinions and see the potential projects that could take place in the future. In formulating new recommendations for the City, public comments were vital in providing tasks that would continue to improve the community’s overall quality of life.

Virtual Task Force Meetings

Due to stay-at-home orders, the final Task Force meetings were held virtually. The Housing Task Force met on June 11th, Transportation met on June 23rd, and Economy met on June 25th. During these meetings, the Task Force members were updated on the progress of the Comprehensive Plan and discussed the results of the ENDEAVR project survey. Additionally, the planning team presented the newest action items that are being added to the comprehensive plan and updated with the action items that will be rolling over to the plan update.



The City Website

Throughout the planning process, the city website served as a central location that provided regular information on the planning process, upcoming engagement events, and opportunities to provide feedback through surveys. The website also hosts the ENDEAVR project presentations as part of its ‘Engage’ initiative (details available through the ‘Engage’ webpage on Nolanville City Website).

The city expressed its interest in making this comprehensive plan update “a living document,” so in the future, the website will act as a portal to access the Plan Document for public review and collection of comments.



Figure 2. 7 City Website

GUIDING PRINCIPLES

The following five guiding principles for this Comprehensive Plan were developed to help incorporate and implement the Community Vision:

- **Build on Existing Strengths:** Use existing strengths as a foundation to allow the City to respond positively to change while retaining the community’s character.
- **Participation and Inclusiveness:** Encourage broad citizen participation to benefit from the knowledge, insights, and support of all local residents. Create a community where people from all backgrounds, cultures, and income levels feel included and welcomed.
- **Connection:** Increase community cohesion by providing physical and technological links between citizens and their destinations.
- **Responsibility:** Accept responsibility for the health and quality of the community, and avoid shifting costs to future generations.
- **Cooperation:** Coordinate planning with school districts, community organizations, adjacent communities, county, and regional government and, where possible, seek common solutions that are efficient and cost effective.

These guiding principles act as a unifying thread that is woven throughout the chapters. It focuses the actions and policies in the right direction, making goals more attainable.

GOALS & OBJECTIVES

Toward the end of the planning process, the team presented the updated and ongoing goals, objectives, and action items that would be included in the plan. These goals address the community’s present needs and provide sustainable benefits for the future growth of the city. Each topic area has goals and objectives that work together to transform Nolanville into a stronger, more sustainable and connected community.

Smart City



- Autonomous Vehicles
- Smart bus stops
- Solar energy
- Public access to internet

Responsible Growth



- Roadway, infrastructure, and public facility upgrades and maintenance
- I-14 economic development
- Building resilience
- Renewable and alternative energy
- Maintain safety along roadways and new and existing development

Connected Community



- City communication (Smart boards, official website, social media, emergency alerts, etc.)
- Roadway improvements
- Public transit
- Community events



Strong Economy

- Strong workforce
- Increased diversity of economy
- Support local businesses & encourage new businesses



Quality Environment
























- Promote conservation & protection of natural resources and environment
- Pollution monitoring and reduction in Nolan Creek, along roadways, and in the air
- Community clean-up programming
- Maintain and expand parks, recreational facilities, programming
- Flood and hazard mitigation










Inclusive Community

- Housing affordability
- ADA accessibility
- Access to transportation
- Create a sense of belonging/community outreach
- Access to healthy food options

Table 2.3 The following are goals that will serve the public interest of the city:

		Goal 4.1 Ensure quality built environment for both existing and new neighborhoods.	
		Goal 4.2 Promote diverse housing choices to meet the needs of Nolanville residents.	
		Goal 4.3 Improve quality of life through design and safety enhancements in existing neighborhoods.	
			Goal 5.1 Provide safe and equitable transportation for all residents and users of Nolanville.
		Goal 5.2 Maintain and upgrade the existing roadway infrastructure of Nolanville.	
		Goal 5.3 Enhance connectivity and accessibility considering future development needs of Nolanville.	
			Goal 5.4 Incorporate emerging smart technologies into existing transportation planning efforts.
			Goal 6.1 Develop Nolanville economic niche through businesses and cultural events that encapsulate a small-town feel.
		Goal 6.2 Encourage and support small businesses in Nolanville.	
		Goal 6.3 Foster economic opportunities along and around I-14.	

	<p>Goal 7.1 Re-purpose, renovate, or re-structure existing buildings as multi-use community facilities that can be utilized by the entire community.</p>
	<p>Goal 7.2 Increase connectivity, accessibility, and safety through sustainable and low-maintenance infrastructure.</p>
	<p>Goal 7.3 Integrate technology into city planning functions to initiate the digital expansion of services.</p>
	<p>Goal 7.4 Provide equal access to food for all.</p>
	<p>Goal 8.1 Reduce pollution in the city to improve the natural and built environment.</p>
	<p>Goal 8.2 Create recreational and educational opportunities through a system of connected parks and open spaces to make Nolanville “a great place to live.”</p>
	<p>Goal 8.3 Identify, manage, and mitigate current and future flooding events within city limits</p>

The following Chapters describe the existing conditions, recommendations, goals and objectives for housing, transportation, economy, community facilities, and environment.



Figure 3.1 Neighborhood pond
Photo by David Watson



LAND USE

Land Use is the decision of what development pattern will exist on the land: single-family residential, commercial, industrial, open space, etc. The Land Use component of a comprehensive plan is intended to direct the city leaders to make important decisions about future development patterns. These decisions will, in turn, impact infrastructure development, municipal services, and economic resilience by guiding the city's capital investment strategies and phasing priorities.

OVERVIEW

The UN Food and Agriculture Organisation (FAO) characterizes land use “by the arrangements, activities, and inputs people undertake in a certain land cover type to produce, change, or maintain it”. It establishes that a cause and effect relationship exists regarding land cover, influenced directly by the actions of people, and corresponding responses from the environment.

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. Existing land use assists with the development of desired land use and forms the foundation of future policies for long-range plans. Zoning is one implementation tool for future land use plans which guides appropriate locations to live, play, and conduct business.

This chapter focuses on zoning and land use of Nolanville, discussing the priorities the city should focus on to organize and encourage responsible growth. Zoning and land use recommendations for the city are woven throughout the following chapters and the Implementation Table in the final chapter of the Comprehensive Plan.

EXISTING CONDITIONS

The City of Nolanville is a small tight-knit community. Since the adoption of the Comprehensive Plan in 2014, the city has made some changes to its existing land-use and rezoned certain properties to accommodate the population growth.

According to the data, low-density single-family residential, in various forms, occupies the greatest amount of developed area in Nolanville. The zoning plan identifies four main categories:

- Agricultural
- Residential
- Commercial/Business
- Industrial

However, further classifications are made within each general category. Zoning regulations are typically accompanied by development standards and building codes define building heights and setbacks.



Figure 3.2 Agricultural zone
Photo by David Watson



Figure 3.3 Residential zone
Photo by David Watson



Figure 3.4 Nolan Creek Plaza, Commercial zone
Photo by David Watson



Figure 3.5 Foxworth-Galbraith Lumber & Building Materials, Industrial zone
Photo by David Watson

NOLANVILLE ZONING MAP

Figure 3.6 shows the current zoning plan for Nolanville, which shows that much of Nolanville is zoned as Residential. This aligns with the fact that Nolanville is primarily a bedroom community. Another notable feature includes distinctive zoning for manufactured homes and downtown single-family within the residential zone. As the demand for multifamily housing and affordable housing increases, it could be of interest for the city to look into diversifying these zones and bring more density to the core of the city. Several actions targeted to achieve these equity and affordability goals are further discussed in the Housing chapter.

It should be noted that Nolanville introduced a Planned Development District (PDD), notated in the map as number 4, in its Zoning Plan which encourages creative and flexible planning and often results in higher quality development as compared to the conventional zoning practices. Nolanville's PDD supports the goal of promoting mixed use development by enabling community and neighborhood retail businesses as well as mixed sized lots for residential development.

PLANNED DEVELOPMENT DISTRICT (PDD)

PDDs are intended to provide for combining and mixing uses into integral land use units such as industrial parks; industrial, office, or commercial centers; residential development with multiple or mixed housing types; or in essence, any appropriate combination of uses which may be planned, developed or operated as integral land use units. It may be operated by a single owner or combination of owners.

MIXED USE

After the initial survey, it was found that the current land use plan does not seem to prioritize mixed-use development patterns. Most of the residential districts are clustered and are further from the business district, limiting the opportunity to create a walkable city.

The proposed zoning map is meant to guide the city toward a mixed-use development pattern with its commercial land clustered and growing along the railway. To tackle the fact that the railways divide the town into discrete north and south sections, the zoning plan also attempts to bring mixed land uses into the northern part, which is relatively far from the current and planned downtown.

DOWNTOWN

Downtown Nolanville consists of the Central Business District and clusters of single-family districts. This core area has a compact street network, which is one of the essential characteristics of a walkable district and an active and vibrant downtown area.

RESIDENTIAL

The newly planned single-family residential area is in the south of the city and is surrounded by the sprawling commercial entities. This could indicate the tendency of the city boundary to spatially extend in this direction.

Currently, the zoning plan includes manufactured homes within the floodplain because of existing structures and inexpensive land prices in the said area. However, this approach to land-use planning makes vulnerable people more at risk of flooding.

Though the northeastern part of the city is zoned as residential, there are two industries which indicate that proposed zoning in this area is not properly implemented. This area is currently being used for the Industrial and Manufacturing zone. The surveys found two industrial companies in this area: Foxworth Galbraith Lumber & Building Materials and Centex Truck & Trailer Repair.

PREFERRED LAND USE MAP

In the Preferred Plan, which guides future development and improvements, planners assigned the northern part of Nolanville to keep its original land use as agricultural usage and suggested moderate control of environmental pollution. The western part of the city is planned to function as the center of Nolanville. Some parts of the western side of the city, while preserving agricultural land as open space on the eastern side, later will be changed into land for residential, business, and parks.

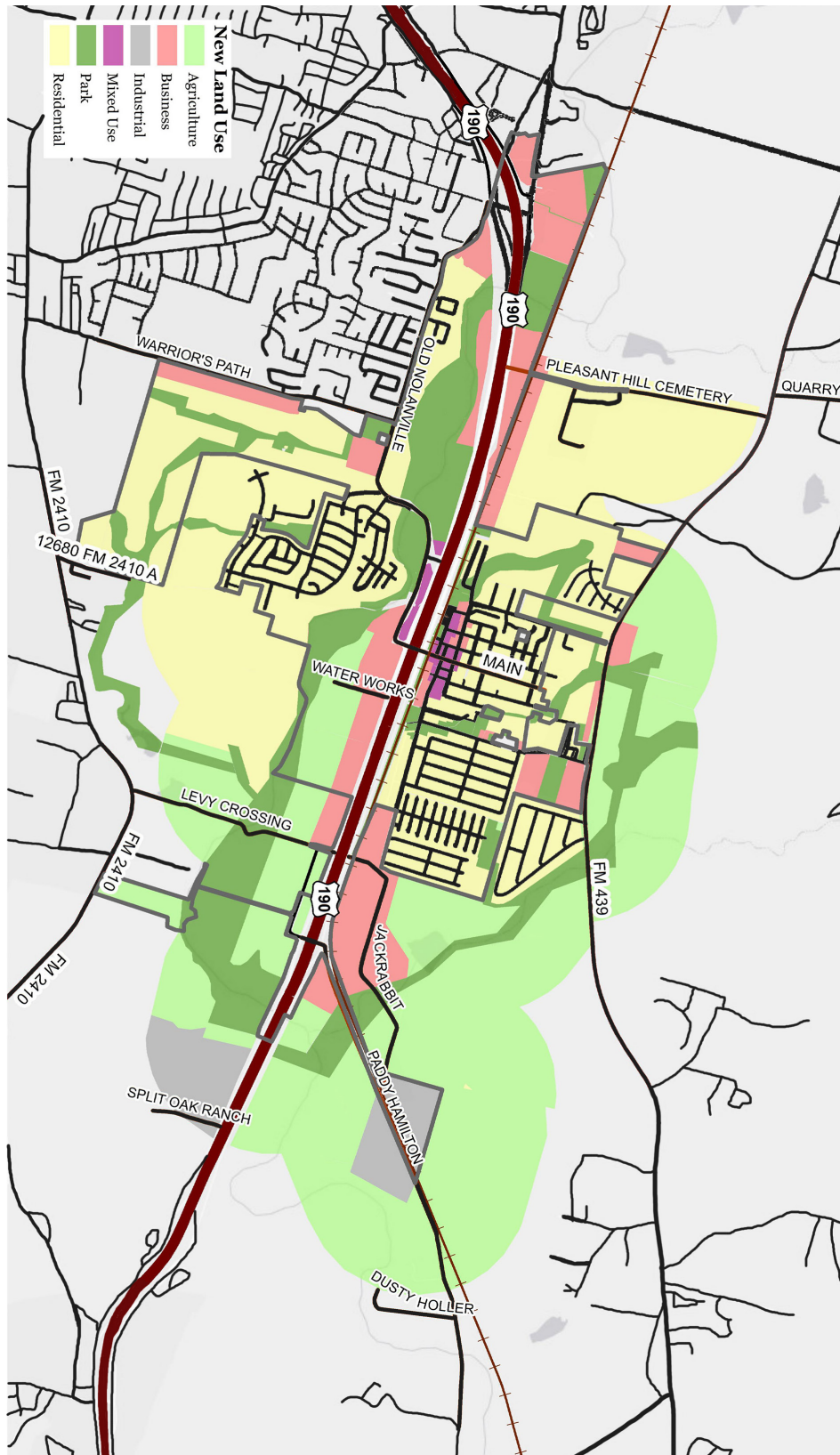


Figure 3.7 Nolanville Preferred Land Use Map
 Source: Nolanville Comprehensive Plan 2015-2030



Figure 4.1 Single-Family Home in Nolanville
Photo by David Watson



HOUSING

Over the past few years, the population of Texas has grown at unprecedented rates. Though the patterns of growth and development are more directly reflected in the larger urban and economic centers, the ripples are felt throughout the region. Nolanville's growth projections make it essential for the City to consider sustained housing development. The purpose of this chapter is to identify the gaps in the housing sector to meet future needs: where, when, and how housing should be provided. This chapter proposes recommendations to enhance the housing supply and strengthen coordination between local and regional agencies.

Housing demands are largely driven by economic growth and demographics of a region. Expecting a steady growth for the next few decades, Nolanville must strive to support its existing and future population. Affordable, accessible, and diverse housing supply acts as a foundation to build a thriving community.

OVERVIEW

This chapter provides a framework to promote a diverse housing supply, make adequate provisions for current and projected housing needs for people from all economic sectors, and improve the liveability of the city. Between 2015 and 2018, there was a net gain of nearly 400 housing units in Nolanville, a majority of which were single-family homes. Nolanville’s demographic distribution suggests a large number of people between 25-50 years of age. Locations with amenities suitable for families and safe neighborhoods are of high priority to Nolanville’s residents.

EXISTING CONDITIONS

The existing conditions section discusses key statistics of the housing stock, household size and tenure (owner vs. renter), housing prices, and occupancy status.

HOUSING STOCK

The housing element of a comprehensive plan involves determining what the housing conditions are today and what they will be in the future. Figure 4.2 indicates the total number of housing units available between 2009 and 2018, whereas Figure 4.3 presents the age of housing units. These figures suggest that the majority of Nolanville housing stock is relatively new.

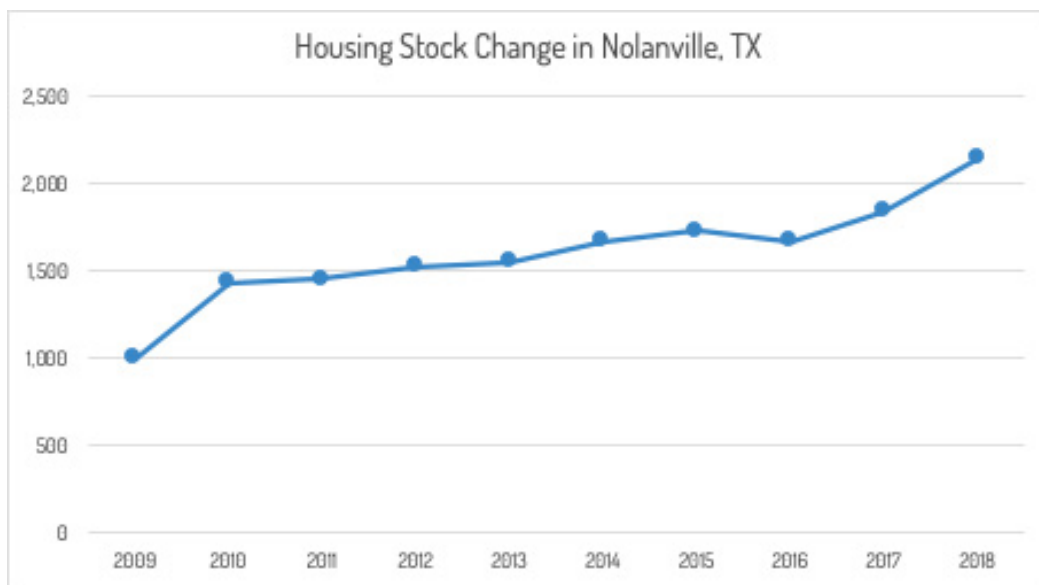


Figure 4.2 . Housing Unit Changes in Nolanville between 2009-2018
 Source: U.S. Census Bureau; 2009-2013 and 2013-2017 ACS 5 Year Estimates

The majority of Nolanville’s housing was built between the year 2000 and 2018, with the largest share (40.3%) built between 2000 and 2009. Combined with an assessment of the population growth rate, it can be determined that the population of Nolanville experienced a drastic period of growth and expansion between 2000 to 2010.

Year Structure Built in Nolanville, TX

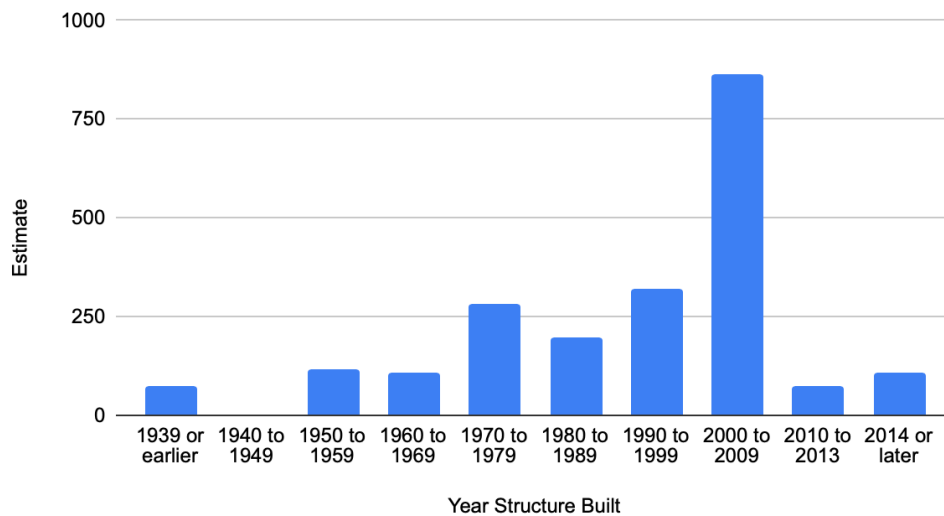


Figure 4.3. Year housing unit built in Nolanville, TX 2018
 Source: U.S. Census Bureau; 2018 American Community Survey 5-Year Estimates

HOUSEHOLD TYPES

Households indicate all persons living together regardless of their relationship. Average household size in the United States is calculated by dividing the household population by the total households. As of 2018, The City of Nolanville had 1,892 households with an average household size of 2.82 people per household. The average household sizes for the county and state are 3.43 and 2.84, respectively.¹ Of the total households in Nolanville, there are 49.6% married-couple households, followed by 29.5% non-family households. There are also 16.9% female headed family households (no husband present) and only 4% male headed family households (no wife present). According to the US Census, of the single males and females in Nolanville, which makes up about 46% of the total population, about 15% of single males and 15% of single females are over the age of 50.²

According to future growth projections published by the Greater Killeen Chamber of Commerce, the population is expected to increase to 10,895 by the year 2035.³ Future growth expectations suggest that the City should look into adding more residential land or densifying certain existing residential areas to facilitate adding more housing stock. Housing stock is the cumulative number of units available within the city. As per 2018 ACS Census data, Nolanville has 2,142 housing units.

HOUSING TYPES

The 2018 ACS data indicates that detached, single-family homes are the most prevalent in Nolanville with 1,260 units, or 58%, of the city’s 2,142 total housing units. In Nolanville, 2.2% of the city’s total housing units are considered multifamily. Additionally, manufactured homes make up about 30% of the city’s housing stock. Manufactured homes make up about 7% of the housing stock for Bell County and the state.⁴ Since the completion of the 2015 Comprehensive Plan, the City has worked to enhance the quality of life for zoned manufactured housing areas.

A complete breakdown of the city’s housing types by count and percentage is shown in Table 4.1.

Table 4.1 Housing Units by Type in Nolanville

Housing Units	Total (2,142)	Percentage
1-unit, detached	1,260	58.8%
1-unit, attached	57	2.7%
2 units	104	4.9%
3 or 4 units	39	1.8%
5 to 9 units	33	1.5%
10 to 19 units	0	0%
20 or more units	16	.7%
Manufactured homes	633	29.6%
Boat, RV, van, etc.	0	0%

Source: U.S. Census Bureau; 2018 American Community Survey 5-Year Estimates

Nolanville’s zoning map shows the specific districts zoned for residential use. Table 8.2 shows the city’s residential districts and the amount of land dedicated to that use.

Single Family Homes



Figure 4.5 SF home, newer build, Nolanville, TX
Photo by David Watson



Figure 4.6 SF home, older build, Nolanville, TX
Photo by David Watson



Figure 4.7 SF, one-story home
Photo by David Watson



Figure 4.8 Two-story, SF home, Nolanville, TX
Source: Google Maps, 2020

Multi-Family Homes



Figure 4.9 Oak Ridge Apartments, Nolanville, TX
Photo by David Watson



Figure 4.10 Apartments, Nolanville, TX
Source: Google Maps, 2020

Manufactured Homes



Figure 4.11 Manufactured home, Nolanville, TX
Photo by David Watson



Figure 4.12 Manufactured homes, Nolanville, TX
Source: Google Maps, 2020

HOUSING TENURE

Another valuable indicator in housing study is housing tenure, which refers to financial arrangements under which someone lives in a house or apartment, whether owning or renting. It provides insight about the socio-economic status of the community and its housing market.

Homeownership remains to be the cornerstone of the American Dream. It is one of the ways people can build wealth in a community - through equity and appreciation of property over time. However, over the past 20 years, according to research from the Penn Institute for Urban Research, homeownership rates have declined. In the U.S., the homeownership rate is at 63.7%, a 48 year low.⁵

Figure 4.13 shows the change in housing tenure from 2010 to 2018. This shows Nolanville’s home ownership rates are following national trends, having decreased significantly while rental rates have increased. As per the most recent data of 2018 census, Nolanville’s homeownership rates are lower than the state (61.9%) and slightly lower than the county (54.3%).⁶ This shift towards rental housing indicates a demand for diversification of the housing market.

Percent Owned vs Percent Rented in Nolanville (2010-2018)

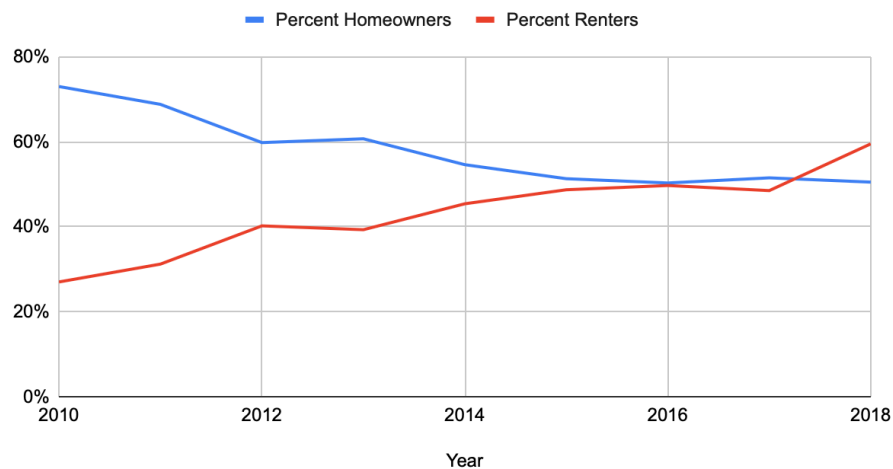


Figure 4.13 Percent owned vs percent rented in Nolanville

Source: U.S. Census Bureau; 2009-2013 and 2013-2017 ACS 5 Year Estimates

HOUSING COSTS

To understand the city’s housing costs, it is important to have an understanding of household income. The median household income in Nolanville is \$54,811, which is comparable to the county (\$54,184) but is just below the median income of Texas (\$59,570). Based on 2018 ACS data for household income in the past 12 months, a quarter of Nolanville’s households have income between \$75,000 and \$99,999. At least 37.3% of the households have reported above median annual incomes.

Median Housing Value 2010-2018

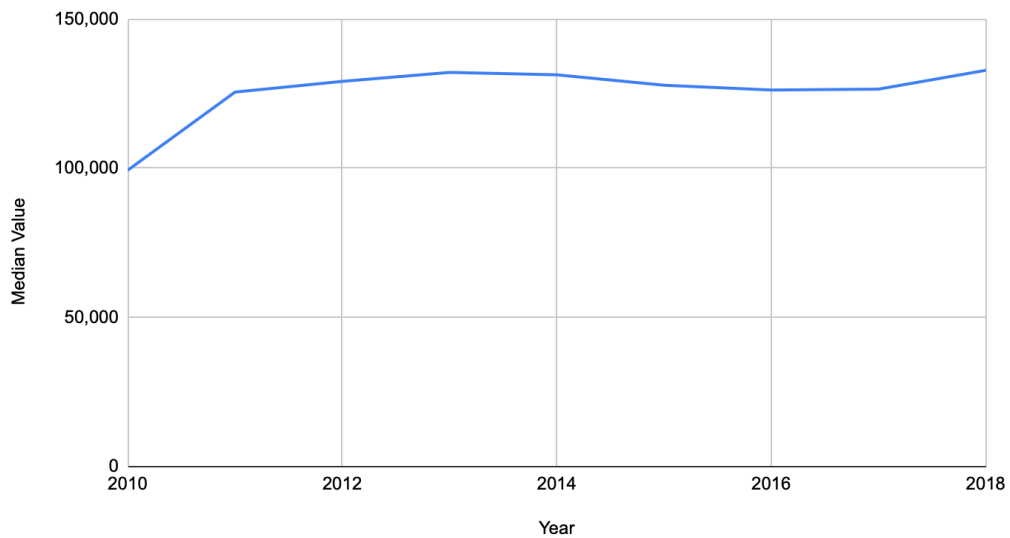


Figure 4.14. Median House Value 2010-2018
Source: U.S. Census Bureau; 2009-2013 and 2013-2017 ACS 5 Year Estimates

Figure 4.14 shows the increasing trend in median housing value from 2010 to 2018. and median rent for Nolanville compared to the county and state. This increase has the potential to further increase the number of cost-burdened residents. While increasing values of homes can show efforts being made to improve housing quality, it also shows the potential need for affordable housing.

Figure 4.15 compares the median gross rent for Nolanville, Bell County, and the state in 2012 and 2018. Between 2012 and 2018, both the median rent and median housing values have remained fairly similar for Nolanville, unlike Bell County and Texas which have seen significant increases. The gross rent, as per 2018 data, is comparable to Bell County but is significantly lower than the state. Additionally, the median housing value for Nolanville was also lower than both the county and state in 2018. This indicates that Nolanville is relatively more affordable than most places within Texas for both renters and homeowners.

Monthly housing cost data is a good indicator of the housing market and cost of living within a study area. Figure 4.16 presents a comparison of monthly housing costs for the city, county, and the state. Nolanville’s housing cost patterns follow somewhat similar trends as the county and the state. The city shows a higher percentage of people in the segment \$800-\$1,499 in comparison to the county and the state. This indicates a higher demand for housing within this price segment for both renters and homeowners.

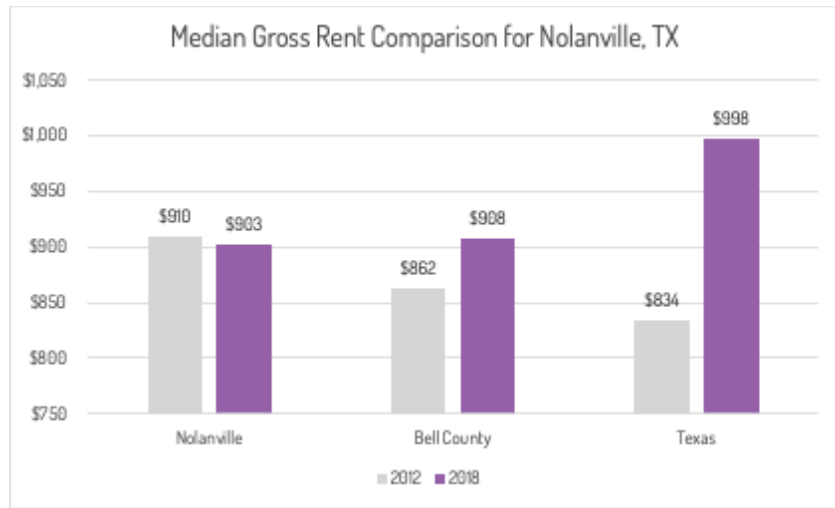


Figure 4.15. Median Gross Rent comparison between 2018 and 2012
 Source: U.S. Census Bureau, 2018 ACS Estimates; Nolanville Comprehensive Plan 2015-2030

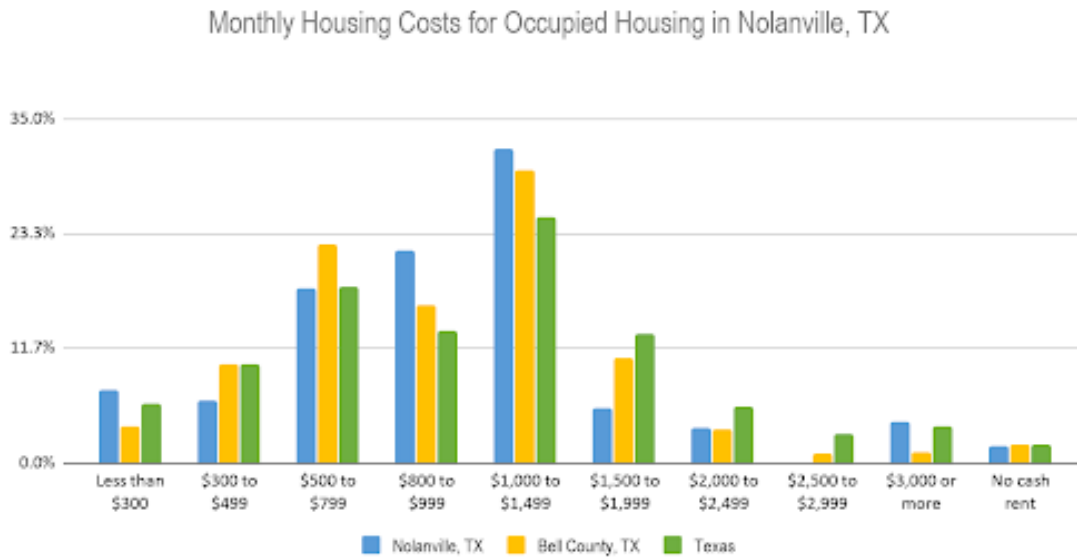


Figure 4.16 Cost of Housing comparison between Nolanville, Bell County and Texas
 Source: U.S. Census Bureau, 2018 ACS Estimates

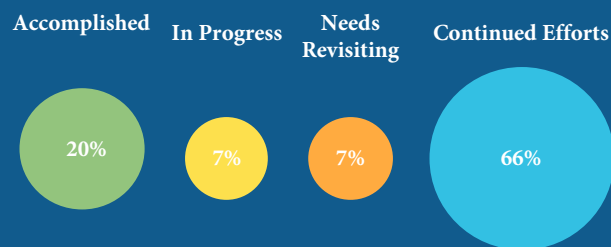
To determine the impact of rent and housing costs on the population, it is also important to look at the percentage of the population’s income that is going toward housing costs. This indicator is known as ‘housing cost burden.’ If a household is spending more than 30% of its income on housing, they are considered to be “housing cost burdened.” It indicates that these households may have difficulty affording necessities such as food, transportation, and medical services. Whereas, if a household has to spend more than 50% of their income on housing, they are considered “Severely Cost Burdened.”

For Nolanville, about 40% of renters spent more than 30% of their income on housing in 2018, suggesting the unaffordability of renting in Nolanville. In comparison, the number of housing cost burdened homeowners is 44%. However, approximately 34% of homeowners spend less than 20% of their income on housing, which indicates much higher affordability for homeowners in Nolanville (Table in Appendix III).

In summary, the existing conditions assessment for the housing section presents a baseline for recommendations.

PROGRESS SO FAR

The City has accomplished 20% of the goals recommended in the 2015-2030 Comprehensive Plan. Some accomplished goals related to home maintenance codes and enforcing housing violations. While much of the recommendations are continued efforts, the progress made by the City since the adoption of the original plan has been a positive step forward in improving the housing stock and conditions. To view a comprehensive list of completed projects, see Appendix IV.



COMMUNITY FEEDBACK

Throughout the planning process, the feedback received for housing condition improvement revolved around a few key ideas. The Housing Task Force expressed a strong desire to provide diverse housing types to cater to the shifting needs of Nolanville's population. "Life Cycle Housing", meaning, providing appropriate housing choices for the residents so they can stay in their neighborhoods as they age was restated on several occasions. The task force also expressed interest in cohesive design practices for the city by ensuring a high level of maintenance and visual appeal for residential development. The overall beauty of Nolanville is an important aspect for its existing residents.

In addition to these, other conversations revolved around identifying policies and strategies to help reduce overall cost of living, code enforcements, trash removal and clean-up drives, and improving the sense of community.

RECOMMENDATIONS



Neighborhood Quality

In order to improve the quality of life for existing residents and attract new residents to the community, the City will ensure a quality built environment for both existing and new neighborhoods.

One of the most common methods of ensuring quality built environment is Code Enforcement and Compliance. It ensures compliance with policies, codes, rules, regulations, and permits in a proper, timely, and organized manner. More so, it is about regulating nuisances that hinder a community. Therefore, Nolanville should ensure all housing meets or exceeds the quality standards established in city ordinances and ADA requirements.

The City should continue to enforce city-wide Code Violations for failing to adhere to home maintenance codes, but a waiver of fines could be allowed if the maintenance is completed within 15 days of first violation. Code Enforcement benefits communities in several ways. It is particularly advantageous in older neighborhoods where Code Enforcement is used to make sure that buildings are adequately maintained. It is the process through which local governments use various techniques to gain voluntary compliance with regulations such as land use and zoning ordinances, public health and housing codes, sign standards, and uniform building and fire codes. Code compliance also has a direct impact on the community image and quality of life. Generally, it helps the communities maintain safety, well-being, and ensures habitable conditions and preserves property values.

Code enforcement is not just about the aesthetic of homes. It also includes issues that are often out of the homeowner's control and should be handled by the City or utility provider. Residential neighborhoods developed before 1986 are expected to have lead pipe water distribution systems and are at a higher risk for lead contamination in their water supply. To address issues such as this, it is recommended that the City collect and establish a comprehensive waterline inventory to understand the age and update status of water pipelines throughout the jurisdiction.

In addition, housing also needs to meet ADA standards and ensure that residents in need are offered assistance if desired. Thus, the City should provide assistance to special needs and elderly populations for purchase and installation of ADA accessible smoke detectors, doors, doorbells, ramps, etc.

Therefore, the City should explore new programs to reinforce housing and neighborhood level improvements, beginning by researching to find example home renovation programs that Nolanville can use or model a program after.

Home rehabilitation and renovation programs can target a wide range of issues, including enforcing minimum housing standards, indoor improvements such as eliminating lead-based paints and asbestos, attaining energy efficiency, incorporating accessibility, and historic preservation. There are several funding programs available by regional and federal agencies to help cover the costs. Generally, grants can only be used to carry out specific activities as defined by the terms of the funding agency.

While other structures may be modified or redeveloped into different uses, residential buildings tend to retain their character and use long term. It becomes critical that these structures are properly maintained to keep the housing affordable. Housing Rehabilitation has several benefits, such as:

- **Energy efficiency:** inherently conserves energy by promoting continuous use of existing buildings and allows upgrades to energy efficient materials and designs.
- **Housing Preservation:** preserves existing housing stock and maintains the availability of affordable housing.
- **Neighborhood Development:** can encourage infrastructure development in neighborhoods.
- **Community Reinvestments:** The funding available from property taxes can be reinvested into communities to improve the neighborhood conditions or invested in distressed communities around these areas.
- **Quality of Life:** improvement of substandard housing leads to improved living standards.
- **Ageing in Place:** supports and enables the citizen to remain in their neighborhoods as they age.

There are several programs that can provide the community opportunities to improve their homes and make them more sustainable and affordable. To assist homeowners in making their homes more energy efficient, the City should apply for the Weatherization Assistance Program (WAP). This program enables low-income families to reduce their energy bills by making their homes more energy efficient. Funds are used to improve the energy performance of dwellings for families in need. There are some conditions that determine which households qualify for the assistance based on income, age, and disability status.

Additionally, the City should identify, publicize, and coordinate implementation of programs such as Homeowner Rehabilitation Assistance Program which assists low- to moderate-income homeowners with the rehabilitation and conservation of the community's older housing stock. Another possible option can be the HOME Investment Partnerships Program, which provides funds that

may be used to assist existing homeowners with the repair, rehabilitation, or reconstruction of owner-occupied units. HOME funds must be utilized according to the written rehabilitation standards or applicable state or local code to bring homes up to standards.⁷

Another aspect of improving the city’s residential conditions, the City should pass regulations that deal effectively with abandoned homes and substandard properties. To accomplish this, the City should continue to budget to support substandard building removal and abatement programs and explore funding opportunities to support revitalization in areas with high abandonment rates.



IMPROVING ARIZONA HOME PERFORMANCE

The launching of the Arizona Home Performance with ENERGY STAR (HPwES) in March 2010 allowed a partnership between multiple Arizona electric utilities and sponsor Foundation for Senior Living (FSL) Home Energy Solutions. This partnership encourages whole-home assessments in order to determine the steps necessary to provide the most efficient and comfortable living spaces. The goal of the Arizona HPwES is focused on elevating customer and contractor experiences while boosting the program’s cost-effectiveness.

The program allows homeowners to request a checkup for a small fee through their electric utility provider. A trained contractor will then be dispatched to diagnose the home and identify any improvements that will create a more energy efficient living space. The homeowner can then implement any number of the improvements and apply for any qualifying rebates.

The program saw many successes in its first two years of implementation serving 2,300 homes and over 4,000 homes during 2016.

Source: <https://betterbuildingsolutioncenter.energy.gov/resources/improving-arizona-home-performance>



Housing Options

The community is made up of residents from all walks of life and varied income levels and will promote diverse housing choices to meet the needs of Nolanville’s residents.

Housing costs and adequate affordable housing availability are growing concerns for residents, therefore it is important to promote flexible and inclusive housing across the city.

There is only one “low income” apartment complex, offering 48 affordable apartments to residents. Additionally, low income residents have access to Section 6 Housing Vouchers, which pays \$600 per

month to landlords while voucher holders contribute \$400 to rent.⁸ To inform and educate landlords about housing vouchers and other programs, the City should plan and initiate regular awareness drives. Additionally, to ensure the accessibility of housing to households of all income levels, the City should implement a policy requiring a percentage of homes be priced below market value and put in reserve for lower income levels.

Because of Nolanville’s proximity to Ft. Hood, there are many active duty service members and veterans living within and around the city. In order to combat veteran homelessness and support active duty service members, those transitioning from active duty, and veterans, the City should identify incentives to ease housing retention and ownership for veterans and service members.

Quality of life in a city is defined by whether families and individuals are able to find the type and size of housing that fits the needs of their households at a price they can afford. It allows the residents to live closer to their workplaces, for younger residents to start a family, and for older members to continue to live in a community where they raised their families and age in place. With the goal of providing current and future residents of all ages and lifestyles housing, the planning team recommends that the City ensure life-cycle housing by encouraging a mix of housing types including townhomes, pocket neighborhoods, and planned unit developments.



REGIONAL HOUSING ALLIANCE DURANGO, LA PLATA COUNTY, CO

The City of Durango, CO has been a destination for individuals moving to Colorado. Affordable housing, and housing in general, had become increasingly scarce due to increased population and little development. The City recognized the problem and in 2008 adopted an ordinance which implemented a “Fair Share Policy” requiring all new development to include about 16% of new homes or rental units below market value to put in reserve for lower income households.

The Fair Share program was a public-private partnership between the Regional Housing Alliance (RHA) of La Plata County and Enterprise Community Partners, a Maryland-based organization. For 18 months, the partnership gathered data and crafted a policy for the City that included collaborating with builders, community members, and government officials to develop an ordinance that would be successful without favoring one group over another. Along with this ordinance, the RHA created a non-profit organization, the La Plata Homes Fund, which soon became the HUD approved Community Development Finance Institute. This organization is still open and operating 12 years later with the intent to educate homebuyers through financial education classes at no cost to anyone interested in homeownership. The City received contributions from BP America and has grown this initial contribution to a multi-million dollar loan fund that provides down payment assistance to households purchasing Fair Share units.

Source: Colorado Municipal League

Diverse housing options are a cornerstone of the development of a resilient neighborhood. Housing types such as small lot homes, accessory dwelling units (ADUs), and “middle housing” (eg. duplexes, triplexes, townhomes, and live-work units) can provide greater affordability and much desired diversity. Therefore, the City should develop zoning regulations to support alternative housing options and higher densities in and around the Downtown Overlay Zone.

It is important that the City is aware of available housing stock and information that can drive funding and future development, so the planning team recommends that the City inventory the current situation in housing and update over time. The inventory should include year built, years and percentage renovated, housing type, building and lot size, physical characteristics. Within that inventory, the planning team recommends that the City identify potential lots that can be rezoned to increase density (i.e. townhomes and accessory dwelling units).

Nolanville as a whole doesn't have an abundance of housing types to choose from, so the City should encourage affordable, alternative housing, including townhouses, duplex apartments, pocket communities, and accessory residential units, making it cheaper for people to own their own homes. Additionally, the City should assess feasibility for density increases in the Downtown Overlay District and consider varying density by distance from the downtown overlay district. This could provide additional housing options within the downtown area, increasing accessibility to community facilities.

The City currently has plans to construct tiny homes, with the help of Habitat for Humanity within the Plaza in order to provide additional, affordable housing in this area. To accomplish this, the City needs to create a District Overlay in the Plaza in order to allow for this kind of construction.

Another approach to increase affordable housing supply is Inclusionary Zoning. Inclusionary zoning refers to planning ordinances that require the developers of new market-rate real-estate to provide some units that are affordable for low- or moderate-income residents. It is becoming an increasingly popular tool that provides low-income units, maintains diversity, and helps in keeping high opportunity areas affordable. However, some policy think-tanks and economists argue that it puts limitations on the housing supply and eventually ends up increasing housing prices.⁹ The City of Nolanville should examine if inclusionary zoning, in conjunction with other affordable housing strategies, would be beneficial to the city's housing market.



COTTAGE HOMES PROGRAM CLOVIS, CA¹⁰

The City of Clovis, California created the Cottage Home Program, which offers the opportunity for residents to construct Accessory Dwelling Units (AUDs) or cottages on their property.

Originally, the goal of the program was to encourage infill residential development in the Old Town area, but, in 2019, it was expanded to include properties city wide. Not only is this a solution for improving the unappealing conditions of the city's alleyways, but also, it provides a solution for the state's housing shortage.

To participate, homeowners must have a home on a property with a backyard facing an alley. Homeowners can choose from three options for homes 400-square-feet or less, city planners also provided free-fee waived plans for these backyard cottage homes.

Requirements for the program include:

- Property must be located within the Clovis city limits, have access to an alley, and zoned R-1 (Single-Family Residential)
- Cottage home will be owned by the property owner
- Must have adequate space to accommodate the unit and a required parking space and access to utilities



Figure 4.17 Cottage home in Clovis, CA

Source: <https://cityofclovis.com/planning-and-development/planning/cottage-home-program/>



MUELLER MIXED USE PLANNED UNIT DEVELOPMENT AUSTIN, TX

The site of the former Robert Mueller Municipal Airport on the east side of Austin has been transformed into a sustainably planned community. The vision of the community was to attract businesses, create a mixed-used development and establish mixed-income housing. Upon the airport's closure in 1999, the plans began for a new community consisting of a variety of housing, commercial properties and multi-use green spaces. Today, the community has a similar focus on housing affordability, sustainable environment, economic development and community engagement. The development includes single-family homes as well as apartment complexes to meet the needs of a diverse community. To ensure housing affordability, the development reserves 25% of total units for households below the median family income (MFI) - for sale units are priced for households at or below 80% MFI and rental units are priced for households at or below 60% MFI.



THE ROSE MINNEAPOLIS, MN

As part of a multiphase redevelopment project in Minneapolis, MN, The Rose was built as a mixed-income apartment project. Of the building's 90-units, 47 were built to be used specifically as affordable units and 43 as market-rate units. The purpose of the project was to meet many of the most sustainable practices while keeping construction costs around the average price of comparable affordable housing projects.

The project was a partnership between Aeon, a nonprofit organization that works to replace affordable housing apartment units that have been lost to major construction projects, and Hope Community, also a non-profit organization that focuses on developing public spaces and affordable housing that includes gardens, community centers, and playgrounds. Aeon applied for funding for this project between 2010 and 2014. Funding sources included city, county, regional and state governments and foundations along with some grants specifically for place making and environmental remediation funding and many others. All together the project was fully funded by 2014.

Source: Urban Land Institute, 2015

Expanding housing opportunities for low- and middle-income households will strengthen neighborhoods and meet future demands. To accomplish this, incentives can be provided to developers in order to encourage the construction of new, affordable housing units. One incentive can be tax abatements, which will either temporarily reduce or eliminate property taxes. Therefore, the City should assess the feasibility of implementing a Tax Abatement program for qualifying low income households for the first 10 years of homeownership.



POSSIBLE PARTNERS

bcWorkshop¹¹

bcWorkshop is a non-profit community design organization dedicated to cultivating viable communities through collaborative design work and community engagement.

Central Texas COG

The Central Texas COG Housing Assistance program helps in expanding housing opportunities for low-income families, the elderly, and disabled individuals and can assist applicants, tenants, and landlords interested in the Section 8 Housing Assistance Program.

Habitat for Humanity

The Ft. Hood Area Habitat for Humanity has been building homes and revitalizing neighborhoods in Bell, Coryell and Lampasas Counties since 1994. The organization's current goal is "to build 50 homes, repair 50 homes, and clean up 10 neighborhoods through revitalization programs in 5 years."¹²

Texas Department of Housing and Community Affairs (TDHCA)

The TDHCA has a multitude of programs that assist with housing and homeownership. Some programs include homebuyer assistance, affordability and energy efficiency, home repair, single family development, rental housing development, rent payment assistance, and poverty and homelessness prevention.

Texas State Affordable Housing Corporation (TSAHC)

The TSAHC is a nonprofit organization that has a number of programs targeting housing needs of low-income families and other underserved populations who lack housing options through conventional financial channels. The affordable housing programs are aimed at helping affordable housing developers build housing, helping home buyers purchase homes, and helping to sustain homeownership and improve finances.

Additionally, to assist in subsidizing the partial cost of new 'affordable' homes, the City should consider utilizing the Community Land Trust (CLT) model. CLTs are non-profit, community organizations that work to ensure the community stewardship of land and can be used for a variety of development types, including commercial, retail, and,

primarily, housing. This model ensures the community's ability and need to maintain affordability, economic diversity, and access to services.

For assistance with providing the community with affordable housing, the City should seek partnerships with regional agencies that are knowledgeable about issues related to housing affordability. One such partnership could be with the Central Texas COG, to examine opportunities for providing affordable and accessible units. Neighboring communities also could be a great source of information and assistance when tackling the issue of affordable housing. Essentially, the City should refer to ordinances, plans, and policies from similar sized cities to prepare a compilation of 'best-practices'. For example, the City could refer to the Temple Housing Resource Center for examples on housing programs. Additional partnerships can be with non-profit organizations, so the planning team recommends that the City partner with affordable housing organizations such as Habitat for Humanity to assist with providing affordable homes and community support.



Neighborhood Design and Safety

The City shall implement design and safety enhancements in existing neighborhoods.

Quality of life is not only determined by the infrastructure and amenities in an area but is also dependent on the sense of community, security, comfort, and social well-being. Concerns about safety and design, can be addressed through street improvements such as safe walkways, proper street lighting, and community spaces. However, bringing social cohesiveness into communities is a little more of a complex and slow process. Spatial planning can aid in facilitating social connectedness through allowing for mixed-use developments and small-scale neighborhoods such as pocket neighborhoods instead of sprawling suburban neighborhoods.

To enhance the community's quality and neighborhood's sense of place, the City should create small-scale pocket neighborhoods to provide affordable alternative housing opportunities. A pocket neighborhood is a variation of traditional neighborhoods, which typically have several hundreds of households and networks of streets. Pocket neighborhoods consist of a dozen or so households who have the opportunity for close interactions - in essence building a neighborhood within the larger mesh of neighborhoods. Within these developments, it is recommended that the homes are clustered around shared outdoor spaces to encourage a sense of community and safety. Shared outdoor space is a key element of a pocket neighborhood. Residents surrounding this common space take part in its care and oversight, thereby enhancing a felt and actual sense of security and identity. To create the shared outdoor space, the City should construct outdoor recreational areas and trails to promote healthy lifestyles. A sense of security amongst residents of the pocket neighborhood is at the utmost importance, so, to increase safety and connectivity the City should lower fences and provide lighting throughout sidewalks and trails.



POCKET NEIGHBORHOODS

Pocket Neighborhoods are a cohesive cluster of homes gathered around a shared outdoor space. These neighborhoods provide a sense of belonging, develop meaningful relationships outside the family unit, and a sense of ownership that extends beyond the front yard gates. The following Texas A&M University student designs create a small-scale community, promote healthy and active living, increase safety and connectivity, and facilities place identity in Nolanville.

Designs by: Thu Bui, Blaine Perkins, Maurico Olivares

Sense of place is an important aspect of providing the highest quality of life for current and future residents. Because of this, the City can improve neighborhood sense of place by implementing design strategies that enhance connectivity, sustainability, and safety of all neighborhoods. Connectivity is one part of enhancing neighborhood sense of place. Therefore, it is important to include sidewalks, designated bike lanes, and crosswalks to improve connectivity and encourage people to circulate within their neighborhoods. Additionally, neighborhood security is also very important as it allows residents to move about freely, without worry for their safety. To ensure the safety of residents, the City should establish neighborhood watch programs and provide lighting along walkways and streets.

Another way of enhancing social cohesion and developing social bonds is through ‘Place Identity’. It refers to a cluster of ideas about a place that defines its urban character and is often associated with the sociological concepts of community formation. It recognizes that geographical proximity is not solely responsible for binding the community together, but, rather, it is the strong sense of belonging and ownership that fosters social bonds leading to community formation.

Part of this means that homes, facilities, and infrastructure within a neighborhood are constructed using the same landscaping design and building supplies. To accomplish this, the City should work with a developer to establish unified, consistent design throughout neighborhoods. This would also include utilizing common materials throughout design of street lamps and signage, mail boxes, decking, and arbor structures to create a cohesive design theme.

Sense of place also means residents have the ability to gather together and enjoy events and common facilities. Some neighborhoods have the need for additional amenities and facilities. Because of this, the planning team recommends that the City construct a community center and pool house in mobile home neighborhoods, like Cimarron Park Estates, to improve a sense of community. To further the community’s sense of place and bond, the City should initiate neighborhood identity campaigns (Place Identity Project) to engage community members and form bonds within them. Additionally, the city has a need for additional open space to be used for sports and recreation. Therefore, the City should convert open space along Pointer St. into a multi-use sports field.



COTTAGES

The Cottages pocket neighborhood is designed with homes clustered around shared open spaces that encourage neighborhood comradery and relationships while providing residents the opportunity to enjoy the open spaces.





NOLANWOOD

Nolanwood is designed utilizing vacant lots and cul-de-sacs by creating pocket parks that provide opportunities for community members to gather and enjoy the shared spaces together.

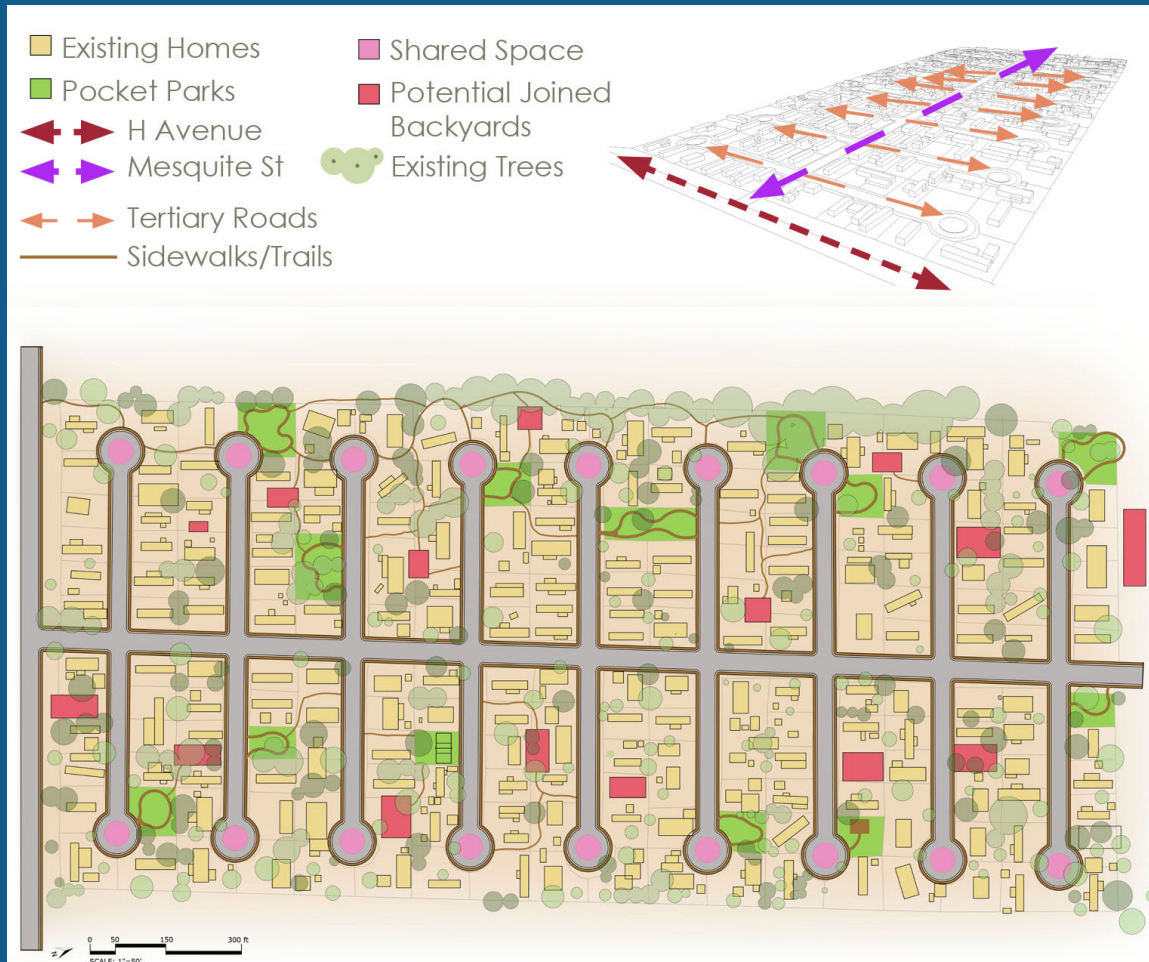


Figure 4.21 Nolanwood Concept Diagram

Design by: Thu Bui



Figure 4.22 Pocket Park

Design by: Thu Bui



Figure 4.23 Shared Spaces

Design by: Thu Bui

PLACE IDENTITY : UNIFIED DESIGN

A group of Texas A&M landscape architecture students created design suggestions for three Nolanville housing developments (The Ridges, Cimarron Park Estates, and Cedar Heights) in order to enhance the city's place identity. They had four goals when suggesting their designs: connection, character, activity, and opportunity.



Figure 4.24 The Ridges Entrance
Design by Cayce Copeland

The Ridges housing development consists of mainly single-family housing along with a row of duplexes located along the west side of the site. The existing conditions consist of large lots, clean, well-paved streets, and a sufficient drainage system. However, it lacks many crucial elements in order to hold a true “sense of place.” The Ridges has very limited vegetation, no unique characteristics, and is not pedestrian/bike friendly. Their suggestions include the addition of sidewalks, bicycle lanes, and crosswalks to improve connectivity and encourage people to circulate within the neighborhood. Additionally, four gateways and vegetation are included in their designs to define a clear entry into The Ridges. Uniform street lights and signage are also recommended.

In addition to the construction of a Community Pool House, which is described in the Facilities Chapter, the students suggest improved entrances made of Corten Steel to give it a rustic, contemporary feel and landscaping to make the Cimarron Park Estates neighborhood more inviting, attractive, and sustainable.



Figure 4.25 Cimarron Park Estates Entrance
Design by Johan Cruz



Figure 4.26 Cedar Heights Entrance
Design by Natalie Somerville

The Cedar Heights neighborhood design will ensure sidewalk connections, provide street trees, and include a bike route to promote outdoor activity. Similarly to the other designs, the primary gateway will promote the neighborhood as inviting and comfortable for current and future residents. This is the prime example for how developers can use unified materials throughout the neighborhood to emphasize a theme and branding, resulting in a more unified neighborhood character and identity.

PLACE IDENTITY : GATHERING SPACES

The students also created a set of designs that the City can consider when providing spaces for the community to gather and enjoy events and activities. Creating an identity also means providing space for active programs to attract visitors as well as opportunities for passive programs to create a comfortable and inviting atmosphere. Some examples would be sports fields, exercise stations, and parks and green spaces.

These gathering spaces will allow for proposed social programming and events that will, in turn, attract visitors and increase the economic value of properties and businesses within Nolanville. With an increase in events like Farmers Markets and seasonal and cultural festivals, Nolanville could see an increase in tourism and attraction of new residents.



Figure 4.27 Cimarron Park Estates Train Side Pool House
Designs by Johan Cruz

For Cimarron Park Estates, beginning with the addition of new entry signs and a new entry driveway at both entrances, the students also recommend creating a new, state-of-the-art Community Pool House, which they've named Train Side. The Train Side could serve as a great place for community involvement as a venue for various events to bring the residents and visitors together.



Figure 4.28. Open green space
Design by Natalie Somerville

Open green-space is the perfect opportunity for activity within the community while enhancing the City's natural environment. Within the Cedar Heights neighborhood, there are opportunities to create outdoor spaces that can be used for community bbq's, seasonal events, music festivals, and sporting events.

IMPLEMENTATION TABLE: HOUSING

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning				
Goal 4.1 Ensure quality built environment for both existing and new neighborhoods.														
Obj. 4.1.1 Ensure all housing meets or exceeds the quality standards established in city ordinances and ADA requirements.	Action 4.1.1.1 Continue to enforce city-wide Code Violations for failing to adhere to home maintenance codes. Allow waiver of fines if the maintenance is completed within 15 days of first violation.	X						X					CS; PW	CBDG; SFD
	Action 4.1.1.2 Collect and establish a comprehensive waterline inventory to understand the age and update status of water pipelines throughout the jurisdiction.		X					X					CS; CE; PW; UT	CBDG
	Action 4.1.1.3 Provide assistance to special needs and elderly populations for purchase and installation of ADA accessible smoke detectors, doors, doorbells, ramps, etc.	X						X					CS; HUD; FR	CBDG; HOME; TFF
Obj. 4.1.2 Explore new programs to reinforce housing and neighborhood level improvements.	Action 4.1.2.1 Find example home renovation programs that Nolanville can use or model a program after.		X										CS; HUD	BCNP; CDBG; Capacity Building for Community Development and Affordable Housing Grants
	Action 4.1.2.2 Apply for the Weatherization Assistance Program (WAP) to assist homeowners with making Nolanville more energy efficient.		X										CS; PW	WAP
Obj. 4.1.3 Pass regulations that deal effectively with abandoned homes and substandard properties.	Action 4.1.2.3 Identify, publicize, and coordinate implementation of programs such as Homeowner Rehabilitation Assistance Program, HOME Investment Partnerships Program.		X						X				CS; HUD	Homeowner Rehabilitation Assistance Program; HOME; Homeowner Assistance with New Construction; CBDG
	Action 4.1.2.4 Ensure rezoning of the newly annexed areas in 2017 is completed.		X					X					CM; P&Z; ZBA	
Obj. 4.1.3 Pass regulations that deal effectively with abandoned homes and substandard properties.	Action 4.1.3.1 Continue to budget to support substandard building removal and abatement program.	X							X				CM; CC	NSP
	Action 4.1.3.2 Explore funding opportunities to support revitalization in areas with high abandonment rates.		X						X				CM	NSP

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			

Goal 4.2 Promote diverse housing choices to meet the needs of Nolanville residents.

Obj. 4.2.1 Promote flexible and inclusive housing across the city.	Action 4.2.1.1 Initiate regular awareness drives to inform and educate landlords about housing vouchers.	X					X					CS; HUD; TSAHC; FHA	PHA Voucher Program
	Action 4.2.1.2 Implement a policy requiring a percentage of homes be priced below market value and put in reserve for lower income levels.	X						X				CM; CC; TSAHC; TDHCA; FHA	Sect. 202; 504; TBRA
	Action 4.2.1.3 Identify incentives to ease housing retention and ownership for veterans and service members.	X					X					CS; TSAHC; TDHCA; MI; FHA	VA Home Loans
	Action 4.2.1.4 Ensure life-cycle housing by encouraging a mix of housing types including townhomes, pocket neighborhoods, and planned development units.			X					x			CS; HUD; TSAHC; TDHCA	Sect. 202
Obj. 4.2.2 Develop zoning regulations to support alternative housing options and higher densities in and around the Downtown Overlay Zone.	Action 4.2.2.1 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.	X										CS	
	Action 4.2.2.2 Identify potential lots that can be rezoned to increase density (i.e. townhomes and accessory dwelling units).	X										CS; P&Z	CBDG; SFD; Multi-family Housing Loan Guarantees; Multifamily Direct Loan Program; Neighborhood Stabilization Program
	Action 4.2.2.3 Encourage affordable townhomes and housing units for low- and moderate-income families.							X				CM; CC; P&Z	CBDG; SFD; Multi-family Housing Loan Guarantees; Multifamily Direct Loan Program; Neighborhood Stabilization Program
	Action 4.2.2.4 Assess feasibility for density increases in the Downtown Overlay District. Consider varying density by distance from the downtown overlay district.	X							X			CM; P&Z	BCNP; CBDG; Choice Neighborhoods Planning Grants

Objectives	Actions	Timeframe								Action Type				Responsible Parties	Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning					
Obj. 4.2.3 Provide development incentives to encourage new housing.	Action 4.2.2.5 Create a District Overlay to allow "tiny" homes in the Plaza.		X					X					CM; P&Z	BCNP; CBDG	
	Action 4.2.2.6 Examine if inclusionary zoning, in conjunction with other affordable housing strategies, would be beneficial to the city's housing market.	X					X						CM; P&Z; FHA	BCNP; CBDG; Capacity Building for Community Development and Affordable Housing Grants	
Obj. 4.2.4 Seek partnerships with regional agencies to provide affordable housing.	Action 4.2.3.1 Assess the feasibility of implementing a Tax Abatement program for qualifying low income households for the first 10 years of homeownership.	X					X						CS; DT; HUD		
	Action 4.2.3.2 Consider the Community Land Trust model to assist in subsidizing the partial cost of new 'affordable' homes.	X					X						CS; HUD; FHA	CBDG; Homebuyer Assistance with New Construction; HOME; TFF	
Obj. 4.2.4 Seek partnerships with regional agencies to provide affordable housing.	Action 4.2.4.1 Partner with Central Texas COG to examine opportunities for providing affordable and accessible units.	X								X			CS; HUD		
	Action 4.2.4.2 Refer to similar sized cities' ordinances, plans, and policies to prepare a compilation of 'best-practices' for Nolanville.	X											CS		
Obj. 4.2.4 Seek partnerships with regional agencies to provide affordable housing.	Action 4.2.4.3 Refer to the Temple Housing Resource Center for examples on housing programs.	X									X		CS; HUD; FHA		
	Action 4.2.4.4 Partner with affordable housing organizations such as Habitat for Humanity to assist with providing affordable homes and community support.	X									X		CS; HUD; FHA	Choice Neighborhood Planning Grants, Section 504	

Objectives	Actions	Timeframe				Action Type				Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	

Goal 4.3 Improve quality of life through design and safety enhancements in existing neighborhoods.

Obj. 4.3.1 Create small-scale pocket neighborhoods to provide affordable alternative housing opportunities.	Action 4.3.1.1 Cluster homes around shared outdoor spaces to encourage a sense of community and safety.	X					X				PO	CDBG; Capacity Building for Community Development and Affordable Housing Grants
	Action 4.3.1.2 Construct outdoor recreational areas and trails to promote healthy lifestyles.	X				X					PW; CC	CDBG; Community Facilities Direct Loan
	Action 4.3.1.3 Increase safety and connectivity by lowering fences and providing lighting throughout sidewalks and trails.	X				X					PW; CC	CDBG
	Action 4.3.1.4 Provide opportunities for residents to get together.	X					X				CS	Events Trust Funds
	Action 4.3.2.1 Include sidewalks, designated bike lanes, and crosswalks to improve connectivity and encourage people to circulate within their neighborhoods.		X				X				CC; PW	Neighborhood Stabilization Program; Sustainable Communities Initiative
Obj. 4.3.2 Improve neighborhood sense of place by implementing design strategies that enhance connectivity, sustainability, and safety of all neighborhoods.	Action 4.3.2.2 Improve community safety by establishing neighborhood watch programs and providing lighting along walkways and streets.	X				X					CS; CC	Neighborhood Stabilization Program; Sustainable Communities Initiative
	Action 4.3.2.3 Work with a developer to establish unified, consistent design throughout neighborhoods.	X						X			CS; CM	BCNP; CDBG; Capacity Building for Community Development and Affordable Housing Grants
	Action 4.3.2.4 Utilize common materials throughout design of street lamps and signage, mail boxes, decking, and arbor structures to create a cohesive design theme.	X				X		X			CS	BCNP; CDBG; Capacity Building for Community Development and Affordable Housing Grants
	Action 4.3.2.5 Construct a community center and pool house in mobile home neighborhoods, like Cimarron Park Estates, to improve sense of community.				X						CM; CC	Neighborhood Stabilization Program; Sustainable Communities Initiative

Objectives	Actions	Timeframe				Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration			More Targeted Planning
	<p>Action 4.3.2.6 Initiate neighborhood identity campaigns (Place Identity Project) to engage community members and form bonds within them.</p> <p>Action 4.3.2.7 Convert open space along Pointer St. into a multi-use sports field.</p>	X				X					CS	CBDG; Neighborhood Stabilization Program; Sustainable Communities Initiative; Texas Foundations Fund
				X		X					CM; CC; PW	BCNP; CDBG; Capacity Building for Community Development and Affordable Housing Grants



Figure 5.1 SPUR 439 exit sign
Photo by David Watson

TRANSPORTATION

As the City of Nolanville grows - both in terms of population and physical infrastructure - its transportation network must grow with it. In order for the city to thrive, mobility must be improved through sufficient and strategic infrastructure and planning.

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



OVERVIEW

One of the defining characters of a city is its transportation system, which includes a variety of components, such as roadways, sidewalks, bike paths, trails, streetscaping, lighting, and street furniture. There is an inseparable relationship between transportation and land-use elements within the urban fabric and their mutual influence on future changes in both domains. Efforts to develop an integrated land-use and transportation feedback cycle are key to achieving sustainable urban development.

This chapter intends to identify local travel and mobility needs and address the development of the city's street network. It includes an overview of the existing transportation system and travel characteristics and behavior. The chapter further discusses upgrading transportation infrastructure; developing the network to support Nolanville's goal to promote an active lifestyle; improving regional connectivity; enhancing streetscaping, safety, and wayfinding; and planning for emerging technologies.

EXISTING CONDITIONS

This section aims to discuss the current state of transportation infrastructure and presents future condition projections to establish a baseline for recommendations.

Nolanville is located at approximately the halfway point between the Cities of Temple and Killeen and is part of the Killeen-Temple Metropolitan Planning Region. The city straddles I-14, an east-west arterial connecting Killeen and Temple. I-14 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 I-14 — runs perpendicular to the highway and serves as one of its access points. Another essential arterial for the city is Avenue H, an east-west arterial that connects residential sections on the north side of I-14 to the downtown area.

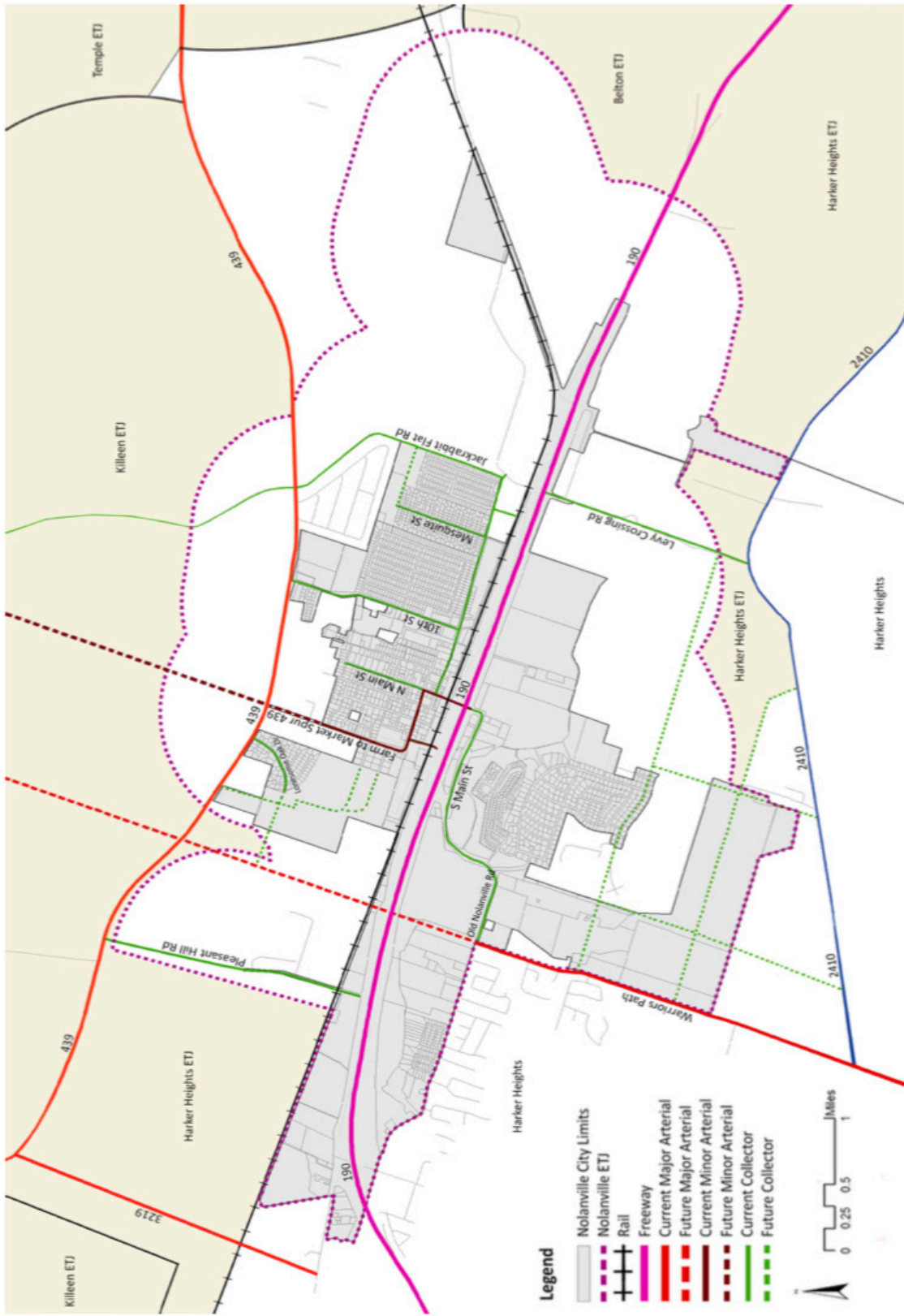


Figure 5.2 Thoroughfare Plan

ROADWAY CLASSIFICATIONS

Because many residents work in surrounding cities, Nolanville is considered a “Bedroom Community,” which is defined as “a residential suburb inhabited largely by people who commute to a nearby city for work”. These are typically suburbs of a major urban or economic center in the metropolitan region. The vast majority of work trips are furnished by private automobiles due to limited availability of public transportation. In addition, there are no formal park and ride lots; however, field observations suggest informal carpool activities do occur.

Major streets serve as gateways to the city and play an important role in expressing the image and character of the city as one traverses through these areas. The aforementioned roadways are under the jurisdiction of the Texas Department of Transportation (TxDOT). The current roadway classifications in Nolanville, which can be seen in Tables 5.1 & 5.2, come from the classifications that are widely adopted and suggested by TxDOT. 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. The functional classification of the system is based on the hierarchy of the streets, ranging from those that primarily facilitate traffic mobility to those whose function is to provide accessibility, as illustrated in Figure 5.3.

According to the Killeen-Temple MPO Regional Thoroughfare and Pedestrian/Bicycle Plan (KTMPO), “identification of the functional role of roadways is a useful tool for communities to assess and improve upon the connectivity and service being provided by their transportation system.”¹³ The current applied roadway classification for Nolanville is based on the traditional functional classification system, which is the predominant method for classifying roadways.

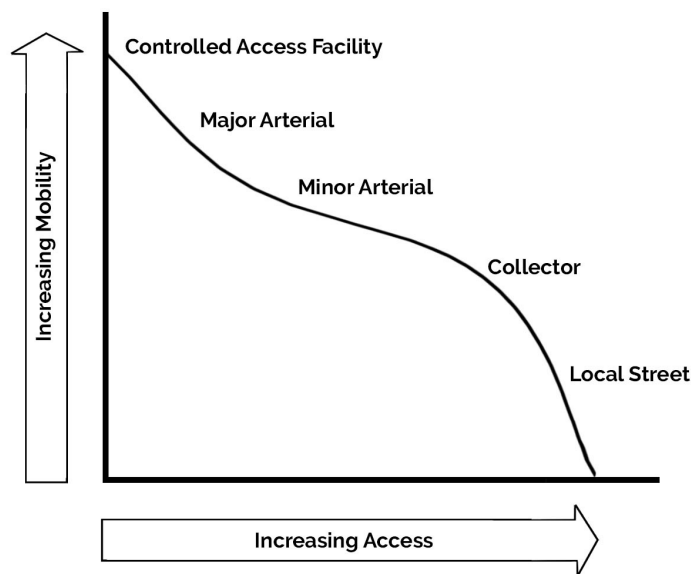


Figure 5.3 Mobility/Access Relationship

Source: KTMPO, updated Oct. 2012

(Adapted from Access Management Manual, Texas Department of Transportation, revised June 2004.)

Table 5.1 Roadway Classifications

Roadway Classification & Function	Examples
<p><i>Interstate Highways and Freeways:</i> 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. At present, the speed limit on highways and freeways remains at 75 miles per hour in Nolanville.</p>	
<p><i>Principle/Major arterial:</i> The main function of major arterials is to provide connections between freeways and lower-level roadways within the city. They serve the main centers of activity and accommodate movement between various parts across urban areas. Major arterials are responsible for carrying high volumes of traffic entering and exiting urban areas, as well as through traffic consisting of special freight. In order to effectively distribute traffic and retain mobility, access to adjoining land is designed to be limited.</p>	
<p>Right-of-way width 120 feet (132 feet minimum if within 250 feet of an intersection with another arterial street). Paving width of 88 feet (112 feet minimum if within 250 feet of an intersection with another arterial street). Sidewalks are required on both sides of the street within the affected subdivision or lots. Builder/owner shall construct sidewalks in the Right-of-way adjacent to the lots, whether on the front, side or rear of the lots, before a certificate of occupancy is issued.</p>	<p>Figure 5.4 I-14 (US 190), Nolanville, TX <i>Photo by David Watson</i></p>
<p><i>Minor Arterial:</i> Minor arterials are also responsible for carrying a large portion of traffic and providing connection between freeways and lower level roads. They link cities and larger towns to form an integrated interstate and inter-county roadway network. 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.</p>	
<p>Right-of-way width of 100 feet. Paving width of 64 feet (88 feet minimum if within 200 feet of an intersection with another arterial street). Sidewalks are required on both sides of the street within the affected subdivision or lots. Builder/owner shall construct sidewalks in the Right-of-way adjacent to the lots, whether on the front, side or rear of the lots, before a certificate of occupancy is issued.</p>	<p>Figure 5.5 FM 439, Nolanville, TX <i>Source: Google Maps, 2020</i></p>
	<p>Figure 5.6 SPUR 439, Nolanville, TX <i>Source: Google Maps, 2020</i></p>

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

Minor Collector: Right-of-way width of 60 feet. Paving width of 36 feet. Sidewalks are required on both sides of the street within the affected subdivision or lots. Builder/owner shall construct sidewalks in the Right-of-way adjacent to the lots, whether on the front, side or rear of the lots, before a certificate of occupancy is issued.

Major Collector: Right-of-way width of 80 feet. Paving width of 48 feet (60 feet minimum if within 100 feet of an intersection with an arterial street). Sidewalks are required on both sides of the street within the affected subdivision or lots. Builder/owner shall construct sidewalks in the Right-of-way adjacent to the lots, whether on the front, side or rear of the lots, before a certificate of occupancy is issued.



Figure 5.7 Avenue H, Nolanville, TX

Source: <https://kpaengineers.com/portfolio-item/ave-h-roadway-improvements/>

Local /Residential Street: These offer the lowest level of mobility but the highest access. 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.

Right-of-way width of 50 feet (60 feet is required when conditions are met to exempt curb and gutter). Paving width of 31 feet. Sidewalks are required on both sides of the street within the affected subdivision or lots. Builder/owner shall construct sidewalks in the Right-of-way adjacent to the lots, whether on the front, side or rear of the lots, before a certificate of occupancy is issued.



Figure 5.8 N Main St., Nolanville, TX

Photo by David Watson

Table 5.2 Nolanville Roadway Classifications & Speed Limits

Roadway Classification	Road	Speed Limit (mph)
Controlled Access Arterial	I-14/US 190	65 mph
Major Arterial	FM 439	65 mph
Minor Arterial	SPUR 439	30-45 mph
Major Collector	Avenue H	25 mph
Local Street	N Main St.	25 mph

ANNUAL AVERAGE DAILY TRAFFIC

The speeds and classifications of the streets are determinants in defining the traffic-bearing capacity of any roadway. When evaluating the transportation system and areas of improvement, it's important to take note of the Annual Average Daily Traffic (AADT) provided by TxDOT. These data show that the I-14 has the highest traffic volume flowing through Nolanville. Moving through Nolanville, the AADT for 2018 is 46,850 and going toward Harker Heights the AADT of 58,065. On Nolanville's smaller roadways, 2018 AADT statistics are as follows:¹⁴

- FM 439 - 8,498
- W. Avenue I - 3,837
- N. 7th St. - 4,443
- Main St. at the BNSF intersection - 9,354
- Main St. on the other side of I-14 - 3,450

CRASH FREQUENCY

This analysis investigates the number of crashes in Nolanville from 2015 to 2018. Every year, TxDOT collects data on crash rates. In 2019, Nolanville experienced .019 crashes per capita, which falls in between the per capita crashes of neighboring cities. Killeen had an average of .015 crashes per capita and Harker Heights had .062 during 2019. Combined, the three cities experienced an average of .096 crashes per capita.

MODES OF COMMUTE

As is for most of Texas, the primary mode of commute for people remains private automobiles. The most common mode of transportation is driving alone in a personal vehicle while others carpool, commute via motorcycle, bicycle, or through other means as seen in Table 5.3. It should be noted that in 2018, 82.7% of workers drove alone, followed by carpool (10.2%), and those who worked at home (3.9%).¹⁵

Table 5.3 Mode Share for Nolanville (2013-2017)

Mode of Transportation	2013	2014	2015	2016	2017
Bicycle	0	0	0	0	0
Carpool	309	267	199	172	207
Drove Alone	1,359	1,409	1,411	1,546	1,766
Motorcycle	5	6	0	19	17
Public Transit	0	0	0	0	0
Taxi	0	0	0	0	0
Walk	27	48	52	43	45

Source: 2018 ACS 5-year Estimates; <https://datausa.io/profile/geo/nolanville-tx>

PUBLIC TRANSIT

U.S. Census data indicates that residents are not using public transportation for commuting. To understand this behavior, it is vital to examine the three ‘A’s’ in public transportation: availability, accessibility, and affordability.

Currently, Hill Country Transit District (HCTD) serves the city, which operates ‘The HOP,’ a regional public transit system. Bus stops serving Nolanville are located on the frontage roads of I-14 near Main Street. The service runs once every two hours directionally on weekdays only and this could be a deterrent due to the limited availability. The HOP map and timetable can be found on the HOP website, www.takethehop.com. It also shows a potential lack of ‘reach,’ or connectivity and increased time-cost which could also be a factor for people choosing to drive instead of public transit. Notably, the HOP also provides Americans with Disabilities Act (ADA) paratransit services on an on-call basis.

RAIL TRANSPORTATION

Another important element to note is the railroad running along I-14 — owned by the BNSF Railway — however it does not provide service to Nolanville. 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 as many as three 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 I-14.

Figure 5.9 Railroad Tracks in Nolanville

Photo by David Watson

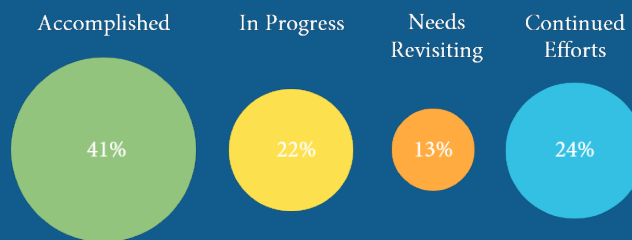


AIR TRANSPORTATION

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.

PROGRESS SO FAR

Nolanville has worked hard to improve a wide variety of transportation aspects, completing 41% of the original tasks set forth in the 2015 Comprehensive Plan. The City was able to develop a list of roads in Nolanville as well as a maintenance and improvement schedule, additional sidewalks have been constructed which greatly improves walkability, and bus shelter facilities have been installed at selected public transit stops. To view a comprehensive list of completed projects, see Appendix IV.



KTMPO PROJECTS

Figure 5.10 details a range of projects planned from the KTMPO in order to improve Nolanville’s connectivity and safety in the city’s roadway and trail system. Some of these projects include constructing ADA bicycle and pedestrian pathways, reconstructing the Old Nolanville Road bridge and adding multi-use trails, adding bike lanes to existing roadways, and expanding and improving roadways. Project IDs, names, and descriptions can be seen in detail in Table 5.4.

Because of the City’s efforts in maintaining the beauty in the tree canopies that line Old Nolanville Road and Main Street and KNB streetscaping, clean up, and anti-litter campaigns, Nolanville received Scenic City Designation. Additionally, the City received the Governor’s Community Achievement Award in 2018.

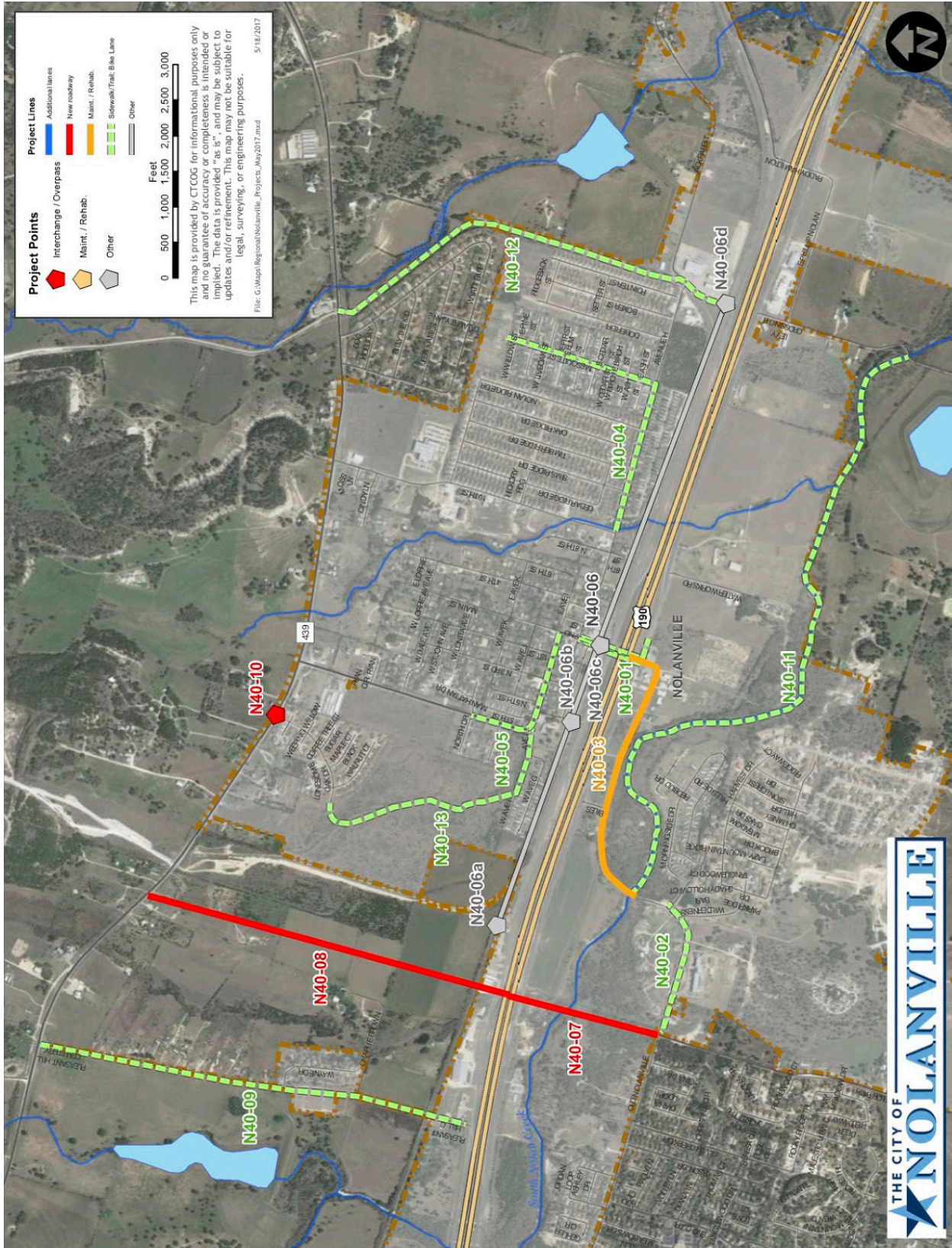


Figure 5.10 KTMPO Nolanville Projects
Photo Courtesy of the City of Nolanville

Table 5.4 KTMPO Projects in Nolanville

KTM-PO ID	Project Name	Project Limits	Project Description
N40-01	Main St. Connectivity	Ave I to US 190/I-14 Frontage Rd	Construct ADA bicycle and pedestrian pathways along Main St. and under US 190/I-14
N40-03	Old Nolanville Rd. Bridge Expansion & Bike/Pedestrian Project	Bridge on Old Nolanville Rd. to US 190/IH-14	Reconstruct bridge on Old Nolanville Rd. and add multi-use trail system, connecting to existing trail system
N40-04	Nolanville City Park Connectivity	Park (N. Mesquite) along Ave H to 10th St.	Construct ADA compliant sidewalks, ramps, and crosswalks
N40-05	FM 439 Spur Connectivity	Main St. to North Dr.	Construct 10 ft wide sidewalk, ADA ramps and sidewalks, and improve shoulders at Main St.
N40-06	Nolanville Railroad Crossing Safety	Pleasant Hill Cemetery Rd to Jack Rabbit Rd (4 RR Crossings)	Upgrade crossings for better connections and safety
N40-07	Warrior's Path Extension Phase I	Old Nolanville Rd to US 190/IH-14	Extend Warrior's Path to US 190/IH-14
N40-08	Warrior's Path Extension Phase II	US 190/IH-14 to FM 439	Construct 2 lane roadway
N40-09	Pleasant Hill Rd.	Lonesome Oak Dr. to Ave I	Construct Class 2, buffered on-street bike lane
N40-10	FM 439 Safety Improvements	FM 439 to Lonesome Oak Dr.	Add turning lane, shoulder expansion, and possible traffic signals/signs
N40-11	Nolan Creek Off System Trail	Bridge on Old Nolanville	Construct 10 ft multi-use trail bordering Nolan Creek
N40-12	Jack Rabbit Road Bike Thoroughfare	US 190/I-14 to FM 439 and through Park to School	Add Class 2 Bike Lanes on system

CEFCO BIKE REPAIR STATION AND BIKE RACK



To ensure the safety of bike routes, the City recently coordinated and partnered with CEFCO to install a bike repair station and bike racks for residents and visitors who frequently use the city's network of bike trails.

Figure 5.11 Bike Repair Station

Photo Courtesy of the City of Nolanville

SAFE ROUTES TO SCHOOL GRANT - OLD NOLANVILLE ROAD



Figure 5.12 Safe Routes to School sections

Photo Courtesy of the City of Nolanville

Old Nolanville Road recently received funding through a TxDOT Safe Routes to School grant for \$481,270 with a 20% City match funded by the Street Maintenance Tax. The project stabilizes deteriorated roadway edges and expands the width with ribbon curb and rehabilitates and widens sidewalks adjacent to Nolanville Elementary School and the bus stop. Additionally, Old Nolanville Road was covered by 3" overlay funded through Street Maintenance Tax.



Figure 5.13 South Main St.
Photo by Kara Escajeda, City of Nolanville



Figure 5.14 North Main St.
Photo by Kara Escajeda, City of Nolanville

COMMUNITY FEEDBACK

Feedback from the community strongly indicates that there are opportunities to improve the City of Nolanville’s transportation network, which is likely to result in enhanced accessibility, economic vitality, and encourage multimodal activities.

- Current condition analysis outlines a need for expanded transit and paratransit services to include additional routes, fixed stops with shelters, and expanded services for socially vulnerable populations
- The residents have strongly expressed interest in diversification of modes through development of bike and pedestrian infrastructure.
- The City also found appeal in smart technological advancements in transportation.

RECOMMENDATIONS



Safe and Equitable Transportation Network

Safety in transportation is a multi-dimensional concept which often focuses on mitigating crashes and is disproportionately focused on automobiles. However, an inclusive transportation system considers all modes of transportation. To accomplish this, the City will work to provide safe and equitable transportation for all residents and users of Nolanville.

While a roadway maintenance plan has already been created and implemented, the City should continue to conduct roadway inventory assessments. Such an inventory enables the City to monitor the conditions and plan for maintenance of existing roadways. To ensure this plan is being implemented effectively, the City should continue to address and update the prioritized list of roads in Nolanville with a schedule for maintenance and improvements. The planning team also recommends that the City execute a cost-benefit analysis to undertake maintenance of Jack Rabbit Flat Rd. which was annexed by the City in 2017.

Traffic calming measures are one of the most popular and cost effective ways of incorporating safety in transportation systems. It includes both physical design methods and techniques as well as interventions such as installation of traffic signals and signages. Because of high traffic roadway assessments and community feedback, Nolanville should install appropriate traffic calming measures/devices at selected locations in residential areas, and on FM 439 in the northern split.

It is important to note the progress that has been made toward improving traffic network safety. The City recently made changes to the subdivision ordinance to allow for narrower streets and sidewalks with the intention of reducing long term maintenance of wide roads and the slowing of neighborhood traffic.

It is important to ensure the safety of pedestrians, bicyclists, and motorists while they use the city's transportation network. To accomplish this, the City needs to consider incorporating traffic calming measures along selected corridors and intersections. One desire of the City is to install additional traffic signals at certain intersections. One such intersection is at FM 439 split north of the city. Nolanville needs to coordinate with the Texas Department of Transportation (TxDOT) on the warrants for this traffic signal. The planning team also recommends that the City implement low-speed zones, speed bumps, chicanes, and diversions in residential areas and around community facilities as an additional method of enhancing the community's safety.

The railway line is a small part of an intricate network. Analyzing current conditions, it is evident that heavy freight movement in the city is a concern and needs to be addressed. 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 cement trucks from the quarry and trains.

In Nolanville's context, an important variable in mobility and safety concerns is the rail corridor. The rail track divides the city into north and south precincts, limiting access at times. Some concerns surrounding emergency vehicle access have been raised time and again by Nolanville's residents. While the BNSF Railroad does not provide service to Nolanville, it does run along I-14 through the city. In this corridor, it is common for there to be increased traffic at times when the train passes through. The City needs to coordinate with BNSF Railway and consider and implement strategies to ease mobility in relation to the rail corridor. One solution that is recommended for the City is to ensure the clearance of the Main Street grade crossing providing access, specifically for emergency vehicles. Another option is to look into developing a train prediction model and its implementation. Within the rail corridor, appropriate signage is of the utmost importance because it ensures driver and pedestrian awareness of incoming trains. The planning team recommends that the City improve signage at Railway crossings, specifically near Wayne Dr.

For the past year, regional partners have discussed the development of a high-speed train that will run from Dallas to Houston. The project, which is being designed, constructed, and financed by Texas Central, will give Texans the opportunity to travel more easily between the two major cities. ¹⁶This could open up increased commerce with Dallas or Houston. Therefore, the City should monitor the progress of the High Speed Rail Project and coordinate with the HOP to operate transit services to the train depot twice a day upon completion of the train.

Many community members and City Staff stated the need and desire to eliminate freight from roadways within the city, so it is recommended that Nolanville explore different options to remove heavy freight from the city. The City should continue to monitor the feasibility of taking over the FM 439 Spur from TxDOT to eliminate heavy truck traffic. The City can also remove freight traffic from city limits through modification and establishment of designated routes. There are two options that have been identified as possible truck routes, so the planning team recommends that the City look further into these options: design and implement 'Warrior's Path Rd. extension' or 'Jack Rabbit Flat Rd' to minimize congestion and bypass heavy trucks and freight. Option one, Warriors Path Phase III, which would link the interstate to FM 439 through the current private road, and Jackrabbit Private Road to FM 439 to alleviate traffic on FM 439.



Figure 5.15 Jackrabbit Road & Avenue H Intersection, Railroad Spur Crossing in Nolanville

Photo by David Watson



Figure 5.16 Truck traffic on Spur 439
Photo Courtesy of the City of Nolanville

NOLANVILLE FREIGHT TRAFFIC

Nolanville currently has issues with freight traffic within the city, creating safety and maintenance issues on Spur 439, specifically. 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 I-14. 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. Cement trucks headed to the quarry can use an alternate route to I-14 west of Nolanville to access the highway eastbound. The proposed route is to take Spur 439 west from the quarry and FM 3219 south to I-14, where it can be accessed eastbound or westbound.



Figure 5.17 Truck traffic on Spur 439
Photo Courtesy of the City of Nolanville



Roadway Maintenance and Upgrades

Community members and City Staff assert that particular emphasis should be given to upgrading roadway infrastructure to accommodate users of all ages. Prior to designing new roadways or planning for an upgrade for an existing road, projections of future development and densities, estimates of future traffic volumes, appropriate functional classifications, and design speeds must be determined. For any community, it is important to consider the impacts to neighborhoods when planning new or upgrading existing roadways. With all of this in mind, Nolanville shall prioritize the maintenance and upgrades to the existing roadway infrastructure of Nolanville.

A fully integrated comprehensive plan, which includes coordinated land use and transportation plans, should be reviewed regularly to provide a rationale for transportation and land use decisions. One of the best practices in transportation policy and design is a Complete Streets Strategy. 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.

Complete Streets policies should be adopted by the City of Nolanville to advance its overarching goals of delivering safe, equitable, and convenient transport for users of all ages, incomes, and abilities. The City should design prioritized roadways as Complete Streets (identified below). Such design policies would include, but are not limited to, bicycle and pedestrian infrastructure, LID materials, landscape elements, and street furniture. While there may be other roadways within Nolanville that could benefit from upgrades, the planning team recommends implementing Complete Streets policies along the following roadways and areas:

- FM 439 SPUR
- Pleasant Hill
- Avenue H
- Avenue G
- West Avenue I
- Warrior's Path
- Mesquite St.
- Tenth St.

The streetscaping strategies should also include smart lighting, planting buffers for walkways and bike lanes and stations, pollinator strips, and linear park and gathering spaces. Connected, accessible, and attractive roadway design and greenscaping is an effective way to attract residents and visitors into specific areas of the city. In order to draw consumers into the Downtown Overlay District, the City should focus on increasing walkability and utilizing streetscaping efforts such as maintaining sidewalks, planting trees, installing benches, and trash cans, specifically along Avenues G and H. An important improvement for Nolanville is the addition of streetlights to enhance pedestrian and vehicular safety.

Therefore, the City should budget for at least 5 new LED street lights and installations per year until 2030. Priority areas include Mesquite St., Main Street District, and parks. By implementing LED, the City can save energy and reduce costs as well as reduce light pollution and night glow.

Along with upgrading existing roadways and sidewalks, the maintenance of those networks is equally important. This year, the City accomplished the task of creating a prioritized list of roadways and a schedule for their maintenance and improvement as recommended in the 2015-2030 Comprehensive Plan. According to the plan, it “provides a guide for assessing and prioritizing road maintenance activities in the City of Nolanville for the purpose of budgeting and ensuring equitable improvement of infrastructure.”¹⁸ To build upon that inventory, the planning team recommends that the City develop new maintenance plans for longterm care of the sidewalk network and street-scaping. This should include a regular maintenance plan for sidewalk infrastructure and a Street Tree Plan to maintain trees along existing and proposed trails and sidewalk networks and monitor its progress and maintenance.



COMPLETE STREETS

According to Smart Growth America, “Complete Streets are streets for everyone.” They are streets designed to enable safe use and support mobility for all users, including people of all ages and abilities; regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of transportation networks. Complete Streets help balance the needs of different modes and support local land uses, economies, cultures, and natural environments.¹⁷

One of the ENDEAVR teams presented their ideas for how Nolanville can implement complete streets policies throughout the transportation system. During their presentation to the City, they explained the benefits of Complete Streets, including:

- Bolstering economic growth and stability by providing accessible and efficient connections
- Improving safety
- Encouraging active lifestyles for people of all ages
- Addressing transportation issues
- Improve air quality

These designs include bike lanes, side walks, signage and street lights, and green infrastructure that helps to beautify the roadways as well as mitigating flood hazards.

Complete Street strategies are highly contextual and vary by the community. A one size fits all approach is almost never an answer for such concepts. A recommended Complete Streets conceptual design for Nolanville is shown in Figures 5.18 and 5.19, demonstrating the important elements in designing roadways.

Specifically, these could be implemented in the neighborhood accessed through Mesquite St, one of Nolanville’s critical areas that has been identified as needing significant attention. This neighborhood is significant because of the lower quality of the road as well as lack of any pedestrian or bicycle infrastructure. Mesquite Street, the main thoroughfare in the Plaza, is connected to Pointer, which is called Gold Star Ave. 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.

These designs effectively show 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.

These elements can be applied in street design in Nolanville as it moves forward in revitalizing its downtown and neighborhood areas. Additional green and blue infrastructure concepts such as bioswales and permeable pavements can be incorporated wherever desired and permissible as per city budget. These infrastructure elements are explained in further detail in Chapter 7: Community Facilities.

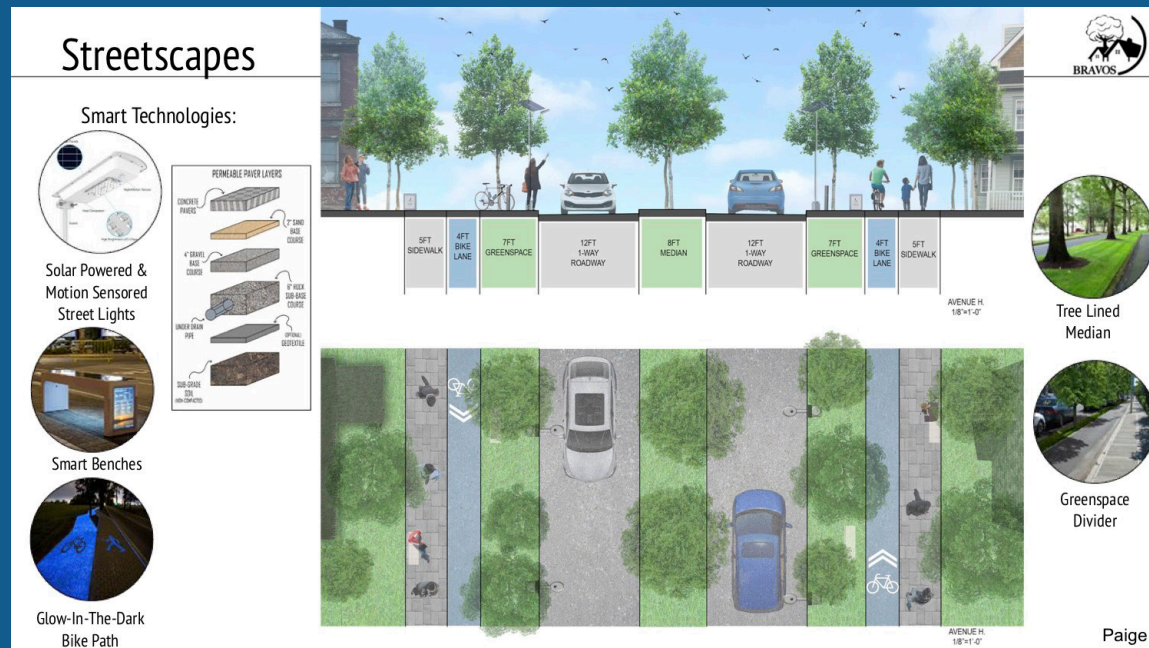


Figure 5.18 Complete Streets Design
Source: ENDEAVR Team Bravos; Paige Kolupski



EXAMPLES OF WALKWAY AND STREETSCLAPING DESIGNS

The following examples can be used by the City of Nolanville to model its walkway and streetscaping designs that would not only help make the city more visually attractive, but also safer for pedestrians, specifically.



Figure 5.20 Planter Boxes and sidewalk separation from roadway in Lexington, KY

Source: <https://www.mkskstudios.com/projects/lexington-downtown-streetscape>



Figure 5.21 Streetscaping Project 2017 in Downtown Midland, MI

Source: <https://www.ourmidland.com/news/article/Dig-In-Midland-Work-on-9M-downtown-11149178.php#item-85307-tbla-4>

Connectivity and Accessibility

A complete and equitable transportation network should be focused on connectivity and accessibility for all modes. Therefore, the City will enhance connectivity and accessibility while considering the future development needs of Nolanville.

Direct new development via revisions in subdivision ordinances to provide enhanced connectivity and rezone newly annexed areas to support transportation integration. There are several existing neighborhoods that lack efficient connectivity, so to ensure future connectivity, it is recommended that the City maintain the requirement for new residential subdivisions to provide street connections to all existing and approved but not-yet-built streets at the edge of the subdivision plan. The following are recommendations the planning team has provided related to Subdivision Ordinance Amendments:

- Amend Subdivision Ordinance to require new residential subdivisions to provide street connections between every 1000 to 1200 feet (~¼ mile) along portions of the perimeter that border developable land.
- Enforce pedestrian access to the city-wide trail system as per the amended Subdivision Ordinances (as proposed in the Thoroughfare Plan).
- Amend Subdivision Ordinance to require new residential subdivisions to provide intersecting street connections 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).
- Enforce thoroughfare plan for new developments that provide linkage to bike/pedestrian systems.
- 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.

The planning team recommends that Nolanville revisit subdivision ordinances to incorporate proper and clear ingress and egress regulations. According to TxDOT, “Ingress refers to the right to enter a property, while egress refers to the right to exit a property. For example, a driveway provides ingress and egress from roadways to houses and businesses.”¹⁹

Additionally, in 2017, the City annexed new areas of land into the City, so in order to effectively and efficiently use those areas, the City needs to ensure that the newly annexed areas (commercial land areas) are appropriately rezoned.

To allow for accessibility to community facilities and businesses, there needs to be an adequate amount of parking availability, including ADA parking, and alternative transportation options. In order for Nolanville's facilities and businesses to be more accessible, the City needs to create additional parking facilities and alternative transportation in select locations around critical community facilities. Community members stated their need for additional parking around the city's schools, for example. To accommodate this, the City needs to work with the school district to provide clear designated parking for staff and additional 15-minute parent/visitor parking spots behind Nolanville Elementary School. These and other additional parking facilities can be constructed through various means, including alternative options, such as permeable pavers, bricks, gravel, and cement.

To accommodate overflow demand during special events, the City should establish a plan to convert regular lanes to temporary parking lanes near city parks and other facilities with low traffic. Because users will park in these temporary facilities and walk to the event or destination, these temporary parking spaces should be away from heavy traffic to ensure the safety of those utilizing them.

Some smaller communities, including Rockport, Texas, have permitted the use of golf carts and other smaller vehicles within downtown areas and neighborhoods. These can be of use during community events or, for example, those who live within a shorter distance to community facilities and shops within downtown Nolanville. If Nolanville is considering allowing these and other slow moving vehicles within the downtown district, the City should conduct pilot testing for street safe golf carts as transportation before permitting their use on city streets.

While personal vehicles are the most common mode of transportation in Nolanville, there are still those who may not own a vehicle or do not have a valid driver's license. Because of this, it is important that the City identify potential public transit stops, prioritizing areas near community and medical facilities in order to increase access to vital services and programming. It is important to have an understanding of the transportation needs of vulnerable populations, so it is recommended that the City conduct a survey to understand the need for shuttle services for special needs groups including senior citizens, veterans, and people with disabilities. Another option to provide transportation to vulnerable populations or those who lack personal transportation is to develop a funding plan to facilitate on-call transit services to nearby health facilities within 20 mile radius.

As a means to provide transportation opportunities in emergency situations and to expand access to Department of Health and Human Services (HHS) facilities, the City should work with Hill Country Transit, County Emergency Managers, and Fire Department to place transit stops at designated emergency shelters for socially vulnerable populations. Additionally, the City should work with Hill Country Transit and HHS providers to place transit stops at HHS facilities.

One specific recommendation for expanding access to the HOP is to coordinate with Hill Country Transit to reroute Fixed Route 200. For example, the route can enter Nolanville from I-14 on Jack-rabbit Flat Road and make stops between Mesquite St. and Downtown Nolanville before continuing to the Harker Heights Walmart via Old Nolanville Rd.

ROCKPORT, TX ORDINANCE: REQUIREMENTS OF OPERATING GOLF CARTS AND NEIGHBORHOOD ELECTRIC VEHICLES IN ROCKPORT - CITY ORDINANCE ARTICLE VI²⁰

Golf carts and neighborhood electric vehicles (NEV) are permitted within Rockport's city limits. However, the City has established specific laws and restrictions in order to ensure the safety of those operating these vehicles, operators of traditional vehicles, and pedestrians. Drivers of golf carts and NEVs must comply with state and local laws.

Rockport has established specific areas in which operation of these slower moving vehicles are permitted, including master planned communities and neighborhoods, public or private beaches, and roadways for which the speed limit does not exceed 35 miles per hour. Golf carts and NEVs are only permitted for use during the daytime and not more than two miles from the location it is usually parked and for transportation to or from a golf course.

Operations of these slower moving vehicles are prohibited on the State Highway System including Farm to Market Roads, regardless of the speed limit. Additionally, golf carts and NEVs are not to be driven on sidewalks or hike and bike trails within the corporate boundaries of the city.

The City has set up certain requirements for the operation of these vehicles. Golf carts and NEVs are subject to yearly state inspection, like any other motor vehicle, and the inspection sticker must be attached to the rear of the vehicle. As with any other motor vehicle, operators must be covered by insurance and have a valid driver's licence. The City added additional requirements to ensure safety. The vehicle must have:

- Headlamps
- Tail lamps
- Reflectors
- Parking brake
- Mirrors
- Turn signals
- A "slow moving vehicle" reflective triangle attached to the rear
- Seat belts
- A flag on a six-foot pole attached to the rear of the vehicle
- All equipment must be verified and inspected by the Rockport Police Department

Safety is of the utmost importance, so these requirements and expectations have been implemented to ensure public safety and create an accessible environment for all residents and visitors.

Complete and accessible sidewalk infrastructure can provide the last-mile connectivity with other modes of transit. At present, sidewalk coverage is limited throughout the city. However, since 2015, the City has invested in sidewalk infrastructure, constructing sidewalks along Main Street, Ave H and around schools.

Many residents stated their desire for more pedestrian and bicycle connectivity throughout the city. Because of this, the planning team has provided recommendations in order to provide safe and efficient multimodal connectivity throughout the city to encourage pedestrian and bicycle travel.

The City has already started the process of expanding Nolanville's sidewalk network. However, there are several others that are recommended to enhance the city's connectivity. First, the City should add sidewalks in business areas and consider connecting them to community facilities and transit areas. Community feedback revealed that many of Nolanville's residential areas are lacking in safe pedestrian connectivity, so it is recommended that the City install sidewalks along the Spur and identify pedestrian and bike connections between 6th and 10th St. In addition to these specified areas, the City should survey the remainder of the roadway network and identify further areas that are in need of sidewalks, and beginning with high priority areas, new sidewalks should be added throughout the city.

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 schools. 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. As a means for encouraging healthy lifestyles and alternative modes of transportation, it is important to provide designated bike lanes and trails to ensure safety of cyclists, pedestrians, and motorists. First, the City should develop a city-wide trail system to support healthy and active living, starting with Pecan Trail, Wildwood Trail, and Nolan Creek. In addition, the following are recommendations for dedicated walk and bike paths to be considered:

- 10th St.
- S. Main St.
- Bella Vita Dr.
- From the dead end of North Main St. to the land between SPUR 439
- From Dale through land between 6th and 10th St.

The planning team also has provided a list of roadways on which to implement Class I, II, and III Bicycle Facilities within the city, along with class explanations, which can be found in Table 5.4. This table shows three types of recommended bike facilities that can be implemented in Nolanville depending on use and traffic volume. The City should not stop here, however. It is recommended that the City identify gaps from previous implementation to strengthen the network and consider grants that fund sidewalks and other multi-modal transportation paths such as the Safe Route to School grant (TxDOT).



Figure 5.22 Sidewalk Project along Old Nolanville Rd
Source: ENDEAVR Team Bravos; Chris Davila



Figure 5.23 New sidewalks along Old Nolanville Rd.
Source: City of Nolanville; 2019 State of the City Presentation

Table 5.5 Bicycle Facilities: Class I, Class II, Class III

		Recommended Facility Locations
	<p>Class I: Physically Protected Paths (Trails) Class I Facilities provide the safest option for cyclists and are generally wider to accommodate cyclists and pedestrians. These are separated from the roadway network and are unaffected by traffic noise, motor vehicles, and parking.</p>	<p>From the West end of Avenue I in the northwest direction along the tree line to the south end of Lonesome Oak Dr.</p>
<p>Figure 5.24 Bike Trail; Class I Bike Facility Source: https://www.dallasparks.org/149/Trails</p>		
	<p>Class II: Buffered On-Street Bike Lanes Class II Facilities are separated by painted buffers on the ground, support higher riding speed, and more easily accommodate cyclists with varying experience levels. These provide a slightly higher risk for cyclists as it can be easier for either cyclists to veer off their path or for motorists to veer into the bike lane. Suggested 5 ft. minimum on both sides with a 2 ft. buffer between the traffic and bike lanes.</p>	<p>FM 439 north of Nolanville Jackrabbit Flat Rd. Avenue H Old Nolanville Rd.</p>
<p>Figure 5.25 Example of Buffered/Physically protected Bike Lane Source: https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/</p>		
	<p>Class III: Standard Signed Routes Class III Facilities are low-cost, designated routes that are signaled by signage either along the roadway or “sharrows” that indicate the road is to be shared between cars and bikes. These facilities are more suitable for the experienced cyclist, not for young or inexperienced riders.</p>	<p>Lonesome Rd. Mesquite St. Nolan Ridge Dr. N. Main St. From Dale to Main St.</p>
<p>Figure 5.26 Example of “Sharrow,” Class III Bike Facility Source: http://commuteorlando.com/word-press/2013/06/01/why-we-need-to-watchdog-sharrow-placement/</p>		



Figure 5.27 Bike rack and pump outside the Nolanville Police Department
 Photo by David Watson

Other opportunities to enhance connectivity can be through constructing roadway extensions. In addition to the extensions listed previously as a means to eliminate freight traffic in the city, there are two other recommendations provided by the planning team to improve connectivity. First, the City should assess the feasibility of extending SPUR FM 439 behind City Hall to connect to the I-14 feeder road. Additionally, it is recommended that the City consider ways to improve connectivity between Old Nolanville Rd. and I-14.



Technology and Transportation

As part of transforming Nolanville into a Smart City, the City will incorporate emerging smart technologies into existing transportation planning efforts.

To do this, the City can explore the possibility of integrating Autonomous Vehicles (AV) as the city's future transportation alternatives for public transport options. The City should begin by integrating AV in future transportation policies. To accomplish this, it is necessary to plan for and identify shared routes and possible multi-modal stops that have opportunities for AV rideshare. In order to keep the stock of AV going, the City needs to equip the smart stops for autonomous vehicles with smart charging stations each with a capacity to cater to at least 2 vehicles at a time.



AV RIDESHARE

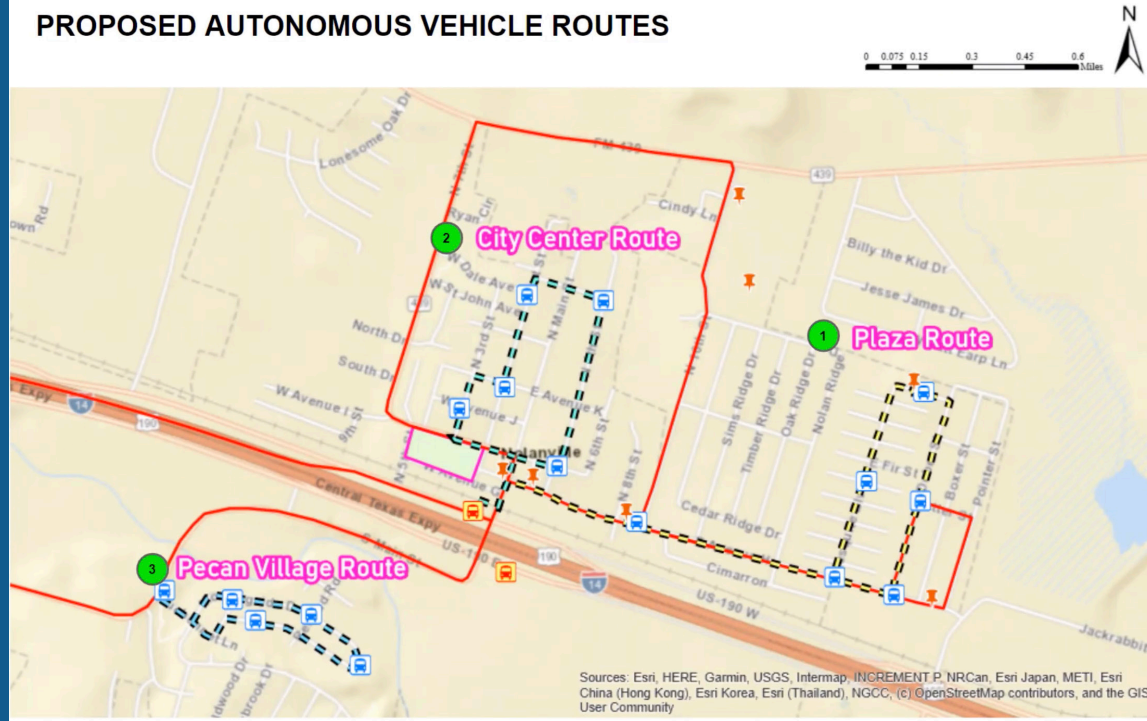


Figure 5.28 Proposed Autonomous Vehicle Routes

Source: ENDEAVR Project - Team Spark

Several groups from the ENDEAVR Project created autonomous vehicle routes for the community to consider implementing as the city transitions to incorporating AV rideshare programs.

The first group, Team Spark, proposed three routes that will serve various parts of the city. The priority areas include mobile and downtown single family districts, retail and community hubs, and highway access points. Their goal is to provide adequate transportation to meet the needs of all community members, especially vulnerable populations.

Team Nolanville developed a proposed AV Shuttle Route, seen in Figure 5.29, with stops located within a 5 minute walking radius of popular destinations in the community. This team’s goal was to help Nolanville evolve from a small town into a smart community by implementing new streetscapes with the ability to incorporate autonomous vehicles in order to increase access to employment and community facilities, especially for those with limited or no access to personal vehicles. The dark blue circles on the figure are stops where an AV shuttle would be parked and be available when it is needed. The light blue circles are where the shuttle can stop and pick someone up but will not be permanently parked, waiting for someone to call it.

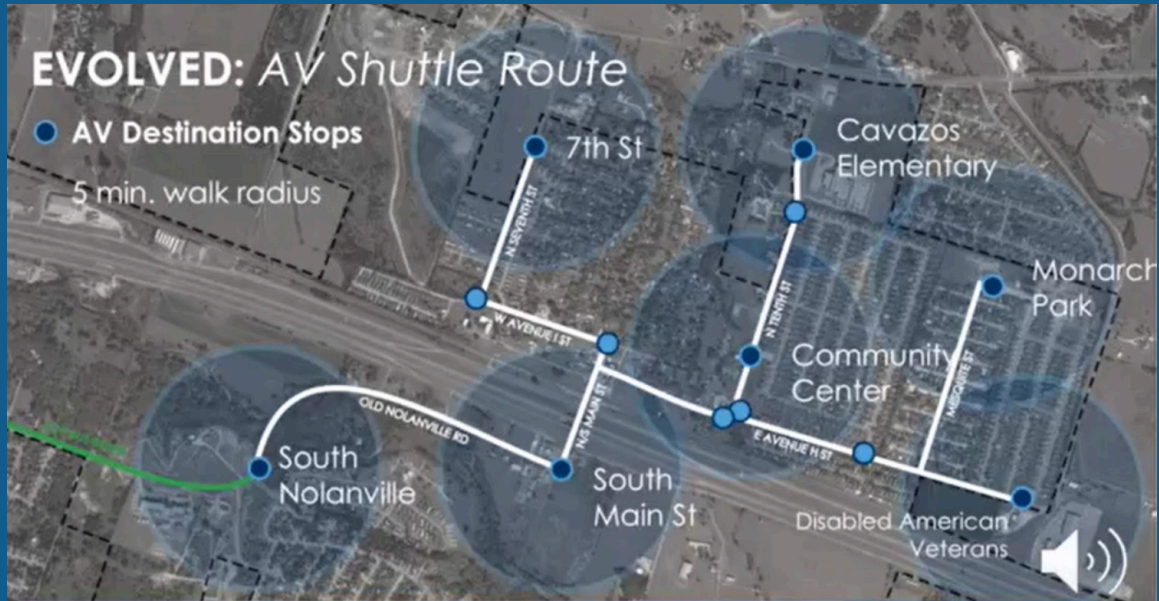


Figure 5.29 Proposed Autonomous Vehicle Routes
Source: ENDEAVR Project - Team Spark

IMPLEMENTATION TABLE: TRANSPORTATION

Objectives	Actions	Timeframe				Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration			More Targeted Planning
Goal 5.1 Provide safe and equitable transportation for all residents and users of Nolanville.												
Obj. 5.1.1 Conduct a roadway inventory assessment.	Action 5.1.1.1 Budget for already established road maintenance plan, update road conditions accordingly.	X									CM; PW; CC	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG)
	Action 5.1.1.2 Execute a cost-benefit analysis to undertake maintenance of JackRabbit Flat Rd. and facilitate adoption, if feasible.		X								CS; PW	BUILD Discretionary Grants; STBG
Obj. 5.1.2 Incorporate traffic calming measures along selected corridors and intersections.	Action 5.1.2.1 Coordinate with TxDOT on the warrants for a traffic signal at FM 439 split north of Nolanville.		X								CM; TX-DOT	BUILD Discretionary Grants; STBG
	Action 5.1.2.2 Implement low-speed zones, speed bumps, chicanes, and diversions in residential areas around community facilities.		X				X				CS; PW	BUILD Discretionary Grants; STBG
Obj. 5.1.3 Implement strategies to ease mobility in relation to the rail corridor.	Action 5.1.3.1 Look into developing a train schedule prediction model and its implementation.		X								CM	BUILD Discretionary Grants; STBG
	Action 5.1.3.2 Coordinate with BNSF railroad to discuss options to ensure the clearance of the Main Street grade crossing providing access to emergency services.										CS; PW	BUILD Discretionary Grants; STBG
	Action 5.1.3.3 Improve signage at Railway crossings on Pleasant Hill Rd. north of the access road.						X				CS; PW	BUILD Discretionary Grants, HSIP; Section 130; STBG
	Action 5.1.3.4 Monitor the progress of the High Speed Rail Project. Coordinate with the "HOP" to operate transit services to the depot twice a day.		X								CM	
Obj. 5.1.4 Remove heavy freight from the City of Nolanville.	Action 5.1.3.5 Improve safety lighting and quiet zone modifications.			X							CC; CM	BUILD Discretionary Grants, HSIP; STBG; TEAS
	Action 5.1.4.1 Continue to monitor the feasibility of taking over the FM 439 Spur from TxDOT to eliminate heavy truck traffic.		X								CS; PW	
	Action 5.1.4.2 Design and implement 'Warrior's Path Rd. extension' or 'Jack Rabbit Flat Rd' to minimize congestion and bypass heavy trucks and freight.						X				CS; PW	BUILD Discretionary Grants, HSIP; INVDEST 1.0; STBG

Objectives	Actions	Timeframe				Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration			More Targeted Planning
			X									
	Action 5.1.4.3 List Jackrabbit Private Road to FM 439 as a possible Truck Route to alleviate traffic on FM 439.		X								CS; PW	
	Action 5.1.4.4 List Warriors Path Phase III as a Truck Route to link the interstate to FM 439 through the current private road.		X								CS; PW	
Goal 5.2 Maintain and upgrade the existing roadway infrastructure of Nolanville.												
	Action 5.2.1.1 Design prioritized roadways identified below as Complete Streets; including but not limited to bicycle and pedestrian infrastructure, LID materials, landscape elements, and street furniture. 1) FM 439 SPUR, 2) Pleasant Hill, 3) Avenue H, 4) Avenue G, 5) West Avenue I, 6) Warrior Path, 7) Mesquite St., 8) Tenth St.			X				X			CS; PW	BUILD Discretionary Grants, HSIP; INVDEST 1.0; STBG
	Action 5.2.1.2 Implement streetscaping strategies such as smart lighting, planting buffer for walkways and bike lanes, pollinator strips, and bike stations along selected street sections identified in Action 5.2.1.1.			X				X			CS; PW	BFC; BUILD Discretionary Grants, HSIP; INVDEST 1.0; STBG; TEAs
Obj. 5.2.1 Adopt complete streets approach to improve the conditions of existing roadways.	Action 5.2.1.3 Draw consumers into the Downtown Overlay District through increasing walkability and streetscaping efforts such as maintaining sidewalks, planting trees, installing benches, and trash cans, specifically along Avenues G and H.			X				X			CS; PW; KNB	BFC; BUILD Discretionary Grants, HSIP; INVDEST 1.0; STBG; TEAs
	Action 5.2.1.4 Budget for 5 new LED street lights and installation per year until 2030. Priority areas include Mesquite St., Main Street District, and parks; implement LED to save energy and reduce costs, reduce light trespass and night glow.								X		CM; CS; PW	BFC; BUILD Discretionary Grants, HSIP; INVDEST 1.0; STBG; TEAs
Obj 5.2.2 Develop new city-wide maintenance plans for longterm care of sidewalk network and streetscaping.	Action 5.2.2.1 Develop a regular maintenance plan for sidewalk infrastructure.		X						X		CS; PW	BFC; BUILD Discretionary Grants, HSIP; INVDEST 1.0; STBG; TEAs
	Action 5.2.2.2 Develop a Street Tree Plan along existing and proposed trails and sidewalk networks and monitor its progress and maintenance.		X						X		CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP

Objectives	Actions	Timeframe			Action Type				Responsible Parties	Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard		

Goal 5.3 Enhance connectivity and accessibility considering future development needs of Nolanville.

Obj. 5.3.1 Direct new development via revisions in subdivision ordinances to provide enhanced connectivity and rezone newly annexed areas to support transportation integration.	Action 5.3.1.1 Maintain the requirement for 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			CS	BFC; BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP; WFC	
	Action 5.3.1.2 Amend Subdivision Ordinance to require new residential subdivisions to provide street connections between every 1000 to 1200 feet (~¼ mile) along portions of the perimeter that border developable land.		X					X				CS; P&Z	BFC; BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP; WFC
	Action 5.3.1.3 Enforce pedestrian access to the city-wide trail system as per the amended Subdivision Ordinances (as proposed in the Thoroughfare Plan).		X									CS	BFC; BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP; WFC
	Action 5.3.1.4 Amend Subdivision Ordinance to require new residential subdivisions to provide intersecting street connections 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				CM; CC; P&Z	BFC; BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP; WFC
	Action 5.3.1.5 Enforce thoroughfare plan for new developments that provide linkage to bike/pedestrian systems.		X						X			CS; PW	BFC; BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP; WFC
	Action 5.3.1.6 Revisit subdivision ordinances to incorporate proper and clear ingress and egress regulations.			X					X			CS; CC; CE	
	Action 5.3.1.7 Ensure rezoning of the newly annexed areas in 2017 is completed.		X					X				CS; P&Z; PW	

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
Obj. 5.3.3 Create additional parking facilities and alternative transportation in select locations around critical community facilities.	Action 5.3.1.8 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										CM; CC; P&Z	
	Action 5.3.3.1 Work with the school district to provide clear designated parking for staff and additional 15-minute parent/visitor parking spots behind Nolanville Elementary School	X										CS; ISD	
	Action 5.3.3.2 Establish a plan to convert regular lanes to temporary parking lanes near city park during special events to accommodate overflow demand.	X					X					CS; PW	
	Action 5.3.3.3 Conduct pilot testing for street safe golf carts as transportation within the downtown district.	X					X					CS; PW; PD	Grants for Buses and Bus Facilities; 5311; Job Access and Re-verse Commute Grants; Transportation for Elderly Persons and Persons with Disabilities
Obj. 5.3.4 Identify potential public transit stops, prioritizing areas near community and medical facilities.	Action 5.3.4.1 Conduct a survey to understand the need for shuttle services for special needs groups including senior citizens, veterans, and people with disabilities.	X										CS; PW	
	Action 5.3.4.2 Develop a funding plan to facilitate on-call transit services to nearby health facilities within 20 mile radius		X				X					CM; CC; PW	5311;
	Action 5.3.4.3 Work with Hill Country Transit, 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				FR; CM	
	Action 5.3.4.4 Work with Hill Country Transit and health and human services providers to place transit stops at health and human service facilities.		X				X					CM	

Objectives	Actions	Timeframe				Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration			More Targeted Planning
Obj. 5.3.5 Provide safe and efficient multi-modal connectivity throughout the city to encourage pedestrian and bicycle travel.	Action 5.3.4.5 Coordinate with Hill Country Transit to reroute Fixed Route 200. For example, route can enter Nolanville from I-14 on Jackrabbit Flat Road and make stops between Mequite St. and Downtown Nolanville before continuing to the Harker Heights Walmart via Old Nolanville Rd.		X			X					CM	
	Action 5.3.5.1 Add sidewalks in business areas and consider connecting them to community facilities and transit areas.		X			X					CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.2 install sidewalks along the Spur and identify pedestrian and bike connections between 6th and 10th Sts.		X			X					CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.3 Identify areas in need of sidewalks, and construct new sidewalks throughout the city, starting with high priority areas.		X				X				CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.4 Develop city-wide trails systems to support healthy and active living, starting with Peccan Trail, Wildwood Trail, and Nolan Creek.										CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.5 Construct a Class I bicycle facility from the west end of Avenue I in Northwest Direction along the tree line to the south end of Lonesome Oak Dr.				X						CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.6 Construct a Class II bicycle facility on FM 439 north of Nolanville, Jackrabbit Flat Rd, Avenue H, and Old Nolanville Rd.			X							CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
Action 5.3.5.7 Construct a Class III bicycle facility on Lonesome Rd., Mesquite St., Nolan Ridge Drive, North Main St., and From Dale to Main.			X							CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP	

Objectives	Actions	Timeframe				Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration			More Targeted Planning
Obj. 5.3.6 Enhance connectivity by constructing roadway extensions.	Action 5.3.5.8 Design and implement bike paths along 10th St., S. Main St., and Bella Vita Drive. Also, identify gaps from previous implementation to strengthen the network		X		X	X					CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.9 Create a walk/bike path connection from dead end of North Main Street to the land between Spur 439 and 10th St. and from Dale through land between 6th and 10th St. to enhance the vibrancy of Main Street and Downtown.		X		X	X					CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Action 5.3.5.10 Consider grants that fund sidewalks and other multi-modal transportation paths such as the Safe Route to School grant (TxDOT).		X								CS; CM	
	Action 5.3.6.1 Assess the feasibility of extending SPUR FM 439 behind city hall to connect to feeder road.		X								CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
Goal 5.4 Incorporate emerging smart technologies into existing transportation planning efforts.	Action 5.3.6.2 Connectivity between Old Nolanville Rd. and Interstate 14.				X	X					CS; PW	BUILD Discretionary Grants; Surface Transportation Block Grant Program (STBG); STP
	Obj. 5.4.1 Explore the possibility of integrating Autonomous Vehicles as the city's future transportation alternatives for public transport options.		X			X					CS	
	Action 5.4.1.1 Complete the integration of Autonomous Vehicles in future transportation policies.		X			X					CS	
Obj. 5.4.1.2 Finalize the shared routes and possible multi-modal stops that have opportunities for AV rideshare			X			X					CS	
	Action 5.4.1.3 Equip the smart stops for autonomous vehicles with smart charging stations each with a capacity to cater to at least 2 vehicles at a time		X			X					CS	

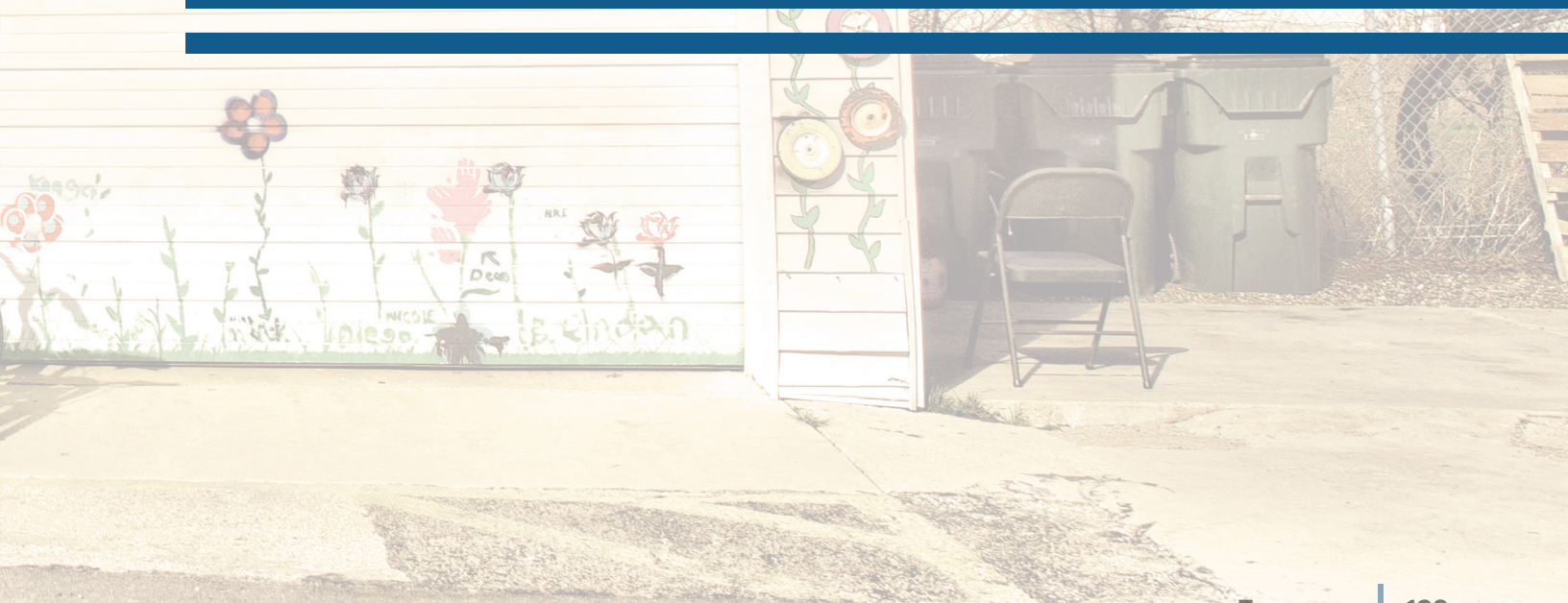


Figure 6.1 Local Business, King Of the Mountains Cyclery
Photo by David Watson



ECONOMY

Economic development is an important aspect of community development as the economy is the basis for supporting growth. It 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. By supporting local businesses, being an inviting location for new businesses, and capitalizing on the City's strengths, Nolanville can ensure its stability for future generations.



OVERVIEW

Similar to traditional public spaces, economic development can also provide citizens with enriched community life, because local businesses and restaurants are public places where the community can convene, shop, and eat together.

EXISTING CONDITIONS

INDUSTRY DISTRIBUTIONS

As of 2017, there were 257 jobs in Nolanville. Figure 6.2 shows the number of jobs located by sector in Nolanville. The top three industries, based on the number of jobs they provide, were Retail, Transportation & Warehousing, and Construction. Other significant sectors included Accommodation & Food Services, Arts, Entertainment, and Recreation, and Utilities, as well as Public Administration. Several sectors reported no jobs, including Agriculture, Mining and Oil and Gas, Manufacturing, Wholesale Trade, Information, Finance and Insurance, Management of Companies, and Education. Nolanville residents would need to leave the city to access these services.

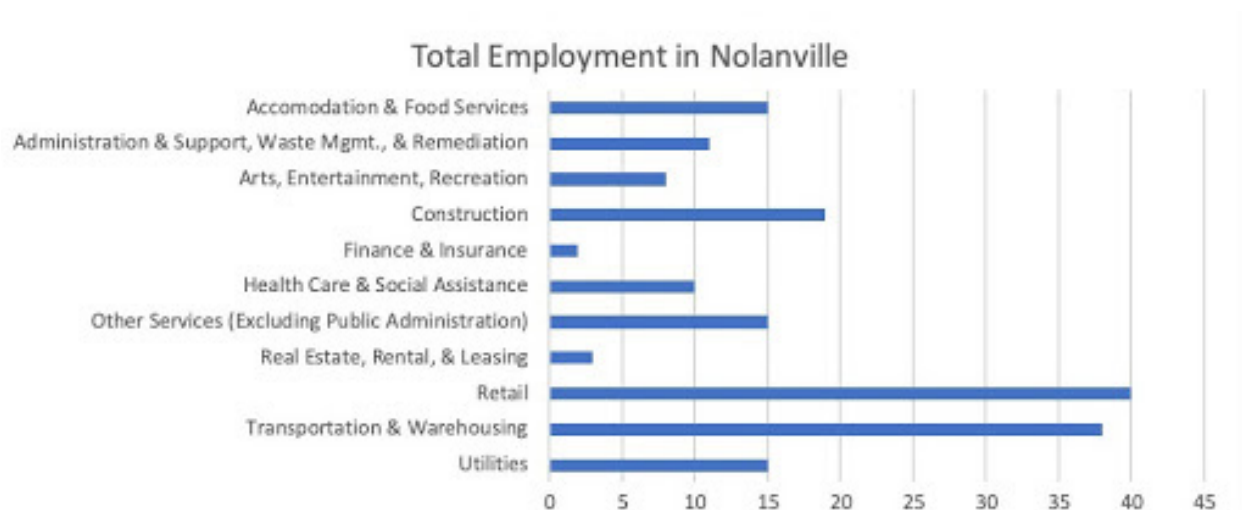


Figure 6.2: Total Jobs Located in Nolanville, by Industry

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2015

Nolanville has relatively high employment growth in Accommodation and Food Services and Retail, suggesting that its location between Killeen and Temple along I-14 and the growth of the Mid-Texas area may be of particular advantage for these sectors.

Bell County's greatest employment share is in Health Care, followed by Retail, Educational Services, and Accommodation and Food Services. These sectors have the greatest potential for exporting by offering services to visitors from other parts of Texas or the nation.

The top industries in the state, just like in Bell County, are Health Care, Retail, Education, and Accommodation and Food Services.

TAX REVENUE

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.

BASIC AND NON-BASIC INDUSTRIES

The location quotient (LQ) can be calculated to assess the importance of various local industries and their capacity to serve local needs and draw in outside customers. LQ is the ratio, calculated for each sector, of that sector's percentage of local employment divided by the percentage of employment in that sector in a larger jurisdiction. The larger jurisdiction (typically the state or nation as a whole) is used as a reference. The LQ identifies the industries or occupations that stand out in a regional economy compared to the national average. It classifies industries into two categories: 'basic' and 'non-basic.' The City and County LQ and basic employment information can be seen in Table 6.1, located in Appendix III.

An LQ greater than 1 indicates a basic industry, while an LQ less than 1 indicates a non-basic industry. Basic industries provide services or products to people outside a community or to another industry, bringing income to and spurring growth in the local economy. Non-basic industries produce goods and services primarily for local consumption.

When non-basic industries do not meet local demand within a certain sector, those goods and services are imported and consumers go elsewhere; in other words, there is business leakage.

Apart from employment, basic or non-basic classification is sometimes based on industry type. An example of a basic industry would be a local fruit orchard that ships products to outside communities. Non-basic industries commonly include businesses such as hair salons or restaurants, which tend to attract fewer customers from outside the local area.

Table 6.2 Basic Industries for Nolanville, 2017

NAICS Industry	Location Quotient
Other Services (excluding Public Administration)	6.54
Utilities	6.14
Transportation and Warehousing	4.46
Arts, Entertainment, and Recreation	3.86
Public Administration	3.07
Retail Trade	1.71
Real Estate and Rental and Leasing	1.63
Construction	1.17

Source: U.S.Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2017

Nolanville’s basic industries have the potential to export production and bring income into the local economy. For example, a trucking or distribution company based in Nolanville may serve the broader Mid-Texas region, and gas stations and convenience stores in Nolanville may serve travelers passing through on I-14. Because these sectors serve visitors, not just local residents, they represent an external input to the local economy. The rising income of local businesses and residents can stimulate them to increase consumption or spending, which will create more jobs.

Table 6.3 Non-Basic Industries for Nolanville, 2017

NAICS Industry	Location Quotient
Health Care and Social Assistance	0.20
Professional, Scientific, and Technical Services	0.30
Administration & Support, Waste Management and Remediation	0.58
Accommodation and Food Services	0.67

Source: U.S.Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2017

When the LQ is less than 1.0, as shown in Table 6.3, the local demand for the particular industry is not being met within the trade area and consumers are going elsewhere. For example, Nolanville residents may need to go to Killeen or Temple to find a medical or geotechnical specialist.

ECONOMIC GROWTH

Compared with 2005, Other Services and Arts, Entertainment, and Recreation have had the greatest relative growth, while the greatest absolute growth has been in Other Services and Retail. Tables 6.4 and 6.5 show economic growth between 2005 and 2017 (the most recent year for which data is available) in Nolanville and Bell County. Total employment in Nolanville grew by 33 positions, or 14.7%, over 12 years. Total employment in Bell County grew by 9,051, or 10.3%, during the same period. Although both figures represent steady growth, they are less than Texas's enormous 28.7% employment growth over the same period. Although Texas will be used as a benchmark region in this exercise, it should be noted that the state's growth has been much greater than that of the United States as a whole, and the state's industrial composition differs somewhat from the nation's.

The two tables analyze 2005-2017 employment growth in Nolanville and Bell County using the shift-share method and Texas as the benchmark region. Following actual employment figures by NAICS industry sector in the second column, the third column of State Growth Share (ngi) projects job growth by sector if every sector in the areas of study had grown at the same rate as total statewide employment, without differentiating between better- and worse-performing sectors. Figures in the fourth column, Industry Mix Share (imi) show predicted changes in local employment in each sector based on employment growth in that sector across the benchmark region of Texas. In the fifth column, Regional Growth Share (rgi) displays the difference between actual local employment growth by sector and that predicted by state trends. By comparing actual changes in sector employment in Nolanville and Bell County to the predicted number of local and statewide employment trends by sector were equal, one can evaluate the performance of each local industry relative to patterns statewide.

Growth in Nolanville and Bell County was, in most cases, less than the statewide average. Although caution should be exercised drawing conclusions from changes in a small labor market such as that of Nolanville, the best performance was seen in the sectors of Other Services, Accommodation and Food Services, and Retail Trade. The greatest declines were seen in the sectors of manufacturing (which completely disappeared) and Health Care and Social Assistance. The disappearance of manufacturing employment may be due to closure of one manufacturing facility that had accounted for all manufacturing employment in the city, or perhaps due to reclassification or relocation of these jobs.

Within Bell County, the most important increases in employment were seen in the sectors of Management of Companies and Enterprises (with a more than 10-fold increase) and Mining, Quarrying, and Oil and Gas (for which employment approximately doubled). The greatest drop was seen in Information, with 7 other industries seeing relatively small declines.

From LQ, basic (export-oriented) employment in each sector can be calculated. Once the number of basic jobs in each sector is summed, total employment divided by basic employment will provide the Economic Base Multiplier (EBM). The EBM shows the flow-on effect of employment growth from an increase in export activities. Nolanville's EBM is 1.97, showing that an increase of 100 jobs serving export demand should result in the creation of 197 total new jobs.

Table 6.4 Total growth calculations, Nolanville

Jobs by NAICS Industry Sector	Nolanville Employment 2005	State Growth Share (ngi)	Industry Mix Share (imi)	Regional Growth Share (rgi)	Total Employment Change	Nolanville Employment 2017
Total All Jobs	224	64	-16	-30	33	257
Agriculture, Forestry, Fishing and Hunting	0	0	0	0	0	0
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0	0	0
Utilities	8	2	-1	2	3	11
Construction	23	7	1	-11	-4	19
Manufacturing	55	16	-19	-52	-55	0
Wholesale Trade	0	0	0	0	0	0
Retail Trade	18	5	-1	27	31	49
Transportation and Warehousing	33	9	3	1	14	47
Information	0	0	0	0	0	0
Finance and Insurance	0	0	0	0	0	0
Real Estate and Rental and Leasing	9	3	0	-3	-1	8
Professional, Scientific, and Technical Services	1	0	0	3	4	5
Management of Companies and Enterprises	0	0	0	0	0	0

Jobs by NAICS Industry Sector	Nolanville Employment 2005	State Growth Share (ngi)	Industry Mix Share (imi)	Regional Growth Share (rgi)	Total Employment Change	Nolanville Employment 2017
Administration & Support, Waste Management and Remediation	1	0	0	9	9	10
Educational Services	12	3	-1	-14	-12	0
Health Care and Social Assistance	19	5	4	-21	-12	7
Arts, Entertainment, and Recreation	0	0	0	0	14	14
Accommodation and Food Services	6	2	1	8	11	17
Other Services (excluding Public Administration)	14	4	0	29	33	47
Public Administration	25	7	-1	-8	-2	23

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2017

Table 6.5 Total growth calculations, Bell County, TX

Jobs by NAICS Industry Sector	Bell County Employment 2005	State Growth Share (ngi)	Industry Mix Share (imi)	Regional Growth Share (rgi)	Total Employment Change	Bell County Employment 2017
Total All Jobs	87,788	25,179	186	-16,314	9,051	96,839
Agriculture, Forestry, Fishing and Hunting	84	25	-25	33	33	120
Mining, Quarrying, and Oil and Gas Extraction	119	35	5	83	123	245
Utilities	349	102	-66	9	45	400
Construction	4,010	1,200	152	-426	926	5,110
Manufacturing	7,683	2,240	-2,635	-792	-1,187	6,623
Wholesale Trade	3,373	984	-138	69	915	4,346
Retail Trade	9,947	3,039	-848	18	2,209	12,806
Transportation and Warehousing	3,520	1,049	347	-2,010	-614	3,043
Information	2,193	642	-812	-1,286	-1,455	785
Finance and Insurance	3,558	1,042	-77	-695	271	3,905
Real Estate and Rental and Leasing	1,573	487	-25	-739	-277	1,421
Professional, Scientific, and Technical Services	3,989	1,189	1,074	-2,988	-725	3,420
Management of Companies and Enterprises	62	18	77	744	839	902

Jobs by NAICS Industry Sector	Bell County Employment 2005	State Growth Share (ngi)	Industry Mix Share (imi)	Regional Growth Share (rgi)	Total Employment Change	Bell County Employment 2017
Administration & Support, Waste Management and Remediation	3,750	1,197	332	-2,297	-767	3,407
Educational Services	11,288	3,488	-1,188	-3,749	-1,449	10,713
Health Care and Social Assistance	14,029	4,328	2,783	-690	6,421	21,511
Arts, Entertainment, and Recreation	628	219	87	58	364	1,127
Accommodation and Food Services	6,584	2,119	1,414	-285	3,249	10,638
Other Services (excluding Public Administration)	2,856	903	-100	-666	137	3,284
Public Administration	2,975	872	-170	-709	-7	3,033

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2017

JOB DENSITY

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 2017, out of Nolanville’s approximately 5,000 residents, only 20 worked in-town, while 1,726 worked in another city. Additionally, 237 people traveled to Nolanville for work, but lived elsewhere.

Most working-age Nolanville commute to either Temple or Killeen for work. Figure 6.3 shows an estimation of the distance traveled to jobs in Nolanville in 2017. Just under 30% of jobs required travel of less than 10 miles each way, while a similar proportion involved a commute of 10 to 24 miles each way. 11% of jobs required a commute of 25 to 50 miles, and just over 30% involved a commute of greater than 50 miles.

Jobs by Distance, Nolanville Workers

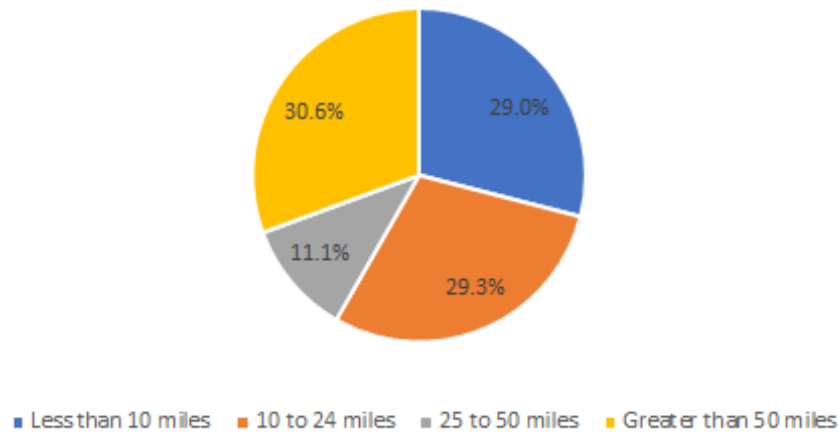


Figure 6.3. Jobs by Distance - Workers Living in Nolanville, 2017
 Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Distance/Direction Analysis - Jobs by Distance in 2017

As shown in Figure 6.3, nearly one third of the working population commutes over 50 miles to work. As of 2017, just under 20% of Nolanville residents with reported employment data worked in Temple, 13.6% worked in Killeen, and 9.5% in Belton. 5.7% commuted to Austin, compared to a little over 2% each for Waco, Houston, and Dallas. Perhaps surprisingly, only 2% were reported as working within Fort Hood, which primarily drew workers from Killeen and Copperas Cove.

Most people employed in Nolanville as of 2017 lived in other cities, as shown in Figure 6.4. Although Nolanville was the 2nd-most common place of residence (7.8% of workers), more workers commuted from Killeen (22.6%).

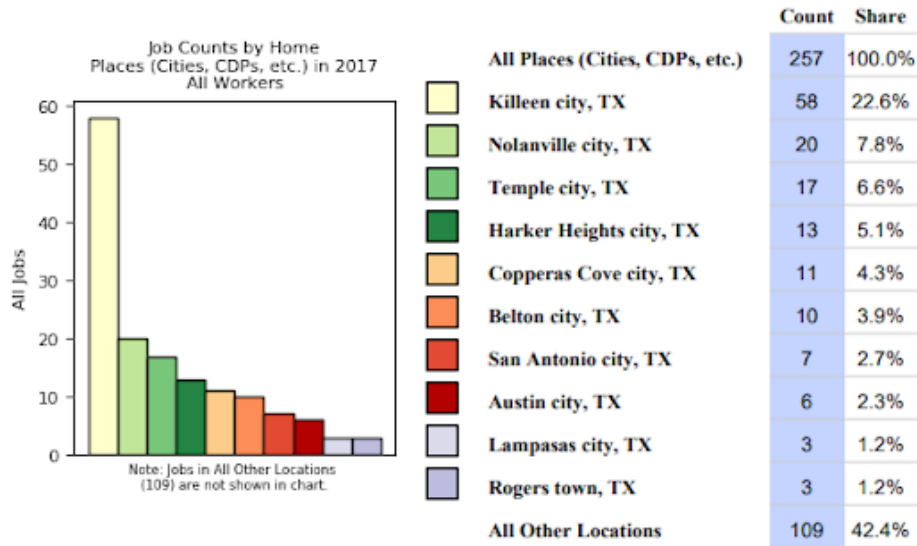


Figure 6.4. Residence of People Employed in Nolanville, 2017.
 Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Home Destination Analysis - Job Counts by Place in 2017

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, how many live and work within the city, and how many are commuting out of Nolanville for employment. Figures 6.5 and 6.6 display the inflow and outflow job counts of Nolanville in 2015 and 2017.

In 2017, 20 people were recorded as living and working in Nolanville, 1,726 people lived in Nolanville but worked in another city, and 237 people lived in other cities and traveled to Nolanville to work. From 2015 to 2017, the number of Nolanville residents commuting outside the city did not change, but the number of people living and working in Nolanville doubled (although from only 11 people to 20). Additionally, the number of people living outside and commuting to Nolanville for work increased by about 30, or 15%.



Figure 6.5. Inflow/Outflow Job Counts of Nolanville, TX 2015.

Source: U.S.Census Bureau, Center for Economic Studies, OnTheMap Inflow/Outflow Analysis - Inflow/Outflow Job Couts by Places in 2015

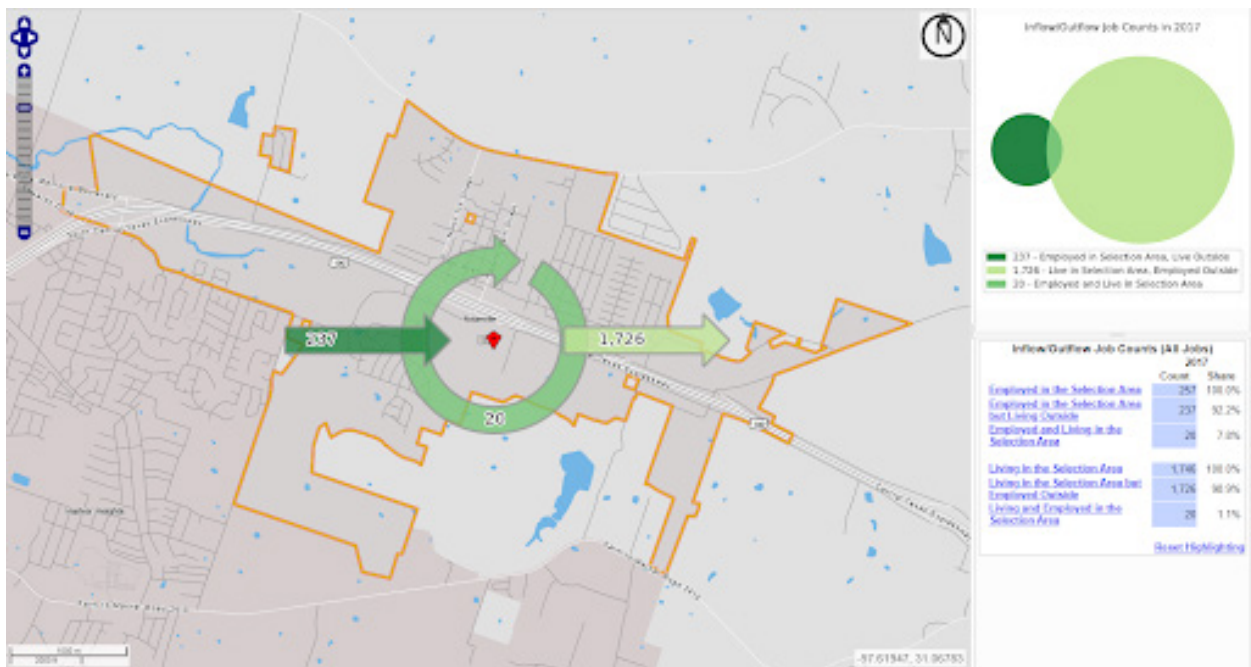


Figure 6.6. Inflow/Outflow Job Counts of Nolanville, TX 2017.

Source: U.S.Census Bureau, Center for Economic Studies, OnTheMap Inflow/Outflow Analysis - Inflow/Outflow Job Couts by Places in 2015

INCOME & EARNINGS

While the median household income for Nolanville is comparable to the county and state, it is lower than both. According to the 2018 US Census Bureau, the state’s median household income is approximately \$59,570 and Bell County’s is \$54,184. As shown in Figure 6.7, Nolanville’s median household income is \$50,732, lower than that of the county and state.

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. Figure 6.8 shows that the poverty rate in Nolanville is much higher than the county and state: 8% higher than the county and 6.2% higher than the state.

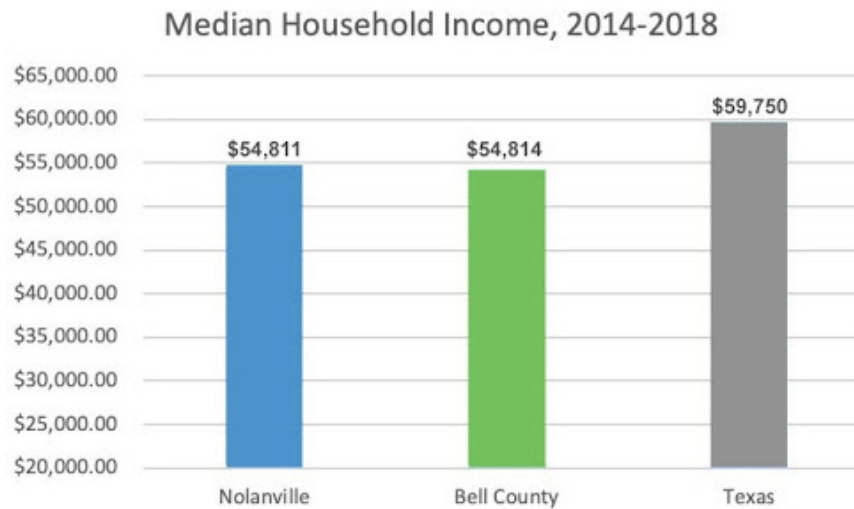


Figure 6.7. Median Household Income.

Source: U.S. Census Bureau, 2018

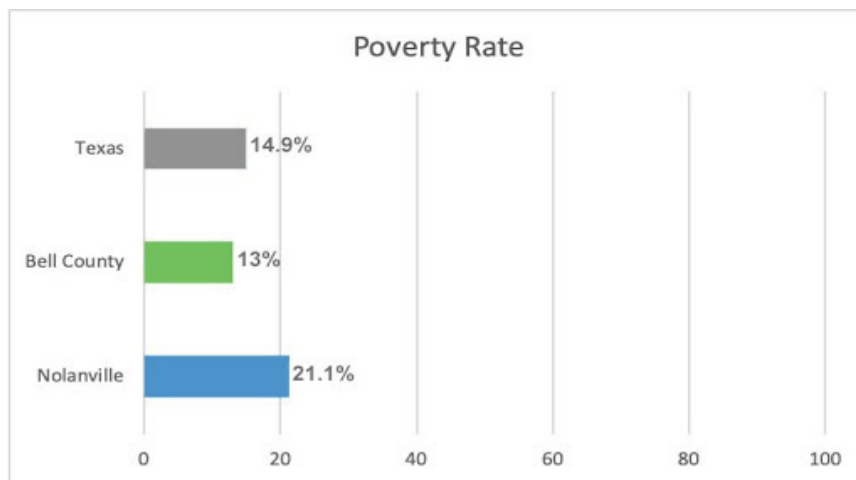


Figure 6.8. Poverty Rate.

Source: U.S. Census Bureau, 2018 ACS Estimates

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, shown in Figure 6.9. Since 2010, unemployment rates in the MSA have mostly declined from a peak of 8.3% in 2012 to the lowest at 6.6% in 2014.

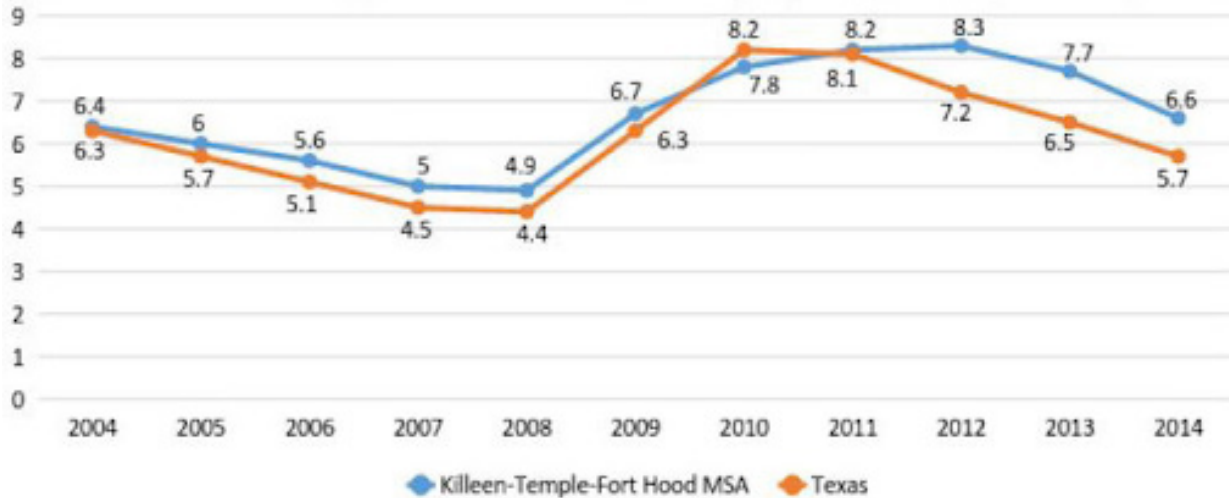
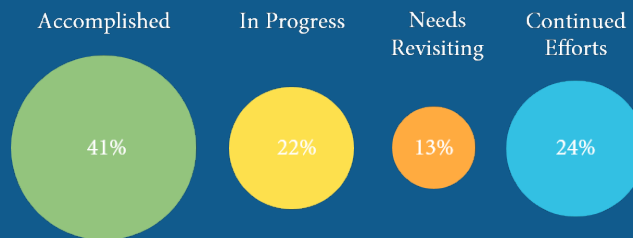


Figure 6.9. Unemployment History.
Source: Bureau of Labor and Statistics

PROGRESS SO FAR

Nolanville has made great progress in its economic growth and revitalization efforts, with almost half of all projects fully completed, including establishing membership in the Texas Downtown Association, the adoption of mixed-use overlay zoning, and creating community events that include and support local businesses. To view a comprehensive list of completed projects, see Appendix IV.



COMMUNITY FEEDBACK

The Nolanville task force and public feedback showed interest in continuing the vision from the 2015 comprehensive plan to foster a small-town feel by supporting local economic development for north Main Street.

RECOMMENDATIONS



Small-town Economic Development

The City shall work to develop Nolanville's economic niche through businesses and cultural events that encapsulate a small-town feel.

Many communities have benefitted from establishing a Main Street District, including community pride and involvement, increased traffic into businesses and property values - for homes and businesses. Because of the potential benefits for the economy and the community as a whole, the planning team recommends that the City establish a Main Street District, prioritizing mixed use development and walkability. To do this, the planning team also recommends that partnerships be established with the Texas Main Street Program for assistance with establishing a Main Street District in Nolanville.

The use of historic or abandoned buildings often helps create a Main Street District with unique character. Therefore, the City should adopt an adaptive reuse ordinance in the Downtown Overlay District. Adaptive reuse is defined as “the process of repurposing buildings for viable new uses and modern functions, other than those originally intended to address present-day needs. Reuse allows for a building's continued use and helps it remain a viable community asset.”

TEXAS MAIN STREET PROGRAM (TMSP)



TMSP was created by the Texas Historical Commission 1980 with the goal of revitalizing and improving economic health of historic assets with the help of local communities. Their mission is “to provide technical expertise, education, resources and support to designated Main Street communities. Utilizing our individual and collective skills, we shall guide our designated programs in effectively preserving and revitalizing their historic downtowns and commercial neighborhood districts in accord with the National Main Street Four Point Approach™ of organization, design, economic vitality and promotion.” Their approach to downtown revitalization is four fold:

- Organization
- Promotion
- Design
- Economic Vitality

There are 88 official Texas Main Street communities across Texas with populations ranging from less than 2,000 to more than 300,000. This provides a vast repository for case studies and examples of successful implementation strategies. These communities have been able to improve their economies, add more jobs, and improve their overall environment.

The City should identify parking, density, design, and fire and safety standards that should be emphasized in the overlay district. Additionally, it is recommended that Nolanville assess existing building standards that may be relaxed to encourage infill development in the Downtown Overlay District. According to the American Planning Association, infill development is redevelopment of land that “optimizes prior infrastructure and consumes less land that is otherwise available.” Essentially, it is the use of vacant land within a city for another purpose. This process helps in the efficient use of land resources, creates more compact patterns of land use, and allows for reinvestment in areas that are expected to grow and have existing infrastructure. One way the City can follow through with this development practice is to prioritize developing public offices in infill locations. The City can work with state and federal agencies, authorities, and educational institutions that own or lease space to help them find suitable infill locations. Additionally, to increase walkability between North and South Main Street, focusing on the southern areas of Nolanville, the planning team recommends that the City foster new development on undeveloped or greenfield sites.

A major contributor to local economies is commerce, and it is important that cities are able to provide opportunities for existing businesses to expand and to attract new businesses to the community. Therefore, it is important for Nolanville to facilitate the development of commercial land uses throughout the city. Throughout the planning process, many community members had ideas for how Nolanville can boost the city’s commercial industry. Because of these suggestions, the planning team recommends that the City encourage local breweries, distilleries, and specialty culinary experiences to establish a tasting room as a local attraction. This can provide opportunities for these businesses to attract new customers through special events, private parties, and extended services. This is just one way to diversify the economy and attract customers and new businesses, but the City should explore additional options to diversify the economy and invite a variety of businesses to operate in Nolanville.

Additionally, the planning team also recommends that the City assess the feasibility in the development of warehouses to support the Ft. Hood Multimodal Center. Expansion could further encourage the relationship between the City and Ft. Hood, veterans, and service members in the area.

Community events and gatherings are a major part of promoting businesses, attracting tourists, and unifying residents. To celebrate Nolanville’s culture and history and bring the community together, the City should plan and host vibrant festivals and events. One such event that has many benefits is a farmers’ market. These markets provide opportunities to support local businesses, farmers, and artisans, as well as educating community members on healthy lifestyles and diet. Therefore, the planning team recommends that Nolanville plan and implement farmers’ markets and other local events by identifying locations within the Main Street District where they can be organized. Additionally, community members expressed their desire for family-friendly events. The City should explore possibilities for this kind of community event and identify at least one that can be focused on child development and the promotion of safe communities.

Additionally, to better understand community data and economic trends, such as trade areas, population sizes, and population variations throughout a day/week/year, the planning team recommends that the city create a database with a program such as ESRI, to track data trends over time.



Diversification & Support of Local Business

To foster economic growth, it is important to diversify and bring new businesses into the community, but it is equally as important to encourage and support local businesses in Nolanville to ensure they have a successful future in the city.

Therefore, the City should develop business retention plans to promote growth of local businesses. To create a plan and ensure its effectiveness and implementation, it is recommended that Nolanville form a committee with support from the Economic Development Corporation (EDC) to develop a business retention plan with special focus on supporting local businesses. Additionally, the planning team recommends that Nolanville allocate a budget to develop a Chamber of Commerce by 2035 in order to support and promote new and existing businesses. Chambers of Commerce can be a vital part of boosting the local economy through events that promote businesses as well as providing educational opportunities and resources for employees and business owners.

COMPONENTS OF A BUSINESS RETENTION PLAN

- **Visitation** - By sending representatives out to local businesses, the City can gain an understanding of its local businesses and discuss issues of importance to them, obstacles to their success, and opportunities for assistance.
- **Surveys** - Cities can demonstrate their commitment to supporting businesses and gather information about current and future needs and trends in transportation, workforce development, regulations, and public safety by conducting a survey of existing businesses.
- **Newsletters** - Publications can provide businesses with a calendar of events, information on city policies and regulations, advertisements, and other resources.
- **Networking** - A major component of promoting local businesses and encouraging retention is networking. Whether it be through business roundtables or breakfast events with city leaders, business owners can be shown how they are valued by the City as well as have an opportunity to network with other business owners and organizations. In addition, business owners can express their concerns and ideas with local officials during these kinds of events.

To further the goal of supporting local businesses, the City should establish and support workforce recruitment and retention programs. Through this, Nolanville can expand its workforce by recruiting those who need employment while providing aid and support for existing businesses. Further, the City should work with the EDC to identify target industries that would generate a demand for workforce members. Then, the City, along with the EDC, should develop recruitment events and career fairs to connect existing companies to new or returning workers. These events can provide vital networking opportunities for those seeking employment as well as those looking to hire new employees.

There are a range of organizations and potential partners that can provide the city with resources and assistance in its efforts to support local businesses and the workforce. Therefore, the planning team recommends that Nolanville establish partnerships with institutions of higher education, veteran organizations, and workforce and economic development organizations to provide civilian job training for veterans.

It is recommended that Nolanville assess the strengths and weaknesses in the existing workforce and identify professional training programs to advance skill sets. Additionally, to provide guidance, training, and resources to the next generation of Nolanville's workforce, the City should partner with the school district to provide workforce mentorship and training for high school students through internship opportunities and career fairs.

According to the U.S. Department of Veterans Affairs (VA), there were approximately 56,000 veterans living in Bell County and just under 1,000 in Nolanville as stated by the US Census 2014-2018. Between 2009 and 2020, the city experienced almost a 100% growth in the number of military retirees, from 266 to 530, respectively. Because Nolanville has a large population of active duty military personnel and veterans, the City needs to establish and support programs that provide education and employment resources and aid to current veterans and those transitioning out of service.

When many service members leave their military career, they desire to attain a college degree or complete a degree. Recent surveys of retirees that stay in the area show that 17% of them intend on completing their education. To facilitate post-service educational opportunities, the City should connect interested veterans with institutions of higher education for assistance with pursuing advanced education and career path guidance.

When transitioning from active duty service to civilian-life, many people plan to return to the workforce. It is important that veterans are equipped with support when they re-enter the community. To expand support, Nolanville should partner with career and workforce development organizations, such as Workforce Solutions and the Texas Workforce Commission, to provide veterans with employment assistance and education.

Additionally, the planning team recommends that the City encourage employers to hire and train veterans by providing and educating employers about incentives such as salary subsidies and tax credits. Not only will this benefit the employers, but it will also provide veterans with more opportunities for employment.

TEXAS A&M UNIVERSITY - CENTRAL TEXAS (TAMUCT)



Texas A&M University - Central Texas, located in Killeen, was established in 2009 as a member of The Texas A&M University System. It is established as an upper-level institution with agreements with Central Texas College, Temple College, Texas State Technical College-Waco, and Austin Community College, allowing students to transfer seamlessly without loss of credits. The university offers 25 undergraduate programs and 19 graduate programs and a range of flexible courses, including online, hybrid, evening, and weekend classes. In fact, earlier this year, TAMUCT was recognized for its online graduate programs, receiving five awards from the U.S. News and World Report Rankings for the best online graduate programs.

In addition to its educational programs and services, TAMUCT also offers services to veterans and service members through the Veterans Affairs Center. The university participates in the Yellow Ribbon Program, through the U.S. Department of Veterans Affairs, which covers any tuition and fees that exceed the tuition and fee amounts covered by the Post-9/11 GI Bill.

WORKFORCE PARTNERSHIP FOR VETERAN WORKFORCE DEVELOPMENT AND SUPPORT



Bell County Veteran Resource Guide - The TexVet Bell County guide has many resources for veterans related to emergency funds, food, mental health, youth and family, employment, and more. Through this guide, veterans can find organizations that can provide assistance and support and job opportunities.

Texas Veterans Commission (TVC) - The mission of the TVC is “to provide sound job coaching and to assist employers with understanding the unique benefits of hiring Veterans so that every Texas Veteran and eligible Veteran spouse has access to long term and meaningful employment.” TVC offers job coaching, assistance for veterans and their families in starting or expanding their own business, and connects veterans to higher education and technical training opportunities.

Texas Workforce Commission (TWC) - TWC offers priority employment and training services to veterans through their network of partnerships, including:

- Job search assistance
- Pre-employment and work readiness
- Education

DISABLED AMERICAN VETERANS (DAV)



Figure 6.10 Disabled American Veterans Chapter 22 - Nolanville

Photo by David Watson

DAV provides free, professional assistance to veterans by connecting them with healthcare, disability, employment, education, and financial benefits. DAV's employment program and career fair facilitates connections for transitioning active duty, Guard and Reserve members, veterans, and their spouses with employers.

WORK OPPORTUNITY TAX CREDIT (WOTC)



Employers that hire veterans under the WOTC may be eligible for up to \$9,600 tax credit. There are several categories under which tax credits are available:

- Disabled veterans with a service-connected disability who have been unemployed for at least 6 months (Maximum Tax Credit \$9,600)
- Veterans who have been unemployed for at least 6 months (Maximum Tax Credit \$5,600)
- Disabled veterans with a service-connected disability (Maximum Tax Credit \$4,800)
- Veterans who receive Supplemental Nutrition Assistance Program (SNAP) benefits (Maximum Tax Credit \$2,400)
- Veterans who have been unemployed for at least 4 weeks (Maximum Tax Credit \$2,400)



Economic Growth and Development along I-14

I-14 runs directly through the City of Nolanville and provides the community the opportunity for economic growth and development. While there are already a handful of businesses located along I-14, the City will foster economic opportunities along and around the highway to bring future financial growth and stability.

Therefore, the City should implement the WonderPass project to improve connection. First, the planning team recommends the examination of the environmental feasibility of the Wonderpass project, primarily focusing on the floodplain and flooding analysis. Once this has been completed and the City addresses any potential hazard risks, Nolanville needs to prepare and allocate a multi-year budget for construction and maintenance of the Wonderpass project.

The Wonderpass budget should address and maintain the roadway, utility infrastructure, facilities, and landscaping. It is important that the City monitor changes to I-14 to plan for appropriate accommodations with respect to economic responses in Nolanville. If it becomes apparent that more land is needed for commercial development, the City must prepare the land along I-14 for commercial use. This is related to potential environmental hazards, utilities, parking and commercial facilities, and, if necessary, zoning. As this area grows and more connections are needed, the City should evaluate new exits from I-14 and their impact on the local economy.

THE WONDERPASS



One aspect of community improvement is to revitalize and redefine the I-14 underpass, to transform it into a softened portal that encourages community interaction and connectivity. Currently, there are limited sidewalks and no crosswalks, sparse vegetation and eroded soil, and blank concrete columns and ramps. The goal is to make this space a more aesthetically appealing and safe connection for residents travelling by car, bicycle, and on foot.

To improve the environment of the underpass, student designs suggest planting native trees, grasses, and wildflowers. Also, the addition of murals and unique lighting will improve the look and safety of the area.

Figures 6.11 through 6.14 are some design and landscaping suggestions that the City can use to inspire the development of the area.



Figure 6.11 Butterfly Garden between underpasses



Figure 6.12 Connections to a variety of trails at the underpass



Figure 6.13 View beneath the underpass



Figure 6.14 Resting area at butterfly art piece



COMMERCIAL DISTRICT

One of the ENDEAVR teams, ENDEAVROne, created site proposals for a commercial district located Main St. north of I-14. This proposal includes suggestions for restaurants and shops, smart technology and green infrastructure, and spaces to highlight the arts and history of the community.

The site plan, seen in Figure 6.15, includes two distinct districts: commercial and residential district and an arts and history district, which is pictured in Figure 6.16. This site will encourage further economic development while giving community members and visitors the opportunity to gather in the open spaces and enjoy the shops, restaurants, and arts area.



Figure 6.15 Commercial District Site Plan

Source: ENDEAVR Project - Team ENDEAVROne

The Arts & Historic district includes a sculpture garden, art and history museum, and a mural wall, shown in Figure 6.16, which can be utilized throughout the year to highlight local artists. An important aspect of this site is the AV Rideshare drop off location as it will provide the opportunity for vulnerable populations and those without access to transportation to access the location and enjoy these facilities.

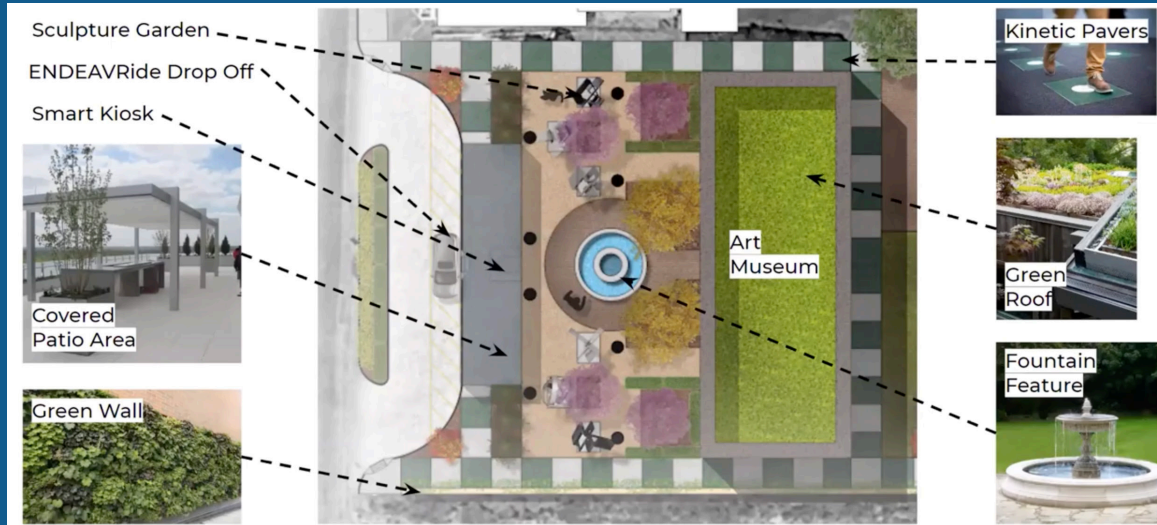


Figure 6.16 Arts & Historic District
Source: ENDEAVR Project - Team ENDEAVROne



Figure 6.17 Commercial District Site Plan
Source: ENDEAVR Project - Team ENDEAVROne

One of the ENDEAVR teams, ENDEAVROne, created site proposals for a commercial district located Main St. north of I-14. This proposal includes suggestions for restaurants and shops, smart technology and green infrastructure, and spaces to highlight the arts and history of the community.

The site plan, seen in Figure 6.16, includes two distinct districts: commercial and residential district and an arts and history district, which is pictured in Figure 6.17. This site will encourage further economic development while giving community members and visitors the opportunity to gather in the open spaces and enjoy the shops, restaurants, and arts area. One smart solution created by the students included Multifunctional Solar Roads, shown in Figure 6.18.

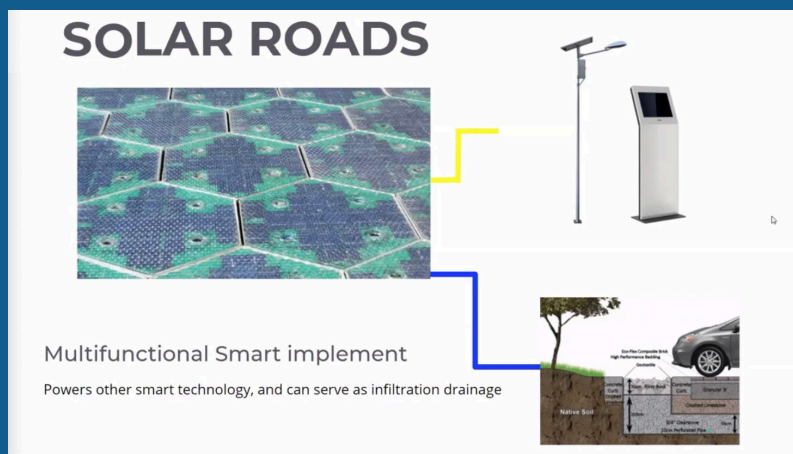


Figure 6.18 Commercial District Site Plan
 Source: ENDEAVR Project - Team ENDEAVROne

IMPLEMENTATION TABLE: ECONOMY

Objectives	Actions	Timeframe						Action Type			Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
Goal 6.1 Develop Nolanville economic niche through businesses and cultural events that encapsulate a small-town feel.													
Obj. 6.1.1 Establish a Smart City District or High Tech District, prioritizing mixed use development and walkability.	Action 6.1.1.1 Partner with the Texas Main Street Program for assistance with establishing a Main Street District in Nolanville.	X							X		CS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG	
	Action 6.1.1.2 Adopt an adaptive reuse ordinance in the Downtown Overlay District, and Identify parking, density, design, and fire and safety standards that should be emphasized. Assess existing building standards that may be relaxed to encourage infill development in the Downtown Overlay District.		X						X			CS; CC; P&Z	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG
	Action 6.1.1.3 Prioritize developing public offices in infill locations. Contact state and federal agencies, authorities, and educational institutions that own or lease space in that region to help them find suitable infill locations.			X						X		CS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG
	Action 6.1.1.4 Utilize Greenfield Development to enhance connectivity between North and South Main Street.			X					X			CS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG
	Action 6.1.2.1 Encourage local breweries to establish a tasting room as a local attraction.		X							X		CS; BUS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG
Obj. 6.1.2 Facilitate the development of commercial land uses throughout the city.	Action 6.1.2.2 Explore options to diversify the economy and invite a variety of businesses to operate in Nolanville.	X									CS; EDC; BUS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG	
	Action 6.1.2.3 Assess the feasibility in the development of warehouses to support Ft. Hood Multimodal Center.			X						X	CS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG	
	Action 6.1.2.4 Incentivize businesses that support lower income or special needs populations, i.e. Laundromats, Pay-what-you-can restaurants, etc.										X	CS; BUS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG
	Action 6.1.2.5 Create a database (with a program such as ESRI) from community data to better understand community trade areas, population sizes, and population variations throughout a day/week/year.		X									CS	CAP: HDJ/TP; JET; SBA; TAAACCT; TWC; Skills for Small Business; RBDG

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning				
Obj. 6.1.3 Celebrate Nolanville's cultural amenities and past successes through hosting vibrant festivals and events.	Action 6.1.3.1 Plan and implement farmers' market and other local events by identifying locations within the Main Street District where they can be organized.	X				X			X				CS; BUS	CAP: HDJTP; JET; SBA: TA-ACCCT; TWC; Skills for Small Business; RBDG
	Action 6.1.3.2 Identify at least one event that can be focused on child development and promotion of safe communities.	X				X			X				CS	CAP: HDJTP; JET; SBA: TA-ACCCT; TWC; Skills for Small Business; RBDG

Goal 6.2 Encourage and support local businesses.

Obj. 6.2.1 Develop business retention plans to promote growth of local businesses.	Action 6.2.1.1 Form a committee with support from the EDC to develop a business retention plan with special focus on supporting local businesses.	X								X			CS; EDB	HDJTP; JET; SBA; TWC
	Action 6.2.1.3 Allocate a budget to develop a Chamber of Commerce by 2035 in order to support and promote new and existing businesses.	X				X				X			CS; CC; EDB	HDJTP; JET; SBA; TWC
Obj. 6.2.2 Establish and support workforce recruitment and training programs.	Action 6.2.1.4 Invite and encourage small businesses to participate in community events (sponsor, provide a booth/tent, buy advertisement spots, etc)	X				X			X			CS; CC; EDB; BUS	HDJTP; JET; SBA; TWC	
	Action 6.2.2.1 Work with the EDC to identify target industries that would generate a demand for workforce members.	X				X			X			CS; EDB	HDJTP; JET; SBA: TAACCCT; TWC	
Obj. 6.2.2 Establish and support workforce recruitment and training programs.	Action 6.2.2.2 Develop recruitment events and career fairs to connect existing companies to new or returning workers.	X				X			X			CS; EDB; ISD; BUS	HDJTP; JET; SBA: TAACCCT; TWC	
	Action 6.2.2.3 Establish partnerships with institutions of higher education, veteran organizations, and workforce and economic development organizations to provide civilian job training for veterans.	X				X			X			CS; EDB; MI	HDJTP; JET; SBA: TAACCCT; TWC	
Obj. 6.2.2.4 Assess the strengths and weaknesses in the existing workforce and identify professional training programs to advance skill sets.	Action 6.2.2.4 Assess the strengths and weaknesses in the existing workforce and identify professional training programs to advance skill sets.	X				X			X			CS; EDB	HDJTP; JET; SBA: TAACCCT; TWC	

Objectives	Actions	Timeframe				Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration			More Targeted Planning
Goal 6.3 Foster economic opportunities along and around I-14.												
Obj. 6.3.1 Implement the WonderPass project to improve connection and emergency response.	Action 6.3.1.1 Examine the environmental feasibility of the Wonderpass project, primarily focusing on the floodplain and flooding analysis.	X				X	X					CS; TCEQ; FEMA
	Action 6.3.1.2 Allocate a multi-year budget for construction and maintenance of the Wonderpass project.	X					X					CM; CC
Obj. 6.3.2 Monitor changes to I-14 to plan for appropriate accommodations with respect to economic responses in Nolanville.	Action 6.3.2.1 Prepare the land along I-14 for commercial use.	X				X						CM
	Action 6.3.2.2 Evaluate new exits from I-14 and their impact on the city's local economy.	X									X	CM; EDC

J.W. SIMS
COMMUNITY
CENTER NOLANVILLE
TEXAS

Figure 7.1 JW Sims Community Center
Photo by David Watson

FACILITIES

Residents and businesses receive services through the city from City Hall, the municipal courthouse, police and fire departments, water and sewer facilities, and educational institutions. Community facilities and infrastructure represent a remarkable opportunity for city government to directly and positively influence the lives of residents and the built environment. To ensure a citywide benefit and to achieve long-term goals, investments for community facilities and infrastructure should be designed strategically.

EXISTING CONDITIONS

As Nolanville is expected to grow significantly in coming decades, the city’s facilities must correspond with expected population growth. Figure 7.2 shows existing community facilities in Nolanville. There is the city hall and community center with a 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 areas of the city. Also, more educational institutions, law enforcement employees, and firefighters are required. Additionally, the city still lacks a formal grocery store and public library.

Since the completion of the 2015 Comprehensive Plan, the City has successfully redeveloped city hall, improved and expanded Monarch Park, and now has the capacity to provide opportunities for activities in the community.

Table 7.1 shows the per capita usage, at the time of the completion of the 2015 Comprehensive Plan, of various community facilities and infrastructure along with expected population growth demands on those systems. Water and sewer capacity are the primary infrastructure considerations for future growth.

Table 7.1 Projection of Community Infrastructure and 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	10	0.00175	16	22
Volunteer Firefighters	40	0.00896	90	134

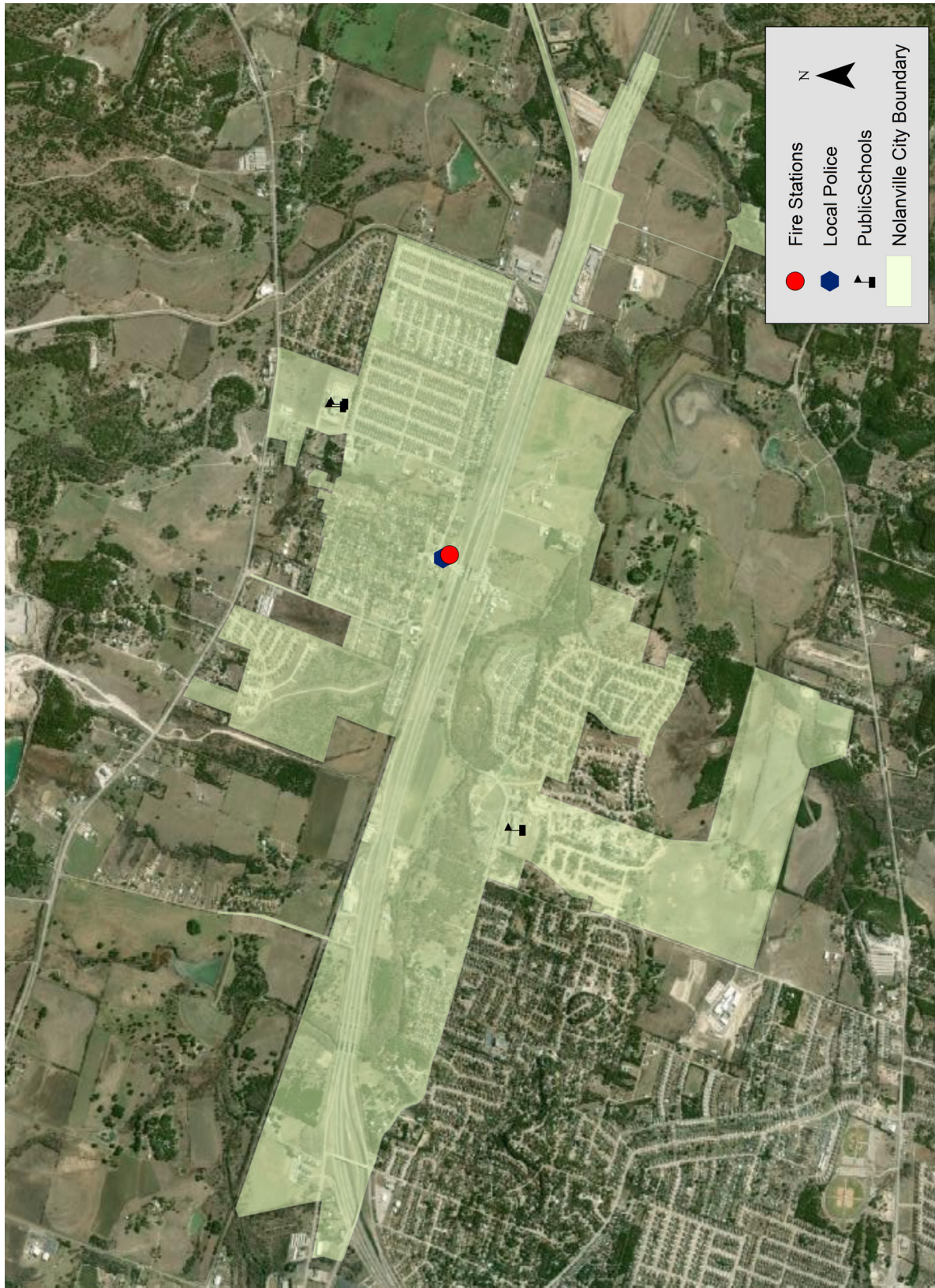


Figure 7.2 Community Facilities in Nolanville



Figure 7.3 Nolanville Municipal Building
Photo by David Watson



Figure 7.4 Post Office
Photo by David Watson

Currently, the population of Nolanville uses approximately 0.22 million gallons of water per day. That means per capita the average person uses 0.00005 million gallons of water per day. If the population increases to 10,000 people and use of water continues at the current rate, it is expected that water infrastructure will need to be able to handle an increase of over double the amount of water per day (0.59 million gallons per day). If the population more than triples to 15,000 people, at the current usage rate, infrastructure will need to be able to support approximately 0.84 million gallons of water per day.

As water demand increases, the demand on the sewage system increases as well. At the current rate, the average person uses about 0.00007 million gallons of water per day which translates to the city as a whole demanding 0.31 million gallons of sewer per day. If population increases and sewer demand continues to increase at a similar rate the average demand will increase to 0.83 million gallons for a population of 10,000 and 1.17 million gallons for a population of 15,000.

As population increases the need for teachers and first responders also increases to accommodate the potential growth. As of the completion of the 2015 Comprehensive Plan, there were 167 elementary school teachers and staff. To be sustainable, the number of teachers and staff would need to increase to approximately 374 people for a city population of 10,000 people and then to 561 people for a population of 15,000. In addition, law enforcement would need to increase in number of employees for a population of 10,000 and 22 employees for a city population of 15,000. Finally, volunteer firefighters would need to increase from the current 40 volunteers to 90 volunteers (population 10,000 people) and 134 volunteers (population of 15,000 people).

PUBLIC SAFETY

Law Enforcement

The Nolanville Police Department is a full-service law enforcement agency that works to provide a safe community for residents and visitors. The Police Department works with citizens and civic organizations to meet needs of safety and security. Its quality of service is monitored by the department's Professional Standards Unit. The Police Department actively supports Nolanville's two elementary schools and school district wide events. Additionally, the department offers security watches, vacation house checks, wellness checks, and supports Neighborhood Crime Watch programs.

There are several community events that support and raise funds and awareness for the department, including the annual National Night Out, Train Whistle Jamboree, and Holiday Parade.

Fire Department & EMS

Fire protection services and education are provided by the Central Bell County Fire Rescue volunteer fire department. The department is staffed 24-hours a day, 7-days a week with trained firefighters and emergency response personnel to provide the highest level of emergency response and protection to Nolanville and its surrounding service area.

In addition to the Volunteer Fire Department, emergency response is also provided by Acadian Ambulance from the facility on Avenue G. Recently, the City has released a bid to expand the facilities of the Fire Department to include a telemedicine booth and vaccination and testing station.

All of Nolanville’s public safety agencies work together to provide comprehensive emergency services, to assure the safety and security of community members and visitors.



Figure 7.5 Fire Station
 Photo by David Watson

GENERAL FUND EXPENDITURES

General Fund Expenditures, shown in Figure 7.6, for Administration, Police, and Public Works expenditures were on the rise from 2015-2020. Additionally, for the 2019-2020 fiscal year, expenditures increased in Administration, Police Department, and Public Works. Some of these increases are attributed to operating budgets, health and liability insurance and salaries for staff, wireless services and information technology, and supplies and equipment.²¹

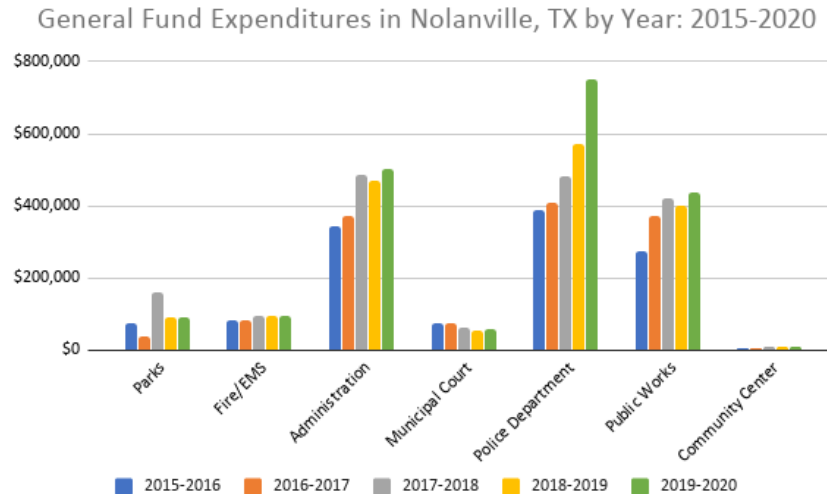


Figure 7.6 General Fund Expenditures 2011-2015

MEDICAL FACILITIES

There is one Urgent Care facility in Nolanville, located on Paddy Hamilton Rd, but there are many located in the surrounding cities that provide a range of care for all ages and needs. These facilities are listed in Table 7.2.

Table 7.2 Driving Distance from Nolanville City Hall to Nearby Medical Facilities

Medical Facility	Location	Approximate Driving Distance from Nolanville City Hall
Lone Star Circle of Care	Harker Heights	2 miles
Baylor Scott & White Mental Health Clinic	Harker Heights	4 miles
AdventHealth Medical Group	Harker Heights	5 miles
Seton Medical Center	Harker Heights	5.5 miles
Carl R. Darnall Army Medical Center	Ft. Hood	13 miles
Killeen Family Health	Killeen	6 miles
Federal Comp & Wellness	Nolanville	2 miles

SCHOOLS

The City of Nolanville is served by Killeen Independent School District (KISD), which currently has around 44,000 students. In 2018, KISD was given an accountability rating of 86, which was 10 points higher than the previous year.²² The schools located in Nolanville are:

- Nolanville Elementary School
- Richard E. Cavazos Elementary
- Northside Baptist Academy

Because there are no middle or high schools in Nolanville, students from sixth through eighth grade go to Nolan Middle School and ninth through twelfth graders attend schools in neighboring cities of Harker Heights and Killeen. According to KISD’s Feeder School Matrix, students that attend Nolanville and Cavazos will eventually attend Nolan Middle School and Harker Heights or Killeen High Schools.²³ In 2019, Killeen ISD announced the design renderings, shown in Figure 7.10, of the new and improved High School campus that is set to open in 2021.



Figure 7.7 Nolanville Elementary School
Photo by David Watson



Figure 7.8 Cavazos Elementary School
Photo by David Watson



Figure 7.9 Newly renovated Nolan Middle School
Photo by Adam Rich, Killeen ISD Facilities Services Executive Director



Figure 7.10 Artist renderings of Killeen High School renovation

Source: https://kdhnews.com/news/education/killeen-high-school-renovation-will-be-discussed-tuesday/article_43f251b8-55bf-11ea-8ee7-03d212a8515f.html

COMMUNITY EVENTS & ORGANIZATIONS

The City of Nolanville hosts a number of community events throughout the year to celebrate different traditions, raise money and awareness for local organizations, and support local vendors and businesses, artisans, and the fire and police departments. Each event provides an opportunity for residents and visitors of all ages to get involved and enjoy family friendly activities.

Because of the COVID-19 pandemic and stay-at-home orders, many of the events scheduled for 2020 have been cancelled, rescheduled, or moved to a virtual format.

Nolanville Night Markets

Throughout the year, Keep Nolanville Beautiful hosts themed, open-air Night Markets for the community, some of which benefit local organizations. Attendees participate in a variety of activities, enjoy delicious food, music, and support local artisans and vendors. Some of the themes for the last year included:

- “Treat Yourself,” with a mobile spa, pamper spots, and photo booth,
- “Meet Your Mate,” including a pop up dog park and pet adoption events,
- “Spooktacular,” with a costume swap and contest,
- “Community Feast” Thanksgiving themed feast with a tamale and cornbread feast, benefitting the Nolanville Food Pantry.

First Responder Parade

The annual First Responder Parade features the city’s first responders and the First Cavalry Horse Detachment from Ft. Hood, the Horse & Mule Club, and many others.



Figure 7.11 First Responder Parade 2019
Source: Nolanville First Responder Parade Facebook Event Page

open-air
NIGHT MARKET
FRIDAY | SEP. 13 2019
7:00 PM - 9:00 PM
**204 MAIN ST.
NOLANVILLE, TX**
POP UP DOG PARK
PET ADOPTION
ARTISAN & VENDORS
FOOD & TREATS
MUSIC
Meet your Mate

The flyer features a large illustration of a black, white, and brown dog on the left. On the right, there is a green doghouse with a red roof and a white paw print on top. A small brown and white dog is sitting on the porch of the doghouse. The background is a textured yellow and green pattern with various heart shapes in blue, pink, and light blue.

Figure 7.12 “Meet your Mate” Night Market Flyer
Source: Keep Nolanville Beautiful Facebook Event Page

Hometown Heroes Color Run/Walk

This event is hosted by the Nolanville Police Department (PD), Nolanville Cowboys Youth Football and Cheer, and Keep Nolanville Beautiful. All of the funds raised by the event benefit and support the Nolanville PD and the Central Bell Fire & Rescue.



Figure 7.13 Nolanville Hometown Heroes Color Run Flyer
 Source: Nolanville Police Department Facebook Event Page

Lemonade Day

In the spring of 2010, First National Bank Texas and Fort Hood National Bank introduced Lemonade Day to the communities in the Fort Hood area. Bank staff learned of Lemonade Day at a youth development conference in Houston the year prior. These events introduce children to money management and life skills through hands-on learning by teaching kids about business branding and how to start their own businesses through lemonade stands.

Nolanville Foxtrot 5K

The Foxtrot 5k is an annual race hosted by the Nolanville Economic Development Corporation (EDC) as part of the City of Killeen’s Cen-Tex Race Series. In addition to the 5k, there is a handcycle race and Gladiator Competition. Funds raised from the race are used to benefit City Park improvements.



Figure 7.14 Lemonade Day: Fort Hood Area logo
Source: <https://lemonadeday.org/fort-hood-area>



Figure 7.15 2019 Nolanville Foxtrot 5K logo
Source: Nolanville EDC

Train Whistle Jamboree

The Train Whistle Jamboree, hosted by the Nolanville EDC, is a family- and dog-friendly end-of-summer celebration with music, food, vendors, performances, fireworks shows, and interactive activities.



Figure 7.16 Nolanville Train Whistle Jamboree Logo

Source: Nolanville EDC Facebook Event Page

Train Whistle Jamboree

The Train Whistle Jamboree, hosted by the Nolanville EDC, is a family- and dog-friendly end-of-summer celebration with music, food, vendors, performances, fireworks shows, and interactive activities.



Figure 7.17 Nolan Creek Farmers Market
Source: Nolan Creek Farmers Market Facebook Page

INFRASTRUCTURE

The infrastructure of the city varies somewhat depending on when the neighborhood, roadway, or facility was constructed. In some of the older areas of the city, for example, street lighting is limited and many streets are in need of repair. Throughout the city, sidewalks are lacking limiting connectivity and consequently pedestrians walk on the street or not at all. The city has addressed many issues by conducting drainage studies to facilitate drainage improvements and installing new street lights and constructing sidewalks to promote safety and walkability.

Water & Utilities

Nolanville is served by three Water Districts, with the majority of residents being serviced by WCID #3. Those living on the southwest side of the city may receive water from Dogwood Water Supply, and northern residents are serviced by 439 Water Supply Company.²⁴

Drainage Facilities

Older streets throughout the city are a mixture of open ditch and curb and gutter construction, and some streets are not paved. Newer streets, however, are much wider, constructed as curb and gutter with storm sewer systems.

Over the past several years, the city has been able to work on improving its drainage systems. One project included a Public Works Bond, a 7 year Tax Note, which involved Road & Drainage improvements of Red Leaf Drainage and Bluebonnet Spillway. Another project within the 2017 Tax Note is the Park Road, Elm and West Dogwood Drainage and Road Reconstruction that would address drainage issues on these roads.

Roadway Improvement Projects

The City has addressed several issues related to the roadway network through a Capital Infrastructure Fund. This has allowed the City to be able to respond to bridge repairs, prioritize pedestrian and bike mobility, specifically on Avenue H, Main Street, and Old Nolanville Road, by installing new sidewalks and bike lanes, and creating a train Quiet Zone. Additionally, the City has addressed safety issues by installing street lights and signage, speed limits, and is working to reduce impacts of heavy freight on the Spur and FM 439. The City has also submitted several transportation projects to the KTMPO for further transportation infrastructure improvements, which is outlined in the Transportation Chapter.



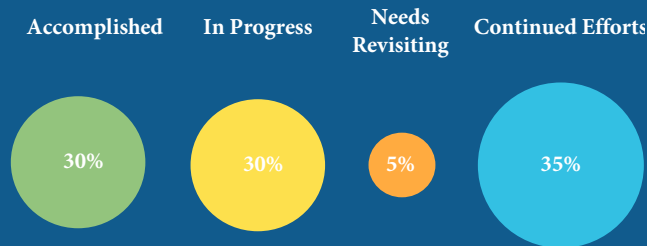
Figure 7.18 Drainage Improvement project on Red Leaf
Source; City of Nolanville; 2019 State of the City Presentation



Figure 7.19 Nolanville Transportation Alternatives Program (TAP); Old Nolanville Road Sidewalks, pavement, curbs, and drainage
Source; City of Nolanville; 2019 State of the City Presentation

PROGRESS SO FAR

Since the completion of the 2015 Comprehensive Plan, the city has taken measurable steps in improving the infrastructure and community facilities of Nolanville. These include assessment and surveys of structures and drainage systems and the installation of lighting along North Main Street. To view a comprehensive list of completed projects, see Appendix IV.



COMMUNITY FEEDBACK

Throughout the planning process, the community expressed their needs and desires for improving and creating new community facilities, access to food and nutrition, and infrastructure. Community members shared their desire for enriched services for all ages, including nutrition centers or kids programs, community events, and enhanced security and safety. Some feedback included the need for improved lighting throughout the city and community communication. Many people expressed the need for access to information related to housing, infrastructure (i.e. where water and sewer lines and pumping stations are located), and community events and processes. Additionally, people want to see what the community could be as a Smart City, and they stated that expanded technology through smart stops and smart technology would improve communication and the city’s overall quality of life.

RECOMMENDATIONS

Multi-use Community Facilities

The city’s community facilities are vital to the function of Nolanville as a whole, from community events and activities to general, day-to-day tasks. Therefore, the City shall re-purpose, renovate, or re-structure existing buildings as multi-use community facilities that can be utilized by the entire community.

It is important that the City repurpose and revitalize Nolanville’s existing and new community facilities and use them to their full capacity. Recently, Nolanville’s City Hall facility was renovated and now provides the community with many opportunities. The City should utilize the new, renovated City Hall for community events and meetings. Additionally, the City has expressed the need for an expanded Post Office, so the planning team recommends that the City plan to renovate and expand the facility in order to provide the most efficient services.

Another important community facility for the City of Nolanville is the J.W. Sims Center. The space

provides opportunities for community members to host a variety of special events and celebrations, as well as, serves as a polling location and space for community events. Because of its vast range of uses, the City should fund incremental renovations and improvements of the Sims Center. The planning team has provided some design proposals created by students from TAMU for a range of renovations and additions to the Sims Center. An indoor gym would be an ideal addition to the community center for youth and community sports activities as well as opportunities for use during emergencies. Thus, the planning team recommends that the Mary Marie Multi Use Center be expanded to include an indoor gym with design and structure in accordance with regulations to be used as a shelter for emergencies.

COMMUNITY CHALLENGE GRANT PROGRAM

The U.S. Department of Housing and Urban Development's (HUD) Community Challenge grant program “fostered reform and reduced barriers to achieving affordable and economically vital communities.”²⁵ The grant program is one of two programs that are part of the Sustainable Communities Initiative (SCI).

Some specific uses for such funding can include amending or replacing local master plans and “updating zoning and building codes to reduce the barriers to development and promote mixed-use development, affordable housing, walkable communities, transit oriented development, and similar activities.”

The Community Challenge Grant Program is one of the funding sources recommended for Nolanville in projects related, but not limited to, improvements and renovation of the J.W. Sims Center.



COMMUNITY FACILITIES DESIGN PROPOSAL - J.W. SIMS COMMUNITY CENTER

This group of TAMU students saw the current conditions of the community center as having vast potential for further development. After conducting a stakeholder analysis, they utilized community feedback to propose several design alternatives for the community to consider and draw inspiration from.

The goals for the community center are to create a flexible, multi-functional space, enhance educational opportunities, create social event spaces, and encourage active, accessible play. Throughout these designs, the students recommended using specific materials to ensure the safety, beauty, and sustainability of the center: creative parking lot resurface, poured rubber in play areas, shade structures, decomposed granite pathways, and movable seating.



Figure 7.20 Open lawn space, J.W. Sims Community Center
Design by Raul Peraza



Figure 7.21 Farmer's Market/Social event space, J.W. Sims Community Center
Design by Raul Peraza



Figure 7.22 Masterplan, J.W. Sims Community Center
 Design by Raul Peraza



Figure 7.23 Connectivity between playground, entrance, and gathering area, J.W. Sims Community Center
Design by Mayda Lagunes



Figure 7.24 Community garden and outdoor space, J.W. Sims Community Center
Design by Mayda Lagunes



Figure 7.25 Entrance from neighborhood area, J.W. Sims Community Center
 Design by Mayda Lagunes

One aspect of providing attractive and safe community facilities is addressing unused and vacant structures that could pose a risk to the safety and security of residents and visitors, as well as, decrease the aesthetic appeal of the city. Thus, it is recommended that, by 2040, the City prepare and maintain an inventory of additional vacant structures that could be repurposed, prioritizing Main Street District. An example of this can be taken from the neighboring Harker Heights' Community Facilities Story Map.

To ensure that a wide variety of community facilities that provide for a range of uses exist within the community, it is important that the City understand what sorts of facilities are desired by the residents and what existing facilities are in need of repair. For that reason, the planning team suggests that Nolanville take an inventory and maintain a list of community facilities that would most greatly benefit the community and identify the structures to be repurposed from the existing inventory, aiming to redevelop at least one every 5 years.



BRYAN, TEXAS - CORRIDOR BEAUTIFICATION PROGRAM

This grant program works as a partnership between property owners and the City in which reimbursable matching funds are used to renovate and improve the built environment of the properties of significant corridors in the city.

The objectives of this program are to:

- Improve the community image and perception of significant corridors through improvements that focus on aesthetics and business vitality
- Encourage private investments in commercial businesses
- Eliminate blight along these corridors
- Stimulate redevelopment to increase sales tax revenues and property values
- Stimulate the economy and business development by improving the safety of environments for workers, businesses, and the public.

Some eligible improvements include, landscaping and irrigation, building materials and facade, parking and access, signage, and existing land use requirements. This project is a great example for how a small town has taken measurable steps to beautification, improving the community's aesthetic appeal, and preserving the character and sustainability of the downtown corridors.

<https://www.bryantx.gov/cbr/>

To address the identified vacant structures, it is recommended that the City acquire at least one vacant structure that could be repurposed as a community facility by 2025. This will expand opportunities to provide community events and programming. Using the established inventory of structures, the City should prepare a budget for the purchase and renovation of structures in need of attention. Once an appropriate budget has been established, it is recommended that the City consider hiring a qualified architectural consultant to renovate the acquired structure.

Due to long obstructions from the train and meeting the city's growth threshold, the City should assess the feasibility of establishing a South Side Safety Annex that would include a three-car garage and office quarters.


The City has a desire to provide unique facilities for community members and visitors. Therefore, it is recommended that Nolanville consider methods to utilize a vacant structure to create a Smart Museum or non-traditional library.



COMMUNITY FACILITIES DESIGN PROPOSAL - J.W. SIMS COMMUNITY CENTER

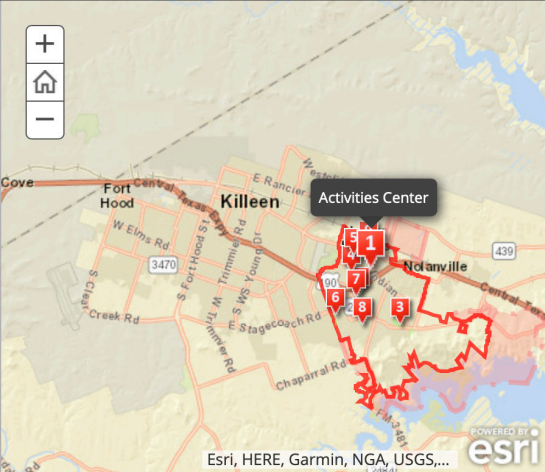
Harker Heights City Parks


Webmap showing the locations of Harker Heights city parks. A Story Map [↗](#)




Activities Center

Harker Heights Activities Center is a beautiful facility with over 4300 square feet of space and is equipped with the latest state-of-the-art technology. The facility hosts four different rooms designed to meet the general formational, educational, cultural and civic needs of our







Activities Center




Carl Levin Park




Community Park



Goode-Connell Park



Kern Park



Purse

Figure 7.26 Harker Heights Community Facilities Story Map

Source: <https://harker-heights.maps.arcgis.com/apps/MapTour/index.html?appid=0d4aaf66ec9e45058fe96d51aa15a099>

Harker Heights, Nolanville’s neighbor, has created a story map of the city’s parks and community facilities through the popular platform, ESRI. On each page is a photo of a park along with a small description of each facility for residents and visitors to use to learn about the facilities as well as finding the right fit for their family BBQ, birthday parties, or just summer afternoon outing.

Such a tool can be of use to residents and guests as well as City Officials in the process of taking inventory of the different community facilities.



GOLD STAR MEMORIAL

In the Spring of 2019, a class of undergraduate students from Texas A&M put together a site proposal for a Gold Star Memorial to commemorate fallen service members and honor the Gold Star Families, the immediate family members of those service men and women. The memorial has significant symbolism within every aspect of the students' designs, from the flowers to the shape of the memorial itself.

The goals for the memorial are described by the students: to create a landmark for the City of Nolanville, designate a space that commemorates Gold Star Families and fallen soldiers, enhance the city's culture and celebrate the military history of Ft. Hood to the city, choose a plant selection that enhances the memorial, and expand the understanding of the sacrifices made. Each of the students in this group provided in-depth descriptions of the symbols of their design proposals.

“The star shape of this design is symbolic of the Gold Star Memorial itself. The plant selection was made to signify what colors can mean and how they connect to the core values of Hershel Williams Memorial Foundation. The five branches of the military are also represented with flags that honor Americans that are currently and in the past have served their country, while also showing the relation of Nolanville and Fort Hood.”



Figure 7.27 Gold Star Memorial
Design by Lauren Randolph

“In order to honor and provide a positive, meaningful, and peaceful environment to recognize the value of a loved one’s life an ambulatory walkway around the Gold Star Monument for reflection is developed. A berm separates the memorial from the chaos of the world, while the utilization of color therapy through plant selection creates a serene atmosphere for visitors.”

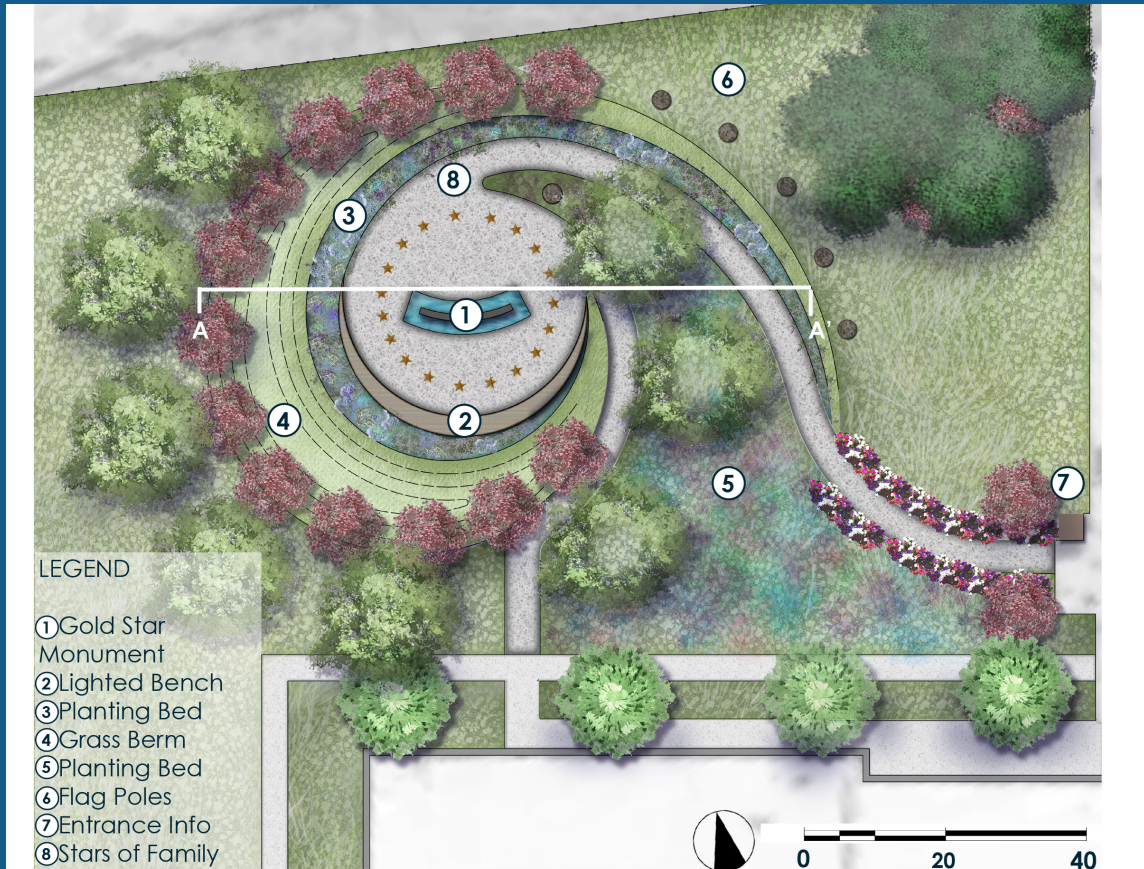


Figure 7.28 Gold Star Memorial

Design by Michelle Davis

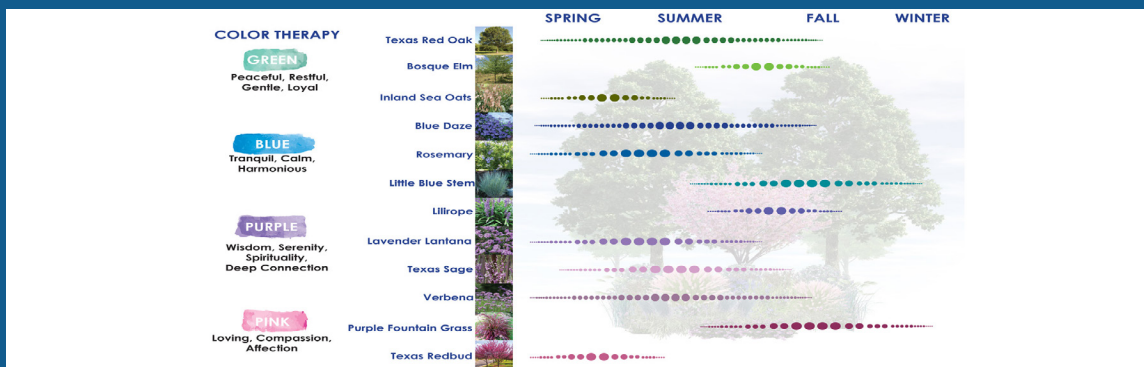


Figure 7.29 Utilization of Color Therapy

Design by Michelle Davis



Sustainable, Safe, and Accessible Infrastructure

Nolanville needs to focus on improving the access and conditions of community facilities, so the City will work to increase connectivity, accessibility, and safety through sustainable and low-maintenance infrastructure.

An important aspect of ensuring the safety of residents and the built and natural environment is implementing techniques that protect from flood events. Thus, it is recommended that Nolanville improves street drainage systems in two high priority flood-prone streets by 2025. Nolanville can accomplish this, in part, by developing and passing an improved Stormwater Ordinance to incorporate green stormwater management and infrastructure and Low Impact Development. Additionally, the planning team recommends the City coordinate with Keep Nolanville Beautiful and other partners to develop a program to help residents and businesses adopt green infrastructure and/or low impact development to reduce storm-water runoff through water conservation and retention practices in public spaces.

Access to clean water and other utilities is at the utmost importance in creating an available community. To accommodate for the entire city's need for water and utilities, the City should 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. To begin, it is important to be aware of current conditions related to water and utilities in order to provide those to the entire community. Therefore, the City should conduct an assessment of current water and utility line conditions and identify the areas to expand water and utility lines to achieve at least 90% connectivity with the goal of providing access in all areas by 2040.

Safety and connectivity are major themes of the Comprehensive Plan update, so it is important to find ways to increase the safety and connectivity throughout the city. However, one specific area of Nolanville that could use enhancements would be from North Main Street to South Main Street under the IH-14 overpass. Lighting can be used for several tasks, specifically, it can provide a sense of security during evening hours and act as a landmark, drawing attention to an area. Thus, the City should install artistic lighting that acts as a landmark and gateway for the community. In addition to the installation of creative and artistic lighting landscape elements, the City should include additional landscaping and vegetation, murals, sculptures, and other culturally significant features along the IH-14 overpass, and street lighting along North Main Street can help increase walkability and safety.

GREEN INFRASTRUCTURE (GI) & LOW IMPACT DEVELOPMENT (LID)

Green stormwater management, known as Green Infrastructure, is defined in Section 502 of the Clean Water Act as "...the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters." GI refers to the general, big picture of a community or watershed and focuses on an effort to implement these practices.

According to the Environmental Protection Agency (EPA), LID "employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product." LID can be seen as a subset of practices within GI.

Rain Gardens - features that can be installed in any unpaved space. These are shallow, vegetated basins with the purpose of collecting and absorbing runoff from rooftops, sidewalks, and streets.

<https://www.epa.gov/green-infrastructure/what-green-infrastructure>



Figure 7.30 Rain Gardens

[https://commons.wikimedia.org/wiki/File:Rain_Garden_\(15455930908\).jpg](https://commons.wikimedia.org/wiki/File:Rain_Garden_(15455930908).jpg)

Planter Boxes - "urban rain gardens" that are built with vertical walls and open or closed bottoms which collect and absorb runoff from sidewalks, parking lots, and streets. These designs are ideal for areas with limited space as a streetscaping element.

<https://www.epa.gov/green-infrastructure/what-green-infrastructure>



Figure 7.31 Planter Boxes

<https://catalog.extension.oregonstate.edu/em9213/html>

Bioswales - vegetated, mulched, or xeriscaped areas that treat and retain as stormwater moves from one place to another. These swales slow, infiltrate, and filter stormwater. This design element is well suited for placement along streets and parking lots.

<https://www.epa.gov/green-infrastructure/what-green-infrastructure>



Figure 7.32 Bioswale

<https://www.flickr.com/photos/87297882@N03/7994696125>

Permeable Pavement and Pavers - this type of pavements infiltrate, treat, and/or store rainwater. This can be made of pervious concrete, porous asphalt, or permeable interlocking pavers.

<https://www.epa.gov/green-infrastructure/what-green-infrastructure>

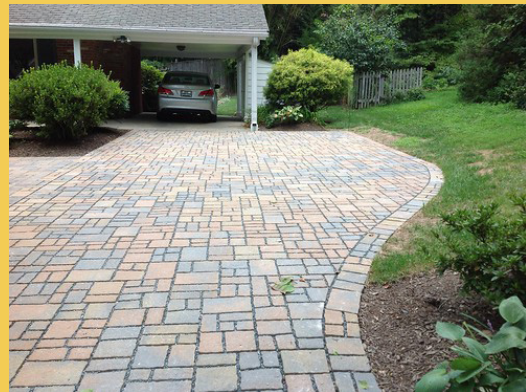


Figure 7.33 Permeable Pavement

<https://www.montgomerycountymd.gov/water/restoration/green-streets.html>

Bump outs- Also known as “curb extensions;” these designs protrude into a street either mid-block or at an intersection, directing stormwater into a vegetated inlet. This allows plants to be watered and water to be stored in the soil; excess water flows through to the next inlet.

<https://www.epa.gov/green-infrastructure/what-green-infrastructure>



Figure 7.34 Bump outs

<https://nacto.org/publication/urban-street-stormwater-guide/stormwater-elements/green-infrastructure-configurations/stormwater-curb-extension/>



THE MURALS AT MONARCH PARK

Local artist Rudy Calooy Jr.'s was commissioned by the Nolanville EDC to create a mural dedicated to Ft. Hood units and military veterans from the Nolanville area to capture the spirit of the community's military population. Marcella Ann Ng, a Nolanville resident who was the first African American Female Aviator for the US Armed Forces is depicted in the mural. Additionally, the insignia of the 504th Military Intelligence, the City's Military Partnership Brigade, is honored in the mural for their continued involvement in community initiatives for improving the City's quality of life. The goal of The Murals was to spark the conversation across generations about the rich military history in Nolanville and the surrounding areas.



Figure 7.35 III Corps Mural
Photo Courtesy of the City of Nolanville

The series of murals were completed and unveiled in August 2020 during which a sign was posted with a quote from Mayor Andy Williams, stating “public art strengthens community identity. The mural series reflects our strong cultural influence from our military neighbors.”

Lighting is an important part of the roadway infrastructure as well because it increases visibility. To improve safety of all modes and users including drivers, pedestrians, and bicyclists, the City should install street lights along all main and neighborhood roadways, specifically along Mesquite St. in The Plaza neighborhood and Avenue H.

It is important that city officials and planners are aware of the gaps within the city’s infrastructure. It would be helpful to survey and identify additional streets in need of upgraded lighting and set aside a budget to achieve adequate street lighting in at least 50% of arterial roads and 70% of collector and local roads by 2040.

In addition to the security and safety provided by street and walkway lighting, security cameras can be an effective way of decreasing criminal activity and protecting residents, guests, businesses, and community facilities. It is recommended that a budget is created for the purchase and installation of digital surveillance equipment around schools, community facilities, and parks.

CREATIVE UNDERPASS LIGHTING

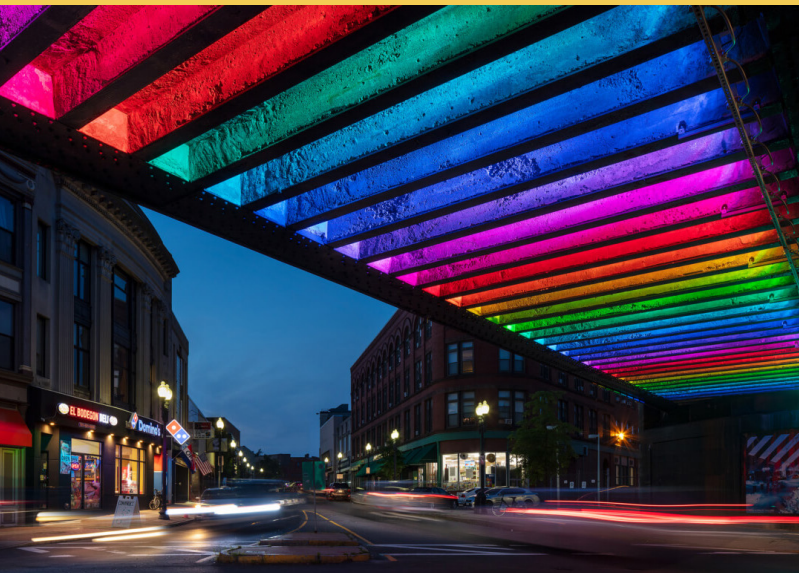


Figure 7.36 Underpass lighting in Lynn, MA
Source: <https://www.payette.com/project/beyondwalls/>



Figure 7.37 Underpass lighting by artist Bill FitzGibbons in Birmingham, AL
Source: <https://www.thisiscolossal.com/2013/08/bill-fitzgibbons-lightrails/>



Technology Integration

The city's desire to become a Smart City shall begin by integrating technology into planning functions to initiate the digital expansion of services.

Technology can provide effective means of communication between City Officials and community members. As the City works to become more of a Smart City, the planning team provides a range of recommendations in order to adapt to the ever-changing times. Therefore, the planning team recommends that Nolanville disseminate real-time day-to-day and emergency information through digital means, such as social media and other digital platforms, including the city website. Overall, social media and other digital platforms can facilitate improved and effective communication amongst each and every citizen.

As with any City task, it is important to delegate to qualified personnel to fulfill specific responsibilities. Therefore, the City needs to identify the department and assign responsibility for updating the calendar on the city website for city-wide events and processes. An additional responsibility of this department or employee will be to build and update official social media accounts for sharing information regarding community resources, housing, utilities, and transportation changes.

In addition to social media and online presence, Nolanville can use other means of digital communication to disseminate pertinent information. The planning team recommends the installation of digital information boards at smart transit stops. Not only can these smart boards be used to post announcements, weather alerts, and other information, the City can also explore revenue collection opportunities through advertisements.

Because of the train's proximity to the city, safety and train awareness is vital. Similar to vehicle traffic notifications or communication, the planning team recommends that the City work with KTMPO to develop a Train Derailment Management Plan including provisions for mobile alert and traffic rerouting alternatives.

To increase the community's accessibility to alternative transportation, the City should coordinate with the HOP and HCTD to implement smart technology for bus tracking. This would help community members be aware of the bus schedule and increase accessibility, helping residents plan their own transportation schedules.

Especially during this time when many more people are working remotely, access to reliable internet is of great importance. For those who may not have access to high-speed, reliable internet, the City can assess the feasibility of providing city-wide internet hotspots around popular community facilities such as bus stops and parks. Not only would this accommodate those who do not have in-home internet, but, also, it would allow community members to work or do homework outdoors, at parks, or during their wait at the bus stops.



SMART BUS STOP

Two groups of students from TAMU, one from the ENDEAVR Project - Team Bravos and the others from the Landscape Architecture class, created potential designs for smart bus stops. Both of these designs include unique features to provide users with seating, connections to the internet, and smart screens that display community announcements, weather updates, and bus schedules.

The design from Team Bravos, seen in Figure 7.38, has sustainable, green elements in the vines that cover the stop, the shade structure functions as a water collector, the columns collect and channel water, and the bench serves as a seat for bus stop users and storage for collected water.

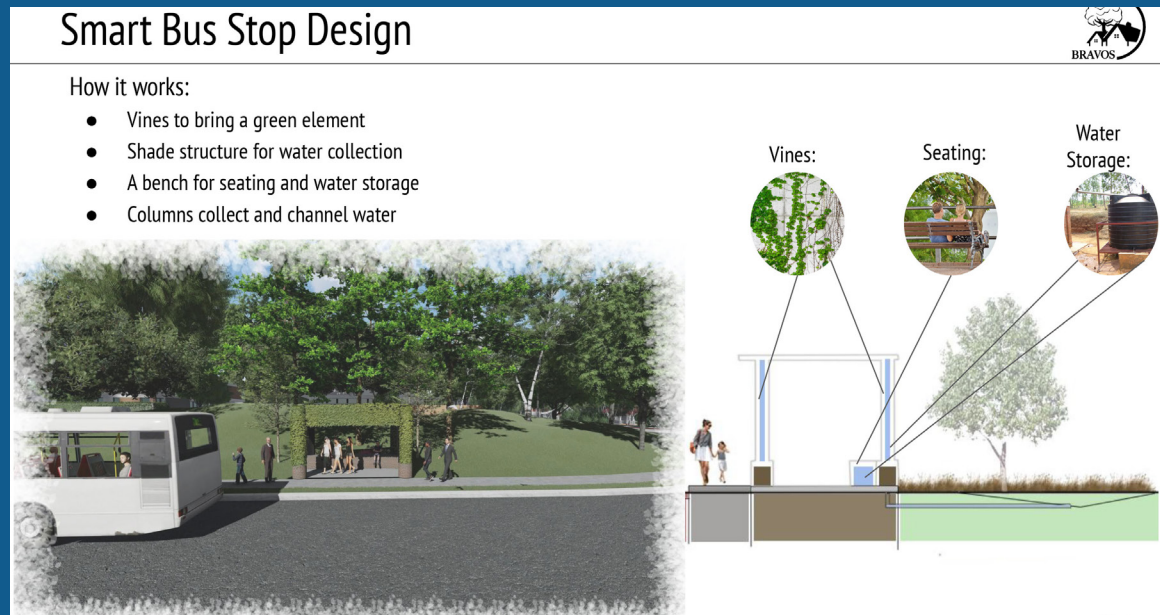


Figure 7.38 Smart Bus Stop

Source: ENDEAVR Team Bravos; Chris Davila

The Landscape Architecture students created some excellent designs for smart bus stops that the City can consider when implementing this strategy. The students had four goals for these designs:

- **Smart:** Providing wi-fi, real-time bus feed, and solar energy to help set the foundation for Nolanville’s future of becoming a Smart City
- **Safety:** Developing a safe streetscape with the goal of enhancing connectivity and adding safety features at bus stops, such as drinking stations and emergency call buttons, to meet the needs of the community and address concerns regarding heat, connectivity, and accessibility.

- Environment: Increasing environmentally friendly features such as bioswales, rain gardens, vegetation strips to create a healthier lifestyle by promoting the use of public transit and enhancing sustainability.
- Social: By creating gathering spaces, the City can increase social interactions and promote the use of public transportation.

The features in concept, Figure 7.38, include CCTV cameras, information kiosks with real-time communication, seating, solar panels, wifi connectivity, and smart bus poles that make accessibility possible for all ages.



Figure 7.39 Smart Bus Stop

Source: TAMU Landscape Architecture Team 4; Created by Catalino Diaz

Nolanville, as with much of Texas, experiences times of extreme heat during the summer season. To combat this, the students created the smart stop design shown in Figure 7.39 which can feature lights and signage, smart kiosks, seating under the shade, and cooling systems, all powered by solar panels.



Figure 7.40 Smart Bus Stop

Source: TAMU Landscape Architecture Team 4; Created by Catalino Diaz

In order to effectively communicate the community’s character to residents, visitors, and surrounding cities, it is recommended that the City develop a branding identity, including visual elements that communicate the community’s character. An aspect of brand identity for the city will include the development of a logo and other graphic design elements, such as website and distinctive signs for advertising, marketing, and promotions. To provide travelers with a glimpse of Nolanville’s brand and a welcome to the community, the City should install a city sign at major entry points into the city from the highway on the east and west ends.



Figure 7.41 Underpass Sign

Design by TAMU Students



Figure 7.42 Underpass Sign
Design by TAMU Students

Additionally, more and more cities are focusing on making their communities more environmentally friendly, increasing their use of clean energy systems. With the purpose of improving the community's natural environment, the City should explore alternative energy infrastructure to gradually move to cleaner energy systems. Solar panels are just one way communities and home and business owners are implementing clean energy systems and decreasing costs of electricity. Therefore, the planning team recommends that Nolanville assess the feasibility and develop a budget to install solar panels on mail boxes and plan to test solar powered street lights by 2035 on at least 3 one-mile street sections.

Food Access

While there is a local food pantry, Dollar General, the Stop 'N Save, and two convenience stores attached to gas stations where residents can buy minimal grocery and household items, the City of Nolanville lacks a full scale grocery store that offers healthy options like fresh fruits and vegetables. Residents must travel to Harker Heights, Belton, or Killeen to shop at grocery stores such as HEB, Walmart, Target, and ALDI. Distances to these stores range from about 6 to 11 miles away from Nolanville. Therefore, the City will investigate ways to provide equal access to food for all.

In order to provide community members with fresh, healthy food options, the City should explore different options and ownership models for establishing a grocery store. To address this issue, Nolanville needs to work towards improving community awareness of and accessibility to healthy food options. One method the planning team recommends is to raise awareness and educate community members about healthy eating by establishing a community garden program.



Figure 7.43 Nolanville Food Pantry
Photo by David Watson

BROWNWOOD COMMUNITY GARDEN

Not far from Nolanville, the Brownwood Area Community Garden (BACG) was established in 2009 to provide fresh, naturally grown produce for the residents of Brown County. The BACG also serves as a rental space for residents wanting to learn how to garden and a venue for education on sustainable gardening practices for all ages.

The BACG is a great model for Nolanville to follow in the City's goal of providing health education and fresh, local produce to the community.

GROCERY STORE OWNERSHIP MODELS

Food Cooperative

Food cooperatives, or food co-ops, are grocery stores organized as a cooperative, meaning that it is owned and operated by its customers. These stores generally sell products at lower prices than big chain stores.

While not the size and without the sales of large supermarkets, food cooperatives serve an important role in the communities and neighborhoods they serve as they provide access to healthy foods to communities that lack a grocery store. To be an effective model of rural grocery store ownership, a variety of critical components are necessary in the development and start-up phases of a cooperative grocery store, according to a case study from the University of Wisconsin. The effectiveness and economic viability of cooperatives are based on personal relationships more than other forms of retail operations. This case study listed the following to be important or critical components to “the successful start-up” of a rural grocery co-op:

- Competition
- Community and industry support
- Member support
- Quality of the business plan
- Business growth patterns
- Market niche
- Board and management leadership
- Finance

Community-owned

Similar to a co-op, these stores are owned by the community at large and have the ability to tailor the store to meet the needs of its customers. This model also has the potential to provide a significant economic development boost to a rural community. Typically, a community-owned store is a corporation, capitalized through the sale of stock to local residents and operated by an elected board of directors.²⁶

The Kansas State University Rural Grocery Store Initiative has identified several benefits of a community-owned store:

- Preserve community character
- Enable those who feel the impact of a decision to make critical decisions affecting the business
- Support local economies by keeping locally generated dollars recycling in the community
- Complements other local businesses to create a diverse, thriving local economy and job opportunities for community members.

Financing and local support are the critical factors for a successful community-owned grocery store. This model of ownership must rely on the constant financial backing of local residents as well as the continued shopping support of the community.

In addition, the City should engage with youth clubs, schools, and other programs for participation in community gardens to encourage and teach children how to develop a healthy lifestyle. There are some residents that simply cannot afford to purchase organic or fresh foods, so to provide opportunities for lower income residents, the City should consider partnering with the local food bank and non-profit organizations to provide supplemental assistance (Ex. SNAP Program).



THE EDIBLE PARK

Two Graduate Students from the Department of Landscape and Urban Planning at Texas A&M University developed a set of designs as a part of the framework for the city to become a Smart City. The development plans include proposed systems plans to improve transportation and mobility, water management systems, and green spaces and city commercial development for new commercial sites.

One of their development proposals includes suggestions for The Edible Park, which they designated as a “smart” park located at the intersection of N 7th St. and Avenue I, which would address Nolanville’s limited access to fresh foods and groceries. This location neighbors several of the students’ other commercial development proposals, which can be found on the Nolanville EDC website by visiting <https://www.nolanvilleedc.org/comprehensive-plan>.

The Edible Park Master Plan, shown in Figure 7.44, provides the details for each of the facilities located in the park.



Figure 7.44 The Edible Park Master Plan
Designs by Haoyue Yang and Yu Shi

The facilities include the market building and vertical greenhouse classroom, which can be equipped with rainwater harvesting systems to collect and store rainwater in the wet season and supply water for the smart irrigation system in the dry season. The smart kiosks can provide general city information and help guests find moveable furniture and see if they are in use.

The main purpose of The Edible Park is to be a space for residents to have increased access to fresh food and nature while providing a venue for residents and visitors of all ages to participate together in a variety of activities such as cooking and gardening classes.



Figure 7.45 The Edible Park Entrance
 Design by Haoyue Yang and Yu Shi



Figure 7.46 Green space with seating
 Design by Haoyue Yang and Yu Shi



Figure 7.47 gathering spaces
Design by Haoyue Yang and Yu Shi



Figure 7.48 Plant suggestions
Design by Haoyue Yang and Yu Shi

IMPLEMENTATION TABLE: FACILITIES

Objectives	Actions	Timeframe								Action Type	Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration				More Targeted Planning
Goal 7.1 Re-purpose, renovate, or re-structure existing buildings as multi-use community facilities that can be utilized by the entire community.													
Obj. 7.1.1 Repurpose and revitalize Nolanville's existing and new community facilities.	Action 7.1.1.1 Utilize the new, renovated City Hall for community events and meetings.	X										CS	Community Facilities Direct Loan/Grant Program; CDF
	Action 7.1.1.2 Renovate and expand the Nolanville Post Office.				X							CS	Community Facilities Direct Loan/Grant Program; CDF
	Action 7.1.1.3 Fund incremental renovations of the Sims Center.	X				X						CC; CS	Community Facilities Direct Loan/Grant Program; CDF
	Action 7.1.1.4 Expand the Mary Marie Multi-use Center to include an indoor gym. Consider design-ing in accordance with regulations to be used as a shelter for emergencies.				X							CS	Community Facilities Direct Loan/Grant Program; CDF
	Action 7.1.2.1 Maintain a list of community facilities that would most greatly benefit the community and identify the structures to be repurposed from the existing inventory, aiming to redevelop at least one every 5 years.	X							X			CS	Community Facilities Direct Loan/Grant Program; CDF
	Action 7.1.2.2 Acquire at least one vacant structure that could be repurposed as a community facility by 2025.								X			CS; CC	Community Facilities Direct Loan/Grant Program; CDF
Obj. 7.1.2 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 7.1.2.3 Budget for the purchase and renovation of identified structures.	X						X			CM; CC	Community Facilities Direct Loan/Grant Program; CDF	
	Action 7.1.2.4 Consider hiring a qualified ar-chitectural consultant to renovate the acquired structure.		X								CM; HR	Community Facilities Direct Loan/Grant Program; CDF	
	Action 7.1.2.5 Assess the feasibility of establish-ing a South Side Safety Annex (3 car garage w/ office quarters)				X						CS; CM; PW	Community Facilities Direct Loan/Grant Program; CDF	
	Action 7.1.2.6 Consider methods to utilize a vacant structure to create a Smart Museum or non-traditional library.				X			X			CS; CM; CC	Community Facilities Direct Loan/Grant Program; CDF	

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			

Goal 7.2 Increase connectivity, accessibility, and safety through sustainable and low-maintenance infrastructure.

Obj. 7.2.1 Improve street drainage systems in two high priority flood-prone streets by 2025.	Action 7.2.1.1 Develop and pass an improved Storm-water Ordinance to incorporate green stormwater management and infrastructure and Low Impact Development.	X						X				CM; CC; P&Z	CWSRF; PDM	
	Action 7.2.1.2 Coordinate with Keep Nolanville Beautiful and other partners to develop a program to help residents and businesses adopt green infrastructure and/or low impact development.	X							X	X			CS; KNB	CWSRF; PDM
Obj. 7.2.2 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 7.2.2.1 Conduct an assessment of current water and utility line conditions.	X							X				CS; CE; PW; UT	CWSRF; PDM; RWAF
	Action 7.2.2.2 Identify the areas to expand water and utility lines to achieve at least 90% connectivity in all areas by 2040.		X							X				CS; CE; PW; UT
Obj. 7.2.3 Increase the safety and connectivity from North Main Street to South Main Street under the IH-14 overpass.	Action 7.2.3.1 Install artistic lighting that acts as a landmark and gateway for the community.	X							X				CS; PW	CBDG: Cool & Connected Program
	Action 7.2.3.2 Install creative and artistic lighting landscape elements along the IH-14 overpass, include additional landscaping and vegetation, murals, sculptures, and other culturally significant features.	X							X				CS; PW	CBDG: Cool & Connected Program

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
	<p>Action 7.2.3.3 Install street lighting along North Main Street to increase walkability and safety.</p> <p>Action 7.2.3.4 Install streetlights to improve safety of all modes and users including drivers, pedestrians, and bicyclists.</p> <p>Action 7.2.3.5 Install lighting along Mesquite St. in "The Plaza" neighborhood and Avenue H to improve safety for residents and recreational users of the city park.</p> <p>Action 7.2.3.6 Survey and identify additional streets in need of upgraded lighting and set aside a budget to achieve adequate street lighting in at least 50% of arterial roads and 70% of collector and local roads by 2040.</p> <p>Action 7.2.3.7 Budget for the purchase and installation of digital surveillance equipment around schools, community facilities, and parks.</p>	X	X	X	X	X	X					CS; PW	CBDG: Cool & Connected Program
		X	X			X						CS; PW	BFC; CBDG: Cool & Connected Program; STP
		X				X						CS; PW	CBDG: Cool & Connected Program
				X		X	X					CS; CC; PW	CBDG: Cool & Connected Program
				X								CM; PW	CBDG: Cool & Connected Program

Goal 7.3 Integrate technology into city planning functions to initiate the digital expansion of services.

Obj. 7.3.1 Disseminate real-time day-to-day and emergency information through digital means such as social media and other digital platforms, including city website, to facilitate improved and effective communication amongst all age groups.	<p>Action 7.3.1.1 Identify the department and assign responsibility to update the calendar on the city website for city-wide events and processes.</p> <p>Action 7.3.1.2 Assign the department handling calendar updates the responsibility to build and update the city's social media accounts for sharing information regarding community resources, housing, utilities, and transportation changes.</p> <p>Action 7.3.1.3 Install digital information boards at smart transit stops and explore revenue collection opportunities through advertisements.</p>	X										CS		
		X											CS	
			X										CS; CM	

Objectives	Actions	Timeframe				Action Type				Funding		
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration		More Targeted Planning	Responsible Parties
Obj. 7.3.2 Develop a branding identity for the city including visual elements that communicate the community's character.	Action 7.3.4 Work with KTMPO to develop a Train Derailment Management Plan including provisions for mobile alert and traffic rerouting alternatives.	X						X			CM; EM; FR	
	Action 7.3.1.5 Coordinate with HOP and HCTD to implement smart technology for bus tracking	X						X			CM	
	Action 7.3.1.6 Assess the feasibility of providing city-wide internet hotspots around popular community facilities such as bus stops and parks.	X										CS; CM
Obj. 7.3.2 Develop a branding identity for the city including visual elements that communicate the community's character.	Action 7.3.2.1 Develop a logo and graphic design elements, such as website and distinctive signs for advertising, marketing, and promotions.	X									CS	
	Action 7.3.2.2 Install a city sign at major entry points into the city front the highway on the east and west ends.	X				X					CC; CM	
Goal 7.4 Provide equal access to food for all.												
Obj. 7.4.1 Work towards improving community awareness of and accessibility to healthy food options.	Action 7.4.1.1 Establish a community garden program to raise awareness and education about healthy eating.	X					X				CS; KNB	
	Action 7.4.1.2 Explore different options and ownership models for establishing a grocery store in the city.	X						X			CS; CM	
	Action 7.4.1.3 Engage with youth clubs and programs for participation in community gardens in partnership with schools to encourage children to develop a healthy lifestyle.	X						X				Annie's Grants; Breakfast Grants; CO-OP; Farm to School Grant Program; Events Trust Funds Program; Farmers Market Promotion Program
	Action 7.4.1.4 Consider partnering with the ISD, local food bank, and non-profit organization to provide supplemental assistance	X					X					CS; ISD



Figure 8.1 South Nolan Creek, Nolanville, TX
Photo by David Watson



ENVIRONMENT

Nature can protect and nurture in the form of parks and refuges, or it can threaten and harm through natural disasters or contaminated resources. Similarly, specific environmental features can either encourage or hinder development and sustainable land uses. The City of Nolanville is mindful of both nature's bounty and its potential hazards. This chapter discusses the fundamental role of Nolanville's natural features and parks. The natural environment can play a key part in creating the image of a sustainable and active community that the City seeks. It can be fully integrated into future growth and support economic and residential development.

EXISTING CONDITIONS

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 quality of life in the community. The following describes the existing conditions of wildlife and vegetation, hazard vulnerabilities, and parks.

WILDLIFE AND VEGETATION

Early settlers of Bell County found rich populations of wildlife, including deer, wild turkeys, wolves, bears, buffalo, antelope, wild horses, ducks, geese, and wild hogs. Much of the buffalo, bear, and hog populations were hunted to extinction in the county in the nineteenth century. Belton Lake and Stillhouse Hollow Lake, located not far from Nolanville, provide refuge for much of Bell County’s wildlife.²⁷

Nolanville is located in the Cross Timbers and Prairies ecoregion, which makes up about 17 million acres. Table 8.1 shows the plants that commonly grow throughout this region due to its average rainfall and temperatures.

Table 8.1 Plants for the Cross Timbers & Prairies

Grasses	Shrubs	Trees
Big Bluestem	American Beauty-berry	American Elm
Big Muhly	Autumn Sumac	Ashe Juniper
Buffalograss	Buttonbush	Blackjack Oak
Eastern Gamma Grass	Fragrant Sumac	Black Walnut
Little Bluestem	Lantana	Bur Oak
Sideoats Grama	Red Yucca	Eastern Cottonwood
	Succulent	Eastern Red Cedar
	Threadleaf Yucca	Honey Mesquite
		Lance-leaf Sumac
		Little Walnut
		Mexican Plum
		Pecan
		Plateau Live Oak
		Sycamore
		Texas Persimmon
Vines	Wildflowers	
Coral Honeysuckle	Coralbean	
Snapdragon	Engelmann Daisy	
Trumpet-creeper	Late Boneset	
Virginia Creeper		
Yellow Passionvine		

Source: Texas Parks and Wildlife²⁸

Threatened and Endangered Species

According to the Endangered Species Act (ESA), endangered species are defined as species that are “in danger of extinction within the foreseeable future throughout all or a specific portion of its range,” and threatened species are “those animals and plants likely to become endangered within the foreseeable future throughout all or a specific portion of its range.” Animals within the county that are listed endangered include the following:

- Houston Toad
- Whooping Crane
- Interior Least Tern
- Black-capped Vireo
- Golden-cheeked Warbler

The threatened species in Bell County are:

- White-faced Ibis
- Wood Stork
- Bald Eagle
- Zone-tailed Hawk
- Piping Plover
- Texas Horned Lizard
- Smooth Pimpleback
- Texas Fawnsfoot

HAZARD VULNERABILITY

It is important to understand the most common hazards and areas affected for future development. According to the National Climatic Data Center (NCDC), a total of 213 weather events took place between 2005 and 2010 causing approximately \$10 million in losses. Over those five years, droughts have caused the most damage at a loss of \$4.4 million, followed by floods, causing \$4.2 million, and thunderstorms causing at \$2.3 million in damages. Droughts and thunderstorms are generally not limited to one area of the city, but there are some areas within the city that are at higher risk of flood.

In the most recent decade, 2010 to 2019, a total of 247 weather events were reported in Bell County, causing approximately \$5.5 million of property damage and about \$341,000 in crop losses. Some of those events were frost/freeze and heavy snow, thunderstorm wind, hail, high temperatures, and floods. Weather events that were most frequently reported were hail and flash floods. In 2015, Nolanville was affected by Tropical Depression Bill which caused flooding across parts of North Texas. Heavy rainfall from this event caused significant flooding in the city.²⁹

Severe Weather

According to the NOAA National Centers for Environmental Information, 47 drought events were reported in Bell County during the last decade.³⁰ Droughts pose a significant threat to public health, property, and the economy. During times of intense drought, the city and county have implemented burn bans and Drought Contingency Plans in order to conserve water. In many areas, thunderstorms are often accompanied by hail, causing immense damage to homes and vehicles, and Nolanville is not immune to the effects of thunderstorms and hail. Between 2010 and 2020, 86 hail events were reported.³¹ Thunderstorms have caused an estimated \$2.3 million in damages.

Due to Nolanville's location near Nolan Creek, the city has experienced several flooding events, causing nearly \$4 million dollars in damages. Most of the city's flood zones are located along the south side of I-14 and along the western side of the city.

While the city is located in the middle of the state, it can still feel the effects of the tropical storms and depressions that severely impact Texas' coastal cities. In the summer of 2015, Tropical Depression Bill moved north toward the city and brought immense flooding. Additionally, in September of 2010, Tropical Storm Hermine brought significant flooding to Nolanville. Because of the rushing waters, a levee that serves as a barrier between Nolan Creek and Pecan Village Mobile Home Community broke, destroying 19 homes and damaging 29 others. While this was not the first flooding event in the park, past events did not cause nearly the devastation as Hermine.³²

South Nolan Creek and the Floodplain^{33 34 35}

South Nolan Creek flows through Nolanville along the south side of I-14. It's supplied by a series of springs and its headwaters are located in the Fort Hood area. Due to the narrowness of the creek bed and the overall watershed size, South Nolan Creek is prone to rapid increase in water elevations and flooding during rainfall.

Since 1996, South Nolan Creek has not met water quality standards for bacteria. There have been concerning levels of nitrate, total phosphorus, and orthophosphorus levels. In 2012 projects by the Texas Commission on Environmental Quality (TCEQ) were initiated to address these impairments with hopes to create a watershed protection plan (WPP) and restore water quality and remove it from the Texas List of Impaired Waterbodies. A WPP was accepted by the U.S. Environmental Protection Agency (EPA) in April 2019.

Due to the elevated bacteria levels, South Nolan Creek and Nolan Creek are rated as a Secondary Contact Recreation 1 waterway, according to the Texas Surface Water Quality Standards. Associated activities with this standard that limits the risk of water ingestion include fishing, tubing and kayaking.

Figure 8.2 shows the 100-year flood zone of Zone AE, for Nolanville, where the land has a 1% chance of being inundated in a given year. These areas require flood insurance from the National Flood Insurance Program (NFIP), which is becoming increasingly expensive.

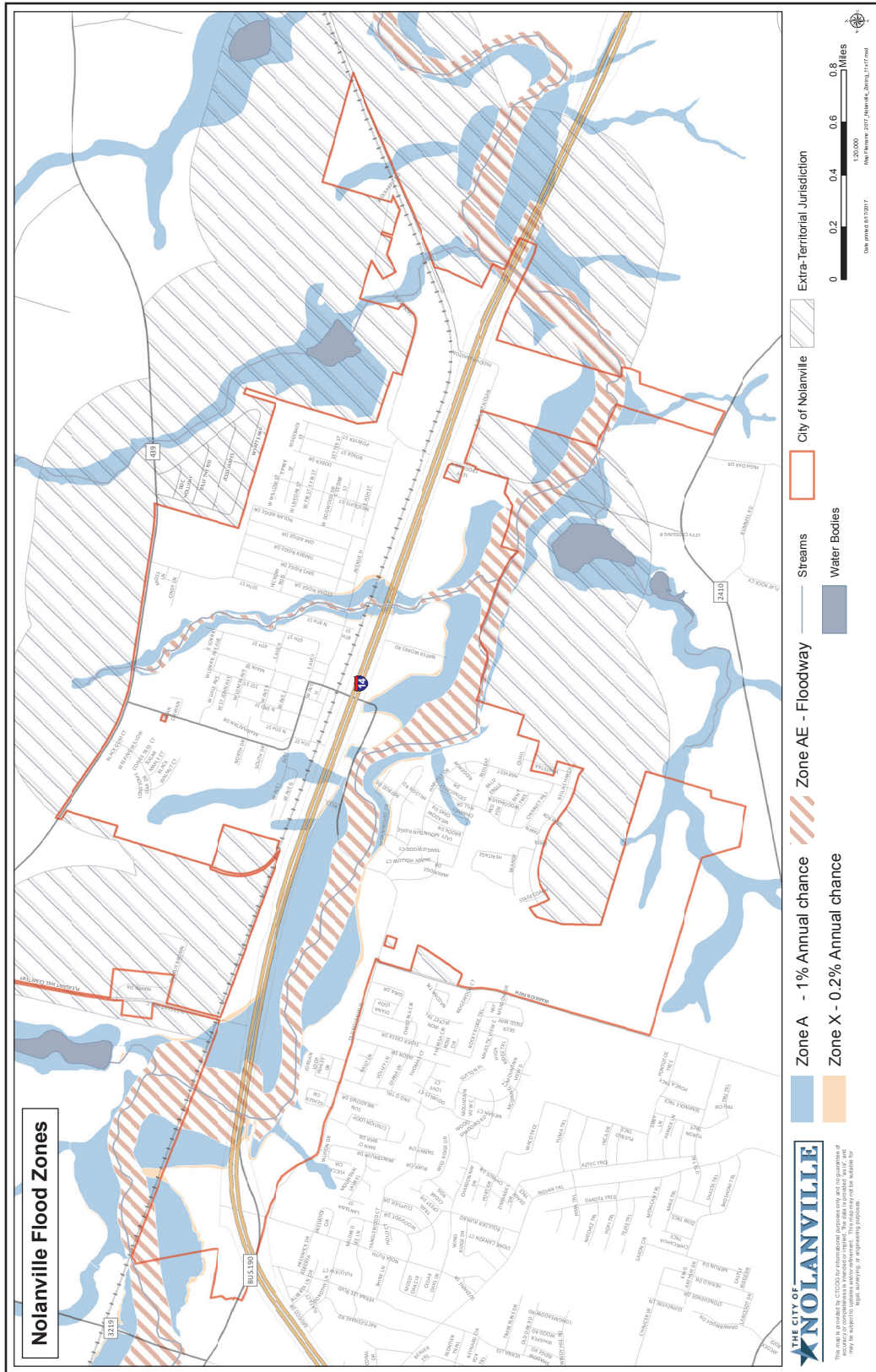


Figure 8.2 Nolanville Flood Zones
 Source: Nolanville Comprehensive Plan 2015-2030

There are large areas of Nolanville that are located in the 100-year flood zone (Zone AE), but the majority of development is outside of it. Most of the flood zones are located along the south side of I-14 and along the western side of the city. People who live in or near these areas are especially vulnerable during disaster events. 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. There are three zones identified in the map, Zone A, Zone AE, and Zone X. Each of these zones represent areas in which flooding occurs and their chance of flooding over time.

The zone descriptions are:

- A: Areas with a 1% annual chance of flooding occurring and a 26% chance of flooding occurring over the life of a 30-year mortgage.
- AE: Floodway
- X: 0.2% annual chance of flooding occurring

PARKS

Since 2017, the city has made immense progress in improving Monarch Park. The renovation project occurred in collaboration between Nolanville’s Citizen Advisory Committee, Planning & Zoning, Economic Development Corporation (EDC), and City Council. Additionally, Studio Balcones, an Austin-based company that designs residential and commercial landscapes joined in on this project and provided the concept design for the 10.5-acre park. The EDC and the Parks Operational Budget matched funds from a Texas Parks & Wildlife Small Park Grant and a Texas Department of Agriculture Grant.

To date, the completed projects include:

- Splash pad, pavilion, and garden (Completed April 2017)
- Mary Marie Multi Use Center (Completed August 2018)
- Basketball/volleyball court (Completed March 2019)
- Multi-use field & Trails (Completed 2020)

In addition to the aforementioned Grants, Nolanville also received Disney’s Meet Me at the Park Play Space Grants, announced by the National Recreation and Park Association (NRPA).

The city received an additional funding award for the continued phases of the improvements in March of 2018 which was used to provide the sports lighting and fields, skate park, and other long-overdue elements. Additionally, the basketball court and ADA walking trail were completed in February 2019 and March 2020, respectively. In Summer 2020, the City obtained another award from TPW to install a large pavilion and restrooms.



NOLANVILLE CITY PARK MASTER PLAN
 November 2014
 Scale: 1" = 40'-0"

- LEGEND**
- 11 - POND LAKE
 - 12 - CONCRETE GROVE
 - 13 - SPLASH PAD
 - 14 - FUTURE BUILD-OUT OF COMMUNITY BUILDING
 - 15 - FUTURE BUILD-OUT OF COMMUNITY BUILDING
 - 16 - PLAYGROUND TRAILS
 - 17 - DOG RUN
 - 18 - MAIN PARK ENTRANCE
 - 19 - NEIGHBORHOOD CONNECTION
 - 1 - PLAYGROUND
 - 2 - BASEBALL DIAMOND
 - 3 - MULTI-USE SOCCER / FOOTBALL FIELD
 - 4 - INDOOR SOCCER COURT
 - 5 - MULTI-USE VOLLEYBALL / BASKETBALL COURT
 - 6 - PLAYGROUND
 - 7 - PLAYGROUND
 - 8 - PLAYGROUND
 - 9 - SCENT GARDEN
 - 10 - PATRIOT



Figure 8.3 Nolanville City Park Master Plan
 Source: City of Nolanville, Parks Master Plan

MONARCH PARK



Figure 8.4 Basketball/volleyball Court
Photo by David Watson



Figure 8.5 Playground
Photo by David Watson



Figure 8.6 Multi-use field
Photo by David Watson



Figure 8.7 Sensory Garden
Photo by David Watson



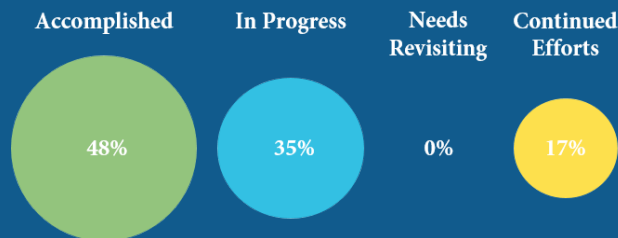
Figure 8.8 Mary Marie Multi-use Center
Photo by David Watson

Mary Marie Multi-Use Center

In August 2018, the Boys & Girls Club began using the brand new Mary Marie Multi-use Center. This project was funded by the Texas Department of Agriculture through a \$350,000 Community Development Block Grant. Additional funds came from a 5% match of \$17,500 from the EDC and \$20,000 contribution from the city.

PROGRESS SO FAR

Since the completion of the 2015-2035 Comprehensive Plan, the City of Nolanville has completed nearly 50% of the city’s original action items. Possibly the greatest accomplishments have been in steps taken to improve city parks and the natural environment. Special consideration has been taken to acquire more land to be dedicated to parkland in order to protect the floodplain. To view a comprehensive list of completed action items, see Appendix IV. All new recommendations have been curated through feedback from community members and city officials and are designed to build upon the efforts that have taken place over the past five years.



COMMUNITY FEEDBACK

During the public engagement process, community members expressed interest in increasing the family friendly aspect of the city through educational programming and enhancing and expanding parks. Additionally, the state of Nolanville’s natural environment was of concern for residents. They stated their desire for eliminating air, noise, and environmental pollution by installing pollution sensors and noise barriers. Some specific feedback included:

- Prioritize the parks and recreational space in terms of budget and assisting park programming
- Amend subdivision regulations to require developers to install screens on all storm sewer drains
- Pass a regulation to encourage new development along the creek side for public 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

RECOMMENDATIONS



Pollution Reduction

Because the main water resource in Nolanville is Nolan Creek, which originates in the Fort Hood area, the City will focus on reducing pollution to improve the natural and built environment.

The City can enhance the value of Nolan Creek for its contribution to Nolanville’s quality of life by monitoring potential hazards. One way to accomplish this can be to coordinate with the Watershed Plan and Texas Commission on Environmental Quality (TCEQ) to improve water quality. The community can get involved in the efforts to maintain Nolan Creek by organizing creek monitoring with the Texas Stream Team, schools, and other environmental groups.

The planning team recommends that Nolanville work together, as a community, to reduce litter in water sources, parks, and along roadways. A great way many communities have been able to not only improve the environments of their cities, but also come together and work toward a common goal, is to continue to facilitate community clean up events and programs. The City should plan and implement community and neighborhood cleanup events in partnership with Keep Nolanville Beautiful, School District, and other organizations to bring the community together to make Nolanville a more beautiful place to live.

A measurable goal for Nolanville should be to reduce by 60% the amount of visible litter found in the section of Nolan Creek from I-14/Highway 190 to Old Nolanville Road by 2022. Reducing litter within the city may seem like an impossible goal, but with the help of residents and visitors, it can be accomplished. While the community already offers recycling at City Hall, more can be done. One way to achieve this is to make a plan to identify strategic locations of trash/recycling bins throughout the city, including a prioritization plan for installation, and install first priority trash cans and recycling bins at each location by 2023. After priority areas have been identified and trash cans and recycling bins have been installed, the City should provide 1 trash can and recycling bin per acre in each park to keep the open spaces clean and maintained by 2025, or by the next plan update.

MAKE A DIFFERENCE

Make a Difference Day “is the national day of doing good.” Every year on the first Saturday in November, the community comes together for Make a Difference Day. The city has accomplished great things because of this event, including planting 10-12 trees each year since 2016. During this event, volunteers work together for different beautification activities including tree planting, waterway cleanup, and building gardens. In 2019, volunteers from Habitat for Humanity, Nolanville Lions Club, and Ft. Hood’s 504th Military Intelligence Brigade gathered at Monarch Park and Cavazos Elementary to build garden boxes and a shed as part of KNB’s “Living to Learn” Campaign.³⁷



**Figure 8.9 New garden beds in Monarch Park, 2019
Make a Difference Day**

Source: Hunter King, Killeen Herald

KEEP NOLANVILLE BEAUTIFUL (KNB)³⁶

KNB, which operates under the Economic Development Corporation (EDC), was established in 2015 as an effort to beautify the city and improve its residents' quality of life. The KNB committee is composed of volunteers from all walks of life, including students, business owners, civic and nonprofit organizations, individuals and families, sororities and fraternities, sports teams, faith groups, veterans and active duty military, and more. KNB prioritizes “the [preservation] of our natural landscape, planning greenspace and implementing complete street plans.”

Nolanville won the Governor’s Community Achievement Award (GCAA) of \$110,000 for the efforts of Keep Nolanville Beautiful in 2017. The funds were applied towards the Main Street Improvements which included landscaping and irrigation. Because of these funds, the EDC was able to purchase a corner on Main Street to be retained as open space to host various events and markets within the beautiful landscape. Keep Nolanville Beautiful has been acknowledged locally and statewide for its community improvement initiatives, and in January 2020, KNB was named as Keep Texas Beautiful’s Affiliate of the Month.

Additional grants similar to those awarded from the GCAA are listed in Appendix I.

Figure 8.10 Keep Nolanville Beautiful Site

Photo by David Watson



Additionally, the City should participate in and influence regional recycling efforts through the Solid Waste Advisory Group. In addition to installation of trash and recycling bins, the planning team recommends that the City install anti-litter signage along roadways and in identified problem areas. These signs can include a website and phone number to report litter as well as the fines in order to deter littering.

In addition to trash and water pollution, another part of a city's quality of life is having clean air and limited noise pollution. To provide those, the City should monitor air and noise pollution to improve air quality to meet higher than average standards in Texas. The planning team recommends that Nolanville budget and install air pollution monitors at critical locations. Locations should be determined based on parameters such as traffic density, proximity to industries, etc. On different occasions, public feedback centered on the community's desire for limiting noise pollution in order to maintain Nolanville's peaceful atmosphere. To address this, Nolanville should evaluate the need for sound barrier walls along the highway.

A SOLUTION TO NOISE POLLUTION: BRYAN/COLLEGE STATION QUIET ZONES



Over the last few years, the Cities of Bryan and College Station, TX have discussed the option of creating quiet zones for the trains that run through the heart of the two cities. Federal law requires trains to sound their horns for all 'at grade' crossings, where highways and railroads intersect. This decision requires council members to balance the desire to silence the horns to promote downtown development with safety requirements and improvements.

The goal of the Quiet Zone Project in College Station was to reduce the adverse effects of the horn on educational and research activities on campus. In February 2020, the Texas A&M University Board of Regents approved the College Station Quiet Zone Project, which will silence train horns along 1.7 miles of the Union Pacific Railroad corridor near the TAMU campus. The quiet zone will cover crossings located in close proximity to academic buildings and businesses, residents halls, and off-campus housing for students and residences of families of College Station. With the elimination of the train horn, safety improvements will be implemented at the four crossings within the proposed quiet zone.³⁸

Bryan, Texas, a sister-city to College Station, began talks about a quiet zone several years ago, and the process of approving the Downtown Bryan quiet zone is still ongoing. With the quiet zone, the City hopes to make the downtown district more pleasant and promote development while balancing safety.



POSSIBLE PARTNERS

Texas Community Watershed Partners (TCWP)

TCWP “provides education and outreach to local governments and citizens on the impacts of land use on watershed health and water quality.” They are partnered with Texas A&M University and other universities across Texas and the country which provide Texas’ coastal communities with sustainability and resilience tools.

Texas Parks & Wildlife

Texas Parks and Wildlife works to protect, oversee, and manage wildlife and their habitats.

The Nature Conservancy of Texas

Since 1964, the Nature Conservancy of Texas has worked to protect and conserve the land and water in Texas. Their efforts range from tackling climate change, land and water, food and water sustainability, and ensuring the health of cities around the world.

Trust for Public Land

The Trust for Public Land works to conserve the land, from neighborhood parks to national parks. Their mission is “to create parks and protect and for people, ensuring healthy, livable communities for generations to come.” They use community engagement to identify their specific needs and assets to plan a course of action. They also help the City secure funding and assist in acquiring land. Finally, they engage with communities to design and build parks that connect the community to nature.

U.S. Fish and Wildlife Service - Southwest Region

The Southwest Region includes four states, Arizona, New Mexico, Texas, and Oklahoma, 47 refuges, eight fish hatcheries, 84 Native American Tribes, and 19 Law Enforcement Offices. They work with local and state agencies, communities, tribal governments, conservation groups, and businesses to conserve, protect, and enhance fish, wildlife, and their habitats. The region administers nine state grant programs to help in conservation efforts within the region.

Parks and Open Space Network

The City shall create accessible recreational and educational opportunities for all through a system of connected parks and open spaces to encourage residents and visitors to foster their ability to enjoy Nolanville's environment and promote active lifestyles.

Nolanville needs to begin by creating a system of parks and open spaces with the purpose of preserving natural areas and ecological systems. Trees play a vital role in providing a habitat for wildlife and improving the natural environment, so the planning team recommends that at least 25% of the trees on future sites of development are protected and retained to ensure the strength of the future of Nolanville's environment.

Currently, Monarch Park spans 10 acres and elementary school parks total about 1.25 acres, making up the city's 11.25 acres of parks. To keep up with the increasing demand for parks and open space, the City should continue to dedicate land for parks and recreation by setting aside land for parks prioritizing land in the floodplain, utilizing subdivision ordinances, conservation easements, zoning regulations, park impact fees, parkland dedication and fee-in-lieu ordinance, etc. to keep at least 4 acres for every 1000 people, the City should seek to obtain 31 acres by 2030 and at least 42 acres by 2050. There are also a number of smaller pocket parks that were not included in these counts, but they provide excellent spaces for smaller gatherings and enhance the City's overall appeal.

Typically, subdivision and land development ordinances, parkland dedications, and fee-in-lieu ordinances are adopted as part of the municipal land development ordinances, which must contain objective standards for determining the amount of mandatory land for dedication.

To provide improved connectivity and accessibility, Nolanville should strive to provide 3 miles of trails according to the Thoroughfare Plan to create a system of connected parks and open spaces by the year 2035, i.e. Wildwood Subdivision and Pecan Trail. Additionally, the City should continue to plan for a regionally connected trail by way of Nolan Creek as listed in the KTMPO MTP.

An important part of community participation in the environment is raising awareness and education. Thus, Nolanville should develop programming to provide environmental education and awareness that is accessible to all residents and visitors of Nolanville. Throughout parks and trail systems, informational signs can not only provide guidance throughout the park and trails, but they can also provide opportunities to educate the public. Therefore, Nolanville should install at least 10 educational signs in the park system to raise awareness and educate about nature, history, and environmental preservation by 2035, education and recreation programs provide unique opportunities to engage with the community and raise awareness about the environment, conservation, and healthy living. Whether it is an outdoor exercise class or a lesson about Nolanville's wildlife populations for elementary students, the City should plan and implement at least one nature education or recreational program by year 2025. Another opportunity to raise awareness is to go out into the community during special events and provide informational booths, public talks, and activities for kids. Nolanville's Night Markets, for example, are an excellent opportunity for such programming. The planning team recommends that the City plan an environmental awareness campaign to be conducted at different community events throughout the year.



GREENWAYS/TRAILS

TAMU students set out to create a trail system that provides educational and recreational opportunities while supporting the ecosystem of the city. During meetings with stakeholders, community members expressed concerns over safety, benefits to habitats and species, and potential event spaces.

To ensure safety, the students' designs include lighting, signage for wayfinding and warning about dangerous species, and emergency phone stations. To answer the trail users' concern about the habitats, the students include vegetation that will attract existing and native species (butterflies, bees, hummingbirds, etc.). Lastly, they include areas for open play and events that are easily accessible from the streets.

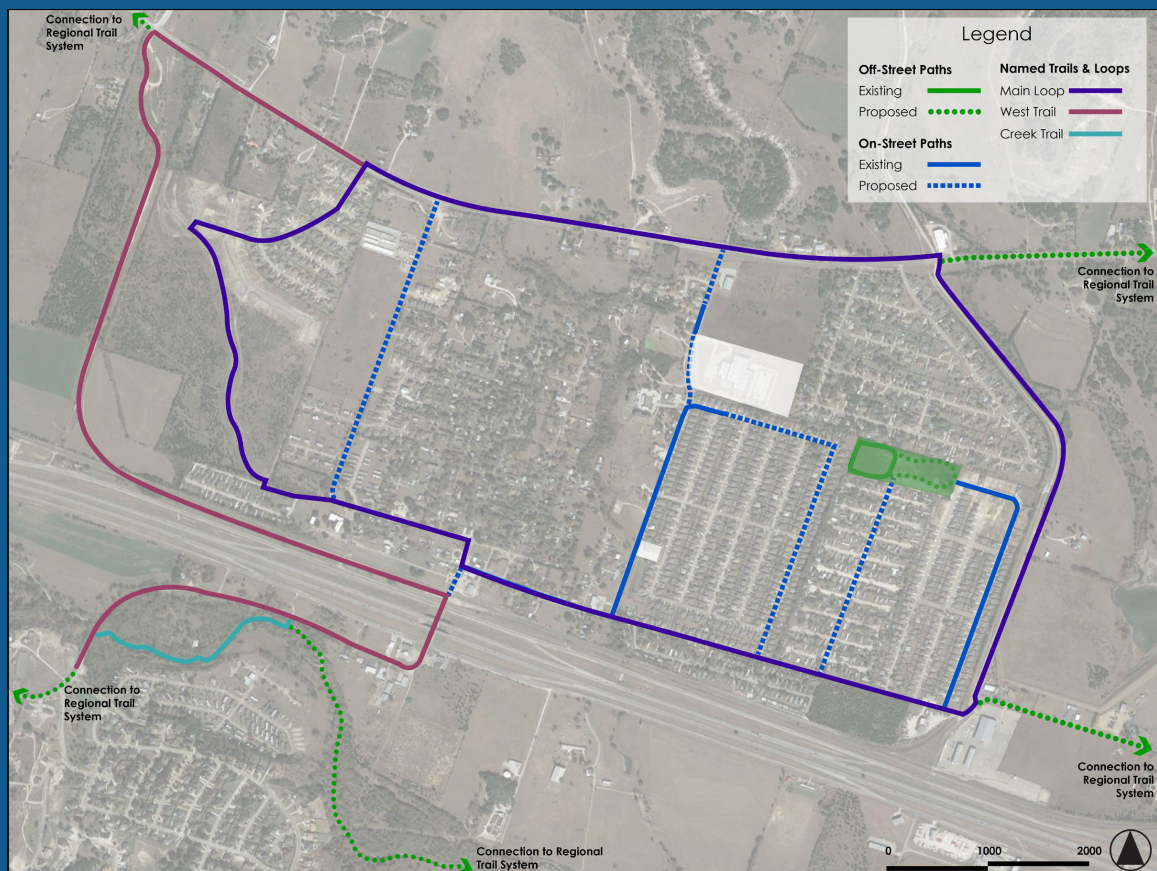


Figure 8.11 Site map

Designs by Megan Bush, Matthew Larkam, and Mandy Nash

A central focus of the proposed trail and greenway network is opportunities for wildlife and environmental education and fitness. The students suggest that the city create educational signs that describe local wildlife and vegetation along wildlife viewing stations and themed play areas, such as the bird themed play area pictured in Figure 8.13. It is important to include designated fitness areas with accessible equipment that can be used by all residents of varying ability levels. An example of a fitness station can be seen in Figure 8.12.

In addition to education and fitness, an important aspect of the parks and trail network is attention to details that protect the areas from potential hazards such as flooding. Within these designs, the students include information related to Low Impact Development (LID). Because this region is often hit with seasonal rainfall that can occur in short periods of time all at once, there are significant risks of flooding. This design is intended to capture heavy, seasonal rainfall and provide storage for rainwater until it can be slowly released offsite.

LID, which is described in detail in Chapter 7, focuses on capturing and purifying stormwater. The students suggest a bioswale style creek to collect, clean, and channel stormwater from the new development into a retention pond at the south end of the site. A retention pond, pictured in Figures 8.14, will hold and gradually release the water offsite into the natural drainage flow and will provide year round water for aesthetics, recreation, and wildlife habitat.



Figure 8.12 Exercise station
Designs by Megan Bush



Figure 8.13 Bird themed play area
Designs by Mandy Nash



Figure 8.14 Retention pond cross section
Designs by Matthew Larkam



Flood Mitigation

Due to the city's proximity to Nolan Creek and the floodplain, the City will work to identify, manage, and mitigate current and future flooding events.

Nolanville should prioritize hazard mitigation and work to prevent future flooding events. To do this, it is important to support and manage natural water retention and flood hazard mitigation methods through development practices that minimize flood risks.

In order to properly help prepare residents and business owners for potential future flood events, City Officials need to be aware of high risk areas. Therefore, the City should create a database of identified frequently flooding areas. Once those areas are identified, the City should pursue flood reduction and control projects to improve flood protection infrastructure. To accomplish this, the City should hire qualified engineers and designers that are equipped to create such infrastructure. Additionally, it is important to establish policies and ordinances to protect from future flooding and improve water quality, for example, those listed in Table 8.2. Therefore, the planning team recommends that a policy is created related to water retention on commercial sites to mitigate flood impacts and reduce water quality impacts. There are several areas identified during the planning process that could benefit from flood control measures, but specifically, the City should implement these kinds of measures in the commercial areas between Spur 439 and 10th street in order to make it developable. In addition to these policies, the City should focus on the floodplain. Thus, the planning team recommends that the City foster stream and floodplain restoration that reduces environmental harm and natural disasters in floodplain areas.

Table 8.2 Urban Land Institute (ULI) Stormwater Policy Tools

On-site water retention requirements	These policies require developments over a certain size to collect a specific minimum volume of water on site.
Green area ratios	Green area ratios encourage the layered use of different stormwater mechanisms through the use of a score-based tool that requires a certain percentage of a site to be covered by green infrastructure.
Low impact development	This largely bottom-up, market-driven approach offers developers the tools to use the LID approach for their projects, providing resources such as guidebooks and development incentives, such as waiver of permitting fees and expediting the permit process. LID refers to systems that mimic natural processes to manage water and protect water quality.
Stormwater fees	These fees are charged based on the amount or percent of impervious surface on a site to encourage incorporation of impermeable or green surfaces, requiring sites that put a larger burden on public drainage systems to contribute more.
Development incentives	Incentives for green infrastructure can include tax abatements and rebates.
Total maximum daily loads (TMDLs)	Calculated in watersheds discharging too much pollution, TMDL refers to the maximum amount of a pollutant that a body of water can receive while adhering to water quality standards. Reducing the volume of runoff from a development directly reduces the pollutant load and can help achieve the required pollutant load reduction.
Community grant programs and design competitions	Cities have sought to generate new ideas about green infrastructure and to inspire innovation through idea competitions aimed at the design community. Community grant programs have supported citizen-led stormwater management and community greening projects.
Monitoring and open data programs	Green infrastructure is one of the many topics that can be analyzed through open data platforms, with cities releasing green infrastructure data to gain insights on effectiveness and performance.
Demonstration projects	Numerous municipalities have shown their commitment to green infrastructure by initiating demonstration projects in the public realm intended to spark discussion and inspire private sector action.

Source: ULI *Harvesting the Value of Water: Stormwater, Green Infrastructure, and Real Estate*
<https://uli.org/wp-content/uploads/ULI-Documents/HarvestingtheValueofWater.pdf>

IMPLEMENTATION TABLE: ENVIRONMENT

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning				
Goal 8.1 Reduce pollution in the city to improve the natural and built environment.														
Obj. 8.1.1 Enhance the value of Nolan Creek for its contribution to the quality of life by monitoring potential hazards.	Action 8.1.1.1 Coordinate with the Watershed Plan and TCEQ to improve water quality.									X			CS; TCEW; TWDB; PW	CWSRF; RWAF; Rural Water & Waste Disposal Loan & Grant Program
	Action 8.1.1.2 Organize creek monitoring with the Texas Stream Team, schools, and other environmental groups.	X			X								TCEW; TWDB; ISD; CS; KNB	CWSRF; RWAF; Rural Water & Waste Disposal Loan & Grant Program
	Action 8.1.2.1 Plan and implement community and neighborhood cleanup events in partnership with Keep Nolanville Beautiful, School District, and other organizations.		X								X		CS; KNB; ISD	KAB; Cool & Connected Program
	Action 8.1.2.2 Reduce by 60% the amount of visible litter found in the section of Nolan Creek from I-14/Highway 190 to Old Nolanville Road by 2022.			X									CS; KNB; PW	KAB; Cool & Connected Program
	Action 8.1.2.3 Make a plan to identify strategic locations of trash/recycling bins throughout the city, including a prioritization plan for installation, and install first priority trash cans and recycling bins at each location by 2023.		X									X	CS; KNB; PW	KAB; Cool & Connected Program
	Action 8.1.2.4 By 2025, or by the next plan update, provide 1 trash can and recycling bin per acre in each park to keep the open spaces clean and maintained.				X								CS; KNB; PW	KAB; Cool & Connected Program
Obj. 8.1.2 Work together as a community to reduce litter in water sources, parks, and along roadways.	Action 8.1.2.5 Participate in and influence regional recycling efforts through the Solid Waste Advisory Group.											X	CS; CC; KNB; PW	KAB; Cool & Connected Program
	Action 8.1.2.6 Install anti-litter signage along roadways and in identified problem areas.	X											CS; KNB; PW	KAB; Cool & Connected Program

Objectives	Actions	Timeframe						Action Type			Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
Obj. 8.1.3 Monitor air and noise pollution across the city to improve air quality to meet higher than average standards in Texas.	<p>Action 8.1.3.1 Budget and install air pollution monitors at critical locations. Locations should be determined based on parameters such as traffic density, proximity to industries, etc.</p> <p>Action 8.1.3.2 Evaluate the need for the sound barrier walls along the highway.</p>		X								CS; CC; CE; PW	Congestion Mitigation and Air Quality Improvement Program	
		X							X		CS; CC; CE; PW	Congestion Mitigation and Air Quality Improvement Program	
Goal 8.2 Create accessible recreational and educational opportunities for all through a system of connected parks and open spaces.													
	Action 8.2.1.1 Protect and retain at least 25% of the trees on future sites of development.	X								X		CS; CC	Community & Recovery Tree Planting Grants
	Action 8.2.1.2 Set aside land for parks and recreation by setting aside land for parks prioritizing land in the floodplain, utilizing subdivision ordinances, conservation easements, zoning regulations, park impact fees, parkland dedication and fee-in-lieu ordinance, etc. to keep at least 4 acres for every 1000 people, the city should seek to obtain 31 acres by 2030 and at least 42 acres by 2050						X					CS; PB; CC	Local Parks Grant; Rivers, Trails, and Conservation Assistance; CO-OP; Outdoor Recreation Grants; Recreation Grants
	Action 8.2.1.3 Provide at least 3 miles of trails according to the Thoroughfare Plan to create a system of connected parks and open spaces by the year 2035, e.g. Wildwood Subdivision and Pecan Trail.		X						X			CS; PW	Local Parks Grant; Recreational Trail Grants; Rivers, Trails, and Conservation Assistance; CO-OP; Outdoor Recreation Grants; Recreation Grants
	Action 8.2.1.4 Continue to plan for a regionally connected trail by way of Nolan Creek as listed in the KTMO MTP.	X									X	CS	Local Parks Grant; Recreational Trail Grants; Rivers, Trails, and Conservation Assistance; CO-OP; Outdoor Recreation Grants; Recreation Grants

Objectives	Actions	Timeframe						Action Type				Responsible Parties	Funding	
		On-Going	Short-Term	Mid-Term	Long-Term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning				
Obj. 8.2.2 Develop programming to provide environmental education and awareness for all residents and visitors of Nolanville.	Action 8.2.2.1 By the year 2025, install at least 10 educational signs in the park system to raise awareness and educate about nature, history, and environmental preservation.	X				X							CS; PB; TPWD	Cool & Connected Program; Recreation Grants; CO-OP
	Action 8.2.2.2 Begin at least one nature education or recreational program by year 2035.		X				X						CS; PB; TPWD; KNB	Cool & Connected Program; Recreation Grants; CO-OP
	Action 8.2.2.3 Plan an environmental awareness campaign to be conducted at community events, e.g. night markets.	X					X						CS; PB; TPWD; KNB	Cool & Connected Program; Recreation Grants; CO-OP; Environmental Literacy Program

Goal 8.3 Identify, manage, and mitigate current and future flooding events within city limits.

Obj. 8.3.1 Support and manage natural water retention and flood hazard mitigation methods through development practices that minimize flood risks.	Action 8.3.1.1 Identify frequently flooding areas within city limits.	X											CS; EM	Pre-Disaster Mitigation Program; FMA
	Action 8.3.1.2 Hire engineers to design flood reduction and control projects to improve flood infrastructure in frequently flooded areas.	X					X						CS; CE; PW; EM	Pre-Disaster Mitigation Program; FMA; CDBG; RWAF; SGIA; CDF
	Action 8.3.1.3 Create a city policy related to water retention on commercial sites to mitigate flood impacts and reduce water quality impacts (For example, land between Spur 439 and 10th St.)		X					X					CS; CM; CE; EM	Pre-Disaster Mitigation Program; FMA; CDBG; RWAF; SGIA; CDF
	Action 8.3.1.4 Consider flood control measures to make the land between Spur 439 and 10th St. developable.		X				X						CS; CM; CE; EM	Pre-Disaster Mitigation Program; FMA; CDBG; RWAF; SGIA; CDF
	Action 8.3.1.5 Foster stream and floodplain restoration that reduces environmental harm and natural disasters in floodplain area.		X						X				CS	Pre-Disaster Mitigation Program; FMA; CDBG; RWAF; SGIA; CDF
	Action 8.3.1.6 Research and implement early flood detection and warning systems.		X										CS; FR; EM	Pre-Disaster Mitigation Program; FMA; CDBG; RWAF; SGIA; CDF

Appendix I

FUNDING & POTENTIAL PARTNERS

Many funding sources, both internal and external, are available to help the city accomplish its goals. Internal resources refer to taxes and fees to support the action item. External resources are numerous, and may also include public-private partnerships with external partners such as developers. The Funding column in the Implementation Table table provides suggestions for funding sources or grants for each action item.

HOUSING

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, assets in improving housing and living conditions

Eligibility: States and local governments.

Limitations: Apportioned to the States by a formula

Deadline: May 3, 2021

Amount: \$350,000

HOMEBUYER ASSISTANCE WITH NEW CONSTRUCTION

Grantor: Texas Department of Housing and Community Affairs (TDHCA)

Purpose: Provides mortgage financing to low-income homebuyers for the following activities:

- Acquisition and/or New Construction of site-built housing;
- Acquisition and/or placement of a new Manufactured Housing Unit (MHU);
- Acquisition and/or Rehabilitation of housing to be occupied by the homebuyer.
- Funds are provided to the homebuyer as a fixed-rate loan with a term of 15-30 years. Interest may be as low as zero percent.

More information: <https://www.tdhca.state.tx.us/home-division/hanc.htm>

HOME PROGRAM

Grantor: U.S. Department of Housing and Urban Development (HUD)

Purpose: HOME Program funds support a variety of eligible activities including Homeowner Rehabilitation, Homebuyer Assistance, Contract for Deed, Tenant-Based Rental Assistance, Single Family Development, and Multifamily Development. In addition, TDHCA has set aside funding for Disaster Relief and Persons with Disabilities, among other set-asides.

Eligibility: TDHCA contracts with units of general local governments, public housing authorities, local mental health authorities, and nonprofit and for profit entities that provide affordable housing to lower income families in their local communities.

More information: <https://www.tdhca.state.tx.us/home-division/home.htm>

MULTI-FAMILY HOUSING LOAN GUARANTEES

Grantor: U.S. Department of Agriculture

Purpose: Provides financing to increase the supply of rental housing for low- and moderate-income individuals and families in eligible rural areas and towns.

Eligibility: State and local governments, nonprofit organizations, and federally-recognized Tribes; rural areas and towns with 35,000 or fewer people.

Deadline: December 31, 2021, 12:00 p.m. Eastern Time

Amount:

More information: <https://www.rd.usda.gov/programs-services/multi-family-housing-loan-guarantees>

MULTIFAMILY DIRECT LOAN PROGRAM

Grantor: Texas Department of Housing and Community Affairs

Purpose: Provides funding for new construction or rehabilitation of affordable multifamily rental developments, typically in the form of low interest, repayable construction-to-permanent loans.

Limitations: Must comply with long-term rent and income restrictions.

More information: <https://www.tdhca.state.tx.us/multifamily/home/index.htm>

NEIGHBORHOOD STABILIZATION PROGRAM

Grantor: U.S. Department of Housing and Urban Development (HUD)

Purpose: Stabilize communities that have suffered from foreclosures and abandonment by providing funds to purchase and redevelop distressed residential properties

Eligibility: States, territories and local governments

More information: <https://www.hudexchange.info/programs/nsp/nsp-eligibility-requirements/>

PUBLIC HOUSING AGENCY’S HOUSING CHOICE VOUCHER PROGRAM

Grantor: U.S. Department of Housing and Urban Development

Purpose: Allows a very low-income family to receive a housing voucher. The family must pay 30% of its monthly adjusted gross income for rent and utilities.

Eligibility: very low-income families.

Limitations: Housing Authorities may establish local preferences for selecting applicants from its waiting list.

Deadline: Rolling

More information:

https://www.hud.gov/program_offices/public_indian_housing/programs/hcv/about/fact_sheet

SECTION 202 - SUPPORTIVE HOUSING FOR THE ELDERLY

Grantor: U.S. Department of Housing and Urban Development

Purpose: Provide capital advances to finance the construction, rehabilitation or acquisition of properties that will serve as supportive housing for very low-income elderly persons.

Eligibility: Private nonprofit organizations and nonprofit consumer cooperatives

Limitations: \$371 million

More Information: https://www.hud.gov/program_offices/housing/mfh/progdesc/eld202

SINGLE FAMILY DEVELOPMENT (SFD) PROGRAM

Grantor: Texas Department of Housing and Community Affairs

Purpose: HOME provides funding to nonprofits that TDHCA certifies as Community Housing Development Organizations (CHDOs). Funds may be used for new construction or rehabilitation of affordable single family homes.

More information:

SINGLE FAMILY HOME REPAIRS (SECTION 504)

Grantor: U.S. Department of Agriculture (USDA) & Rural Development

Purpose: provide loans to very-low-income homeowners to repair, improve, or modernize their homes or grants to elderly very-low-income homeowners to remove health and safety hazards.

Eligibility: Rural areas with populations up to 10,000 if located in a MSA or up to 20,000 if not in an MSA.

Limitations: up to \$7,500-27,500 loans and grants, 20 year repayment, very-low-income applicants or elderly persons age 62 or older.

More information: <https://www.rd.usda.gov/programs-services/single-family-housing-guaranteed-loan-program>

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 USDOT and EPA.

More information: <http://portal.hud.gov/hudportal/HUD?src=/hudprograms/scii>

TENANT-BASED RENTAL ASSISTANCE (TBRA) PROGRAM

Grantor: Texas Department of Housing and Community Affairs

Purpose: The Tenant-Based Rental Assistance (TBRA) program funds units of general local governments, public housing authorities, local mental health authorities, and nonprofits wishing to provide the following services to individuals in their local communities:

Security and utility deposits;

Rental subsidies for up to 24 months while the household engages in a self-sufficiency program.

If available, additional funds may be set-aside to provide assistance beyond 24 months for households meeting certain program requirements.

More information: <https://www.tdhca.state.tx.us/home-division/tbra.htm>

TEXAS FOUNDATIONS FUND

Grantor: Texas State Affordable Housing Corporation (TSAHC)

Purpose: TSAHC partners with nonprofit organizations to help very low-income households with a disability and/or located in a rural community in home repairs and accessibility modifications in owner-occupied homes. Additionally, supports housing services such as case management, mental health counseling and adult education for households at risk of homelessness.

More information: <https://www.tsahc.org/nonprofits-local-governments/texas-foundations-fund>

VA HOME LOANS

Grantor: U.S. Department of Veterans Affairs (VA)

Purpose: To help veterans, active service members, and survivors buy, build, improve, or refinance a home.

Eligibility: Certificate of Eligibility (COE) for a VA direct or VA-backed home loan based on service history and duty status.

More information: <https://www.va.gov/housing-assistance/home-loans/>

TRANSPORTATION

BICYCLE FRIENDLY COMMUNITY (BFC) PROGRAM

Grantor: League of American Bicyclists.

Purpose: The program provides a roadmap to communities to improve conditions for bicycling and offers national recognition for communities that actively support bicycling.

Deadline: Community: February 10, 2021

More Information: <http://bikeleague.org/bfa>

BUILD DISCRETIONARY GRANTS

Grantor: U.S. Department of Transportation (DOT)

Purpose: Provide needed infrastructure investment to better connect rural and urban communities around our nation. Eligible projects for BUILD Transportation Grants are capital projects that include, but are not limited to:

road or bridge projects eligible under title 23, United States Code;

public transportation projects eligible under chapter 53 of title 49, United States Code;

passenger and freight rail transportation projects;

port infrastructure investments (including inland port infrastructure and land ports of entry); and intermodal projects.

Eligibility: Eligible Applicants for BUILD Transportation grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

More information: <https://www.transportation.gov/BUILDgrants/about>

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To help either the construction of bicycle transportation facilities and pedestrian walkways, or no construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.

More information: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES

Grantor: Department of Transportation

Purpose: Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expand the transportation mobility options.

Eligibility: States and designated recipients are direct recipients; eligible subrecipients include private nonprofit organizations, states or local government authorities, or operators of public transportation.

Funding limitations: Funds are available to the states during the fiscal year of apportionment plus two additional years (total of three years).

More information: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

FEDERAL LANDS HIGHWAY PROGRAM

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To create provisions for pedestrians and bicyclists.

Limitations: Priority for funding projects is determined by the appropriate Federal Land Agency or Tribal government.

More Information : <https://highways.dot.gov/federal-lands/programs>

GRANTS FOR BUSES AND BUS FACILITIES FORMULA PROGRAM

Grantor: Department of Transportation

Purpose: Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Eligibility: Designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators.

Limitations: Funds are available the year appropriated plus three years.

More Information: <https://www.transit.dot.gov/funding/grants/busprogram>

GRANTS FOR RURAL AREAS TO SUPPORT PUBLIC TRANSPORTATION- 5311

Grantor: Department of Transportation

Purpose: The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligibility: Designated recipients that include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Funding limitations: Funds are available the year appropriated plus two additional years. Funds are appropriated based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.

More information: <https://www.transit.dot.gov/rural-formula-grants-5311>

INVEST 1.0 IMPLEMENTATION PROJECTS

Grantor: Department of Transportation

Purpose: to evaluate the sustainability of transportation systems

Eligibility: State DOTs, MPOs and other transportation agencies

Limitations: Multiple awards between \$25,000 to \$150,000

More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

NATIONAL SCENIC BYWAYS

Grantor: Department of Transportation

Purpose: improvement to a scenic byway that will enhance access to an area for the purpose of recreation; development of tourist information to the public (such as biking info and maps on scenic byways).

Eligibility: State DOTs and Indian Tribes

Limitations: Livability is a criteria that will be used in the consideration of projects.

More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

JOB ACCESS AND REVERSE COMMUTE GRANTS

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

More information: https://www.federalgrantswire.com/job-accessreverse-commute.html#.Xo_dW1xKhPY

RAILWAY-HIGHWAY CROSSINGS (SECTION 130) PROGRAM

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To address bicycle and pedestrian safety issues.

Eligibility: Each State is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians.

Limitations: Each State is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians.

More information: <https://safety.fhwa.dot.gov/hsip/xings/>

RECREATIONAL TRAILS PROGRAM

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To fund all kinds of trail projects of the funds apportioned to a State.

Eligibility: 30% must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses.

More information: https://www.fhwa.dot.gov/Environment/recreational_trails/

SURFACE TRANSPORTATION PROGRAM (STP)

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To help either the construction of bicycle transportation facilities and pedestrian walkways, or no construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

Eligibility: State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments

More information: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/bp-broch.cfm

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Grantor: U.S. Department of Transportation

Purpose: The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Eligibility: State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

More information: <https://www.fhwa.dot.gov/specialfunding/stp/>

TRANSPORTATION ENHANCEMENT ACTIVITIES (TEAS)

Grantor: U.S. Department of Transportation & Federal Highway Administration

Purpose: To provide facilities for pedestrians and bicycles, to provide safety and educational activities for pedestrians and bicyclists, and to preserve abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).

ECONOMIC DEVELOPMENT

COMMUNITY ADVANTAGE PROGRAM

Grantor: U.S. Small Business Administration (SBA)

Purpose: Loans are primarily designed for newer, veteran-owned, and underserved businesses that have difficulty securing traditional financing and can benefit from management and technical assistance.

Eligibility: Small businesses

Limitations: Max loan amount: \$ 250,000; Interest rate: prime + 6%; Terms: up to 25 years of real estate, 10 years for equipment and working capital; Guarantee: 75 to 90%

More information: <https://fitsmallbusiness.com/sba-community-advantage-loan-program/>

HIGH DEMAND JOB TRAINING PROGRAM

Grantor: Texas Workforce Commission (TWC)

Purpose: To provide high-demand occupational job training in local workforce areas; to support Boards in partnering with local EDCs that use their local economic development sales taxes for high-demand job training.

Eligibility: Local Workforce Development Board

More information: <https://www.twc.texas.gov/high-demand-job-training-program>

JOBS & EDUCATION FOR TEXANS (JET) GRANT PROGRAM

Grantor: Texas Workforce Commission (TWC)

Purpose: Provides grants to eligible educational institutions to defray the start-up costs associated with developing career and technical education programs; Supports new, emerging industries or high-demand occupations; Offers new or expanded dual credit career and technical educational opportunities in public high schools.

Eligibility: Public community, state or technical colleges; Independent school districts (ISD) entered into a partnership with a public community, state or technical college.

Amount: \$10 million each biennium.

More information: <https://twc.texas.gov/partners/jobs-education-texans-jet-grant-program>

RURAL BUSINESS DEVELOPMENT GRANTS

Grantor: U.S. Department of Agriculture (USDA)

Purpose: The RBEG program provides grants for rural projects that finance and facilitate the development of small and emerging rural businesses, help fund distance learning networks, and help fund employment related adult education programs.

Eligibility: Rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations are eligible to apply for funding.

Deadline: April (annually)

Amount: Generally grants range \$10,000 up to \$500,000.

More information: <http://www.rd.usda.gov/programs-services/rural-business-development-grants>

SBA 7(A) LOAN

Grantor: U.S. Small Business Administration

Purpose: To help small businesses to purchase real estate, equipment, working capital, or inventory.

Eligibility: Small businesses

Limitations: Max loan amount: \$ 5 million; Interest rate: generally prime + a reasonable rate capped at 2.75%; Terms: loan term varies according to the purpose of the loan, generally up to 25 years of real estate, 10 years for other fixed assets and working capital; Guarantee: 50 to 90%

More information: <https://www.sba.gov/partners/lenders/7a-loan-program>

SBA DISASTER LOAN ASSISTANCE (BUSINESS PHYSICAL DISASTER LOANS)

Grantor: U.S. Small Business Administration

Purpose: If you are in a declared disaster area and have experienced damage to your business, you may be eligible for financial assistance from the SBA. Businesses of any size and most private nonprofit organizations may apply to the SBA for a loan to recover after a disaster. These loan proceeds may be used for the repair or replacement of Real property, Machinery, Equipment, Fixtures, Inventory and Leasehold improvements.

Eligibility: A business of any size or most private nonprofit organizations that are located in a declared disaster area and has incurred damage during the disaster may apply for a loan to help replace damaged property or restore its pre-disaster condition.

Amount: Up to \$2 million to qualified businesses or most private nonprofit organizations.

More information: <https://disasterloan.sba.gov/ela/Information/BusinessPhysicalLoans>

SBA EXPORT EXPRESS LOAN

Grantor: U.S. Small Business Administration

Purpose: For business purposes that will enhance a company's export development. Export Express can take the form of a term loan or a revolving line of credit. As an example, proceeds can be used to fund participation in a foreign trade show, finance standby letters of credit, translate product literature for use in foreign markets, finance specific export orders, as well as to finance expansions, equipment purchases, and inventory or real estate acquisitions, etc.

Eligibility: Any business that has been in operation, although not necessarily in exporting, for at least 12 full months and can demonstrate that the loan proceeds will support its export activity.

Amount: Loan amount: up to \$500,000

More information: <https://www.sba.gov/offices/headquarters/oit/resources/5715>

SBA MICROLOAN PROGRAM

Grantor: U.S. Small Business Administration

Purpose: Loans are primarily designed for newer, veteran-owned, and underserved businesses that have difficulty securing traditional financing and can benefit from management and technical assistance.

Eligibility: Small businesses

Limitations: Interest rate: loans less than \$10,000, lender cost + 8.5%; loans \$10,000 and greater, lender cost + 7.75%; Terms: lender negotiated, no early payoff penalty

Amount: Max loan amount: \$ 500 to \$ 50,000;

More information: <https://www.sba.gov/loans-grants/see-what-sba-offers/sba-loan-programs/micro-loan-program%20>

SBA WORKING CAPITAL PROGRAM

Grantor: U.S. Small Business Administration

Purpose: To purchase inventory to make the products you export or to finance receivables.

Eligibility: Small businesses

Limitations: Interest Rate: negotiated between lender and business, fixed or variable rate.; Terms: typically one year, cannot exceed three years; Guarantee: up to 90%

Amount: \$5 million

More information: <https://www.sba.gov/business-guide/grow-your-business/export-products>

SKILLS FOR SMALL BUSINESS

Grantor: Texas Workforce Commission (TWC)

Purpose: Supports businesses with fewer than 100 employees, emphasizes training for new workers, and helps upgrade the skills of incumbent workers.

Eligibility: Small businesses

Limitations: Funds tuition and fees up to \$1,800 per newly hired employee and up to \$900 per incumbent employee. An individual employee can participate once per 12-month period. Funding for training is for full-time employees.

More information: <https://twc.texas.gov/programs/skills-small-business-program-overview>

SMALL BUSINESS ADMINISTRATION LOAN PROGRAMS

Grantor: U.S. Small Business Administration

Purpose: Works with lenders to provide loans to small businesses. The agency doesn't lend money directly to small business owners. Instead, it sets guidelines for loans made by its partnering lenders, community development organizations, and micro-lending institutions. General Small Business Loans, Microloan Program, Real Estate & Equipment Loans, and Disaster Loans.

Eligibility: Small businesses

More information: <http://www.sba.gov/loanprograms>

THE TEXAS WORKFORCE COMMISSION'S SKILL DEVELOPMENT PROGRAM

Grantor: Texas Workforce Commission through Texas Legislature

Purpose: Provides grants to community and technical colleges to provide customized job training programs for businesses who want to train new workers or upgrade the skills of their existing workforce.

Eligibility: A business, a consortium of businesses, or trade union identifies a training need, and then partners with a public community or technical college.

Limitations: Texas Administrative Code, Title 40, Part 20, Chapter 803 and Texas Labor Code, Chapter 303.

More information: <http://www.twc.state.tx.us/partners/skills-development-fund>

THE TRADE ADJUSTMENT ASSISTANCE COMMUNITY COLLEGE AND CAREER TRAINING (TAACCCT) GRANT PROGRAM

Grantor: U.S. Department of Labor and Department of Education

Purpose: Provides community colleges and other eligible institutions of higher education with funds to expand and improve their ability to deliver education and career training programs

Eligibility: Are suited for workers who are eligible for training under the TAA for Workers program, and prepare program participants for employment in high-wage, high-skill occupations.

Limitations: Have to be completed in two years or less

More information: <http://www.doleta.gov/taaccct/>

FACILITIES

COMMUNITY FACILITIES DIRECT LOAN & GRANT PROGRAM

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:

More information: <https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

ANNIE'S GRANTS FOR FUNDING

Grantor: Annie's Homegrown Inc.

Purpose: Annie's Grants for Gardens program offers funding for edible garden projects that help connect kids to nutritious food. Grants can be used to purchase gardening tools, seeds, or other needed supplies for new gardens or to support existing garden projects.

Eligibility: The project must be an edible garden (growing fruits, vegetables, herbs, or grains) in the United States to which children have regular access. Eligible applicants include: Public schools, including charter schools, Private schools with 501(c)(3) nonprofit status, Nonprofit organizations supporting a garden at a public or nonprofit private schools, School districts supporting a garden at a public or nonprofit private school

More information: <https://www.annies.com/giving-back/grants-for-gardens>

ASSISTANCE TO FIREFIGHTERS GRANTS (AFG)

Grantor: Federal Emergency Management Agency (FEMA)

Purpose: The primary goal of the AFG is to meet the firefighting and emergency response needs of fire departments and non affiliated emergency medical service organizations. Since 2001, the AFG has helped firefighters and other first responders to obtain critically needed equipment, protective gear, emergency vehicles, training and other resources needed to protect the public and emergency personnel from fire and related hazards.

Eligibility: Fire Departments, nonaffiliated EMS organizations, State Fire Training Academies.

Limitations: The population of the jurisdiction served by the recipient will determine the maximum amount of AFG funding a recipient is eligible to receive but no recipient may receive an award that exceeds one percent of available grant funds.

Deadline: Rolling

More information: [https://www.Federal Emergency Management Agency \(FEMA\).gov/welcome-assistance-firefighters-grant-program](https://www.Federal Emergency Management Agency (FEMA).gov/welcome-assistance-firefighters-grant-program)

BREAKFAST GRANTS

Grantor: Action for Healthy Kids

Purpose: To introduce or expand a school breakfast program.

Eligibility: Public Schools

Amount: \$3,000 is maximum funding for a program.

More information: <https://www.actionforhealthykids.org/school-grants-support//>

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.

Amount: \$275,000-800,000, biennial basis and competition against 24 planning regions in the state.

More information: [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/Rural-CommunityDevelopmentBlockGrant\(CDBG\)/CommunityDevelopment.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/Rural-CommunityDevelopmentBlockGrant(CDBG)/CommunityDevelopment.aspx)

COMMUNITY DISASTER LOAN (CDL) PROGRAM

Grantor: Federal Emergency Management Agency (FEMA)

Purpose: Provides operational funding to help local governments that have incurred a significant loss in revenue, due to major disaster.

Eligibility: Local Governments

Amount: Funding limitations: max loan of \$5,000,000

More information: [https://www.FederalEmergencyManagementAgency\(FEMA\).gov/media-library/assets/documents/176527](https://www.FederalEmergencyManagementAgency(FEMA).gov/media-library/assets/documents/176527)

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: Official disaster status declaration

Amount: \$50,000-350,000,

More information: [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/Rural-CommunityDevelopmentBlockGrant\(CDBG\)/DisasterRelief.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/Rural-CommunityDevelopmentBlockGrant(CDBG)/DisasterRelief.aspx)

EVENT TRUST FUNDS PROGRAM

Grantor: Texas Economic Development Division

Purpose: Event-specific trust funds created to help pay for qualified expenses associated with an event, to which both the state and applicant must contribute.

Eligibility: A municipality, county, or non-profit local organizing committee endorsed by a Texas municipality or county which has been selected to host a qualified event, if the event location is in that Texas municipality or county.

Limitations: Applicants must contribute \$1 in local tax gains for every \$6.25 the state contributes to the fund.

More information: <https://gov.texas.gov/business/page/event-trust-funds-program>

FIRE, AMBULANCE, AND SERVICE TRUCK (FAST) FUND

Grantor: Texas Department of Agriculture

Purpose: Provides funds for eligible vehicles to provide emergency response and special services to LMI rural communities.

Amount: Funding Limitation: \$500,000

More information: [https://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/Rural-CommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/FASTFund.aspx](https://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/Rural-CommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/FASTFund.aspx)

FARM TO SCHOOL GRANT PROGRAM

Grantor: U.S. Department of Agriculture

Purpose: To assist implementation of programs that improve access to local foods in eligible schools, particularly farm to school programs.

Eligibility: Eligible Schools; State and Local Agencies; Indian Tribal Organizations Agricultural Producers or Groups of Agricultural Producers; and Nonprofit Entities

Limitations: Provides at least 25% of funding costs

More information: <http://www.fns.usda.gov/farmtoschool/farm-school-grant-program>

FARMERS MARKET PROMOTION PROGRAM

Grantor: U.S. Department of Agriculture

Purpose: To increase domestic consumption of, and access to, locally and regionally produced agricultural products, and to develop new market opportunities for farm and ranch operations serving local markets by developing, improving, expanding, and providing outreach, training, and technical assistance to, or assisting in the development, improvement, and expansion of, domestic farmers markets, roadside stands, community-supported agriculture programs, agritourism activities, and other direct producer-to-consumer market opportunities.

More information: <https://www.ams.usda.gov/services/grants/fmpp>

GAME ON GRANTS

Grantor: Action for Healthy Kids

Purpose: To improve or introduce new nutrition and physical activity programs

Eligibility: \$1,000 is maximum funding for a program. Funds are for school gardens, recess equipment, nutritional programs, before and after school activity club etc.

More information: <https://www.actionforhealthykids.org/school-grants-support//>

HUMANITIES TEXAS GRANTS

Grantor: Humanities Texas

Purpose: Enable communities throughout the state to develop programs of local interest promoting heritage, culture, and education. To support a wide range of public programs: lectures, panel discussions, and conferences; teacher institutes; reading- and film-discussion groups; interpretive exhibits; television and radio programming; film production; and interactive multimedia programming.

Eligibility: Nonprofit organizations and state and local governmental entities

More information: <https://www.humanitiestexas.org/grants>

PUBLIC ASSISTANCE GRANT PROGRAM

Grantor: Federal Emergency Management Agency (FEMA)

Purpose: To support communities' recovery from major disasters by providing them with grant assistance for debris removal, life-saving emergency protective measures, and restoring public infrastructure.

Eligibility: Local Governments, states, tribes, territories and certain private nonprofit organization

Limitations: The federal share of assistance is not less than 75 percent of the eligible cost. The Recipient determines how the non-federal share (up to 25 percent) is split with the sub-recipients (i.e. eligible applicants).

More information: [https://www.Federal Emergency Management Agency \(FEMA\).gov/public-assistance-local-state-tribal-and-non-profit](https://www.Federal Emergency Management Agency (FEMA).gov/public-assistance-local-state-tribal-and-non-profit)

ENVIRONMENT

LOCAL PARKS GRANT

Grantor: Texas Parks & Wildlife

Purpose: Provide 50% matching grants on a reimbursement basis for the acquisition and/or development of public recreation areas and facilities throughout the State of Texas.

Eligibility: Political subdivisions of Texas legally responsible for providing recreation services to citizens, including cities, counties, river authorities, municipal utility districts, and other special districts.

Limitations: Once funded, all grant assisted sites must be dedicated as parkland in perpetuity, properly maintained, and open to the public.

Deadline: November 6

Amount: \$150,000 to \$1.5 million

More information: <https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants>

Appendix II

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Funding Sources & Programs	
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Building Neighborhood Capacity Program	BNCP
Capital Improvement Program	CIP
Coastal Bend Disaster Recovery Group	CB-DRG
Community Development Block Grant - Disaster Recovery	CDBG-DR
Community Development Block Grant Program for Rural Texas	TxCDBG
Community Development Block Grants	CDBG
Community Disaster Loan	CDL
Community Outdoor Outreach Program	CO-OP
Flood Mitigation Assistance	FMA
Governor's Community Achievement Awards	GCAA
Hazard Mitigation Grant Program	HMGP
Highway Safety Improvement Program	HSIP
Historic Revitalization Subgrant Program	HRSP
Housing Preservation Grants	HPG
Landowner Incentive Program	LIP
Low-income Housing Tax Credit	LIHTC
Museum Assessment Program	MAP
Neighborhood Stabilization Program	NSP
Rebuild Texas Fund	RTF
Recreational Trails Program	RTP
Smart Growth Implementation Assistance	SGIA
State Water Implementation Fund for Texas	SWIFT
Supplemental Nutrition Assistance Program	SNAP
Surface Transportation Block Grants Program	STBG
Texas Water Development Fund	DFund
Texas Windstorm Insurance Association	TWIA
Walk Friendly Community	WFC
Work Opportunity Tax Credit	WOTC

Key Words	
Accessory Dwelling Unit	ADU
American Community Survey	ACS
Americans with Disabilities Act	ADA
Annual Average Daily Traffic	AADT
Acheson, Topeka, and Santa Fe Railway	AT&SF
Autonomous Vehicle	AV
Community Land Trust	CLT
Community Rating System	CRS
Crime Prevention Through Environmental Design	CPTED
Economic Base Multiplier	EBM
Endangered Species Act	ESA
Green Infrastructure	GI
Industry Mix Share	imi
Location Quotient	LQ
Low Impact Development	LID
Median Family Income	MFI
Million Gallons per Day	MGD
Multi-family Housing	MF
National Oceanic & Atmospheric Administration	NOAA
National Stormwater Calculator	SWC
Neighborhood Electric Vehicle	NEV
North American Industry Classification System	NAICS
Planned Development District	PDD
Recreational Vehicle	RV
Regional Growth Share	rgi
Single-family Housing	SF
Science, Technology, Engineering, Art, and Mathematics	STEAM
State Growth Share	ngi

Other Departments, Organizations, Partners, & Programs	
American Planning Association	APA
Council of Governments	COG
Envisioning the Neo-traditional Development by Embracing the Autonomous Vehicles Realm	ENDEAVR
Environmental Protection Agency	EPA
Fish & Wildlife Service	FWS
Hill Country Transit District	HCTD
Department of Health and Human Services	HHS
Disabled American Veterans	DAV
US Department of Housing and Urban Development	HUD
Institute for Sustainable Communities	IfSC
Insurance Services Organization	ISO
International Ecotourism Society	TIES
Keep America Beautiful	KAB
Keep Nolanville Beautiful	KNB
Killeen Independent School District	KISD
Killeen-Temple MPO Regional Thoroughfare and Pedestrian/Bicycle Plan	KTMPO
Metropolitan Statistical Area	MSA
National Climatic Data Center	NCDC
National Flood Insurance Program	NFIP
National Recreation and Park Association	NRPA
National Resources Conservation Service	NRCS
Nolanville Transportation Alternatives Program	TAP
Regional Housing Alliance	RHA
Small Business Administration	SBA
Sustainable Communities Initiative	SCI
Texas Commission on Environmental Quality	TCEQ
Texas Community Watershed Partners	TCWP
Texas Department of Housing and Community Affairs	TDHCA
Texas Department of Transportation	TxDOT
Texas Main Street Program	TMSP
Texas Rural Leadership Program	TRLP
Texas State Affordable Housing Corporation	TSAHC

Texas Target Communities	TxTC
Texas Veterans Commission	TVC
Texas Workforce Commission	TWC
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LAND USE

STRENGTHS

The City of Nolanville is underdeveloped, but it has immense opportunities for growth and development. Its Main Street has some beautiful scenery and buildings worth protecting. The “good bones” of the city are considered to be north of I-14/US 190. The city shows potential for sustainable growth and affordability. The layout of the city, in a grid pattern, makes the city walkable, encouraging active, healthy lifestyles. In the three years since the launch of the comprehensive plan, the city has grown rapidly.

Some key strengths are summarized as follows:

- Good bones” north of I-14/US 190
- Grid pattern streets for walkability
- Potential for affordability
- Centrally placed in the region
- Access to I-14/US 190
- Adopted a comprehensive plan.

CHALLENGES

Because the city is divided by I-14/US 190, railway lines, and expressways, there is a need to consider reducing the noise from trains.

The city is predominantly residential and lacks effective infrastructure, such as a hospital and a grocery store. Although there are some public facilities, such as fire stations and city hall, the city lacks amenities that could improve the quality of life for all residents. It is necessary to increase the number of supermarkets, gyms, and other diversified facilities that are conducive to improving people's living standards.

The city has limited access to public transit. If people want to travel, they must drive to the northwest of the city, which is especially inconvenient for mobile home families living in the east. Secondly, there is a lot of residential lands mixed with different land properties. The division of labor is not clear enough, and the progress of planning and implementation is not fast enough to create more job opportunities for the citizens.

Thirdly, mobile home areas are very fragmented, with a lot of mobile homes mixed with single-family homes in the north. The planning team believes that the land needs to be allocated reasonably in order to impart more comfortable living and an opportunity for a pleasant lifestyle.

Other notable issues are:

- No hospitals.
- One grocery store; no fresh fruits or vegetables
- Limited access to public transit
- A significant number of manufactured homes
- Bedroom community; very few local jobs
- Unemployment and underemployment.

OPPORTUNITIES

Because the traffic network is not developed, the city has the potential to expand the transit service. There is an abundance of green space. The city should try to build a walkable city to attract more visitors and encourage active, healthy lifestyles with the goal of increasing the economic opportunities as well as configuring and improving the city's infrastructure. Specifically, Main Street has some historical buildings, which can be redeveloped. The intensity of land development and utilization in the whole city is not large, and appropriate adjustments can be made to cater to the development of the whole planning period, for example, we can open some farmers markets to enhance the agricultural economy industries.

Other opportunities are:

- Expansion of transit service possible
- Small projects can have big impacts
- Residential areas could be made “walkable”
- Redevelopment of Main Street
- Farmers markets

THREATS

Since most people leave the city to work, the economic and employment opportunities in this area are still low, which may lead to the decline of the population. In that case, more facilities may need to be built, which could be a lot of money. Nolanville needs to prevent the problem of population loss by improving people's quality of life.

Many homes, especially mobile homes, are vulnerable to storms, therefore, the city needs to improve the building standards to prevent housing loss and further population loss.

Some specific threats are:

- Out-migration of younger people
- Inability to “age in place”
- Market not attractive to a quality grocery store
- Manufactured homes vulnerable to storms
- The cycle of unemployment/underemployment

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 and 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 that 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.

HOUSING



ECONOMY

Table 6.1 Location quotients and basic employment for Nolanville and Bell County, 2017

2017 North American Industry Classification System (NAICS) Title	Total Employment in Nolanville	Total Employment in Bell County	LQ	Basic	Non-Basic
Total Employment	176	99,180		95.68	126.95
Agriculture, Forestry, Fishing and Hunting	-	123	0.00	0.00	0.00
Mining, Quarrying, and Oil and Gas Extraction	-	233	0.00	0.00	0.00
Utilities	15	394	21.45	14.30	0.70
Construction	19	4,761	2.25	10.55	8.45
Manufacturing	-	6,783	0.00	0.00	0.00
Wholesale Trade	-	4,454	0.00	0.00	0.00
Retail Trade	40	12,838	1.76	17.22	22.78
Transportation and Warehousing	38	2,854	7.50	32.94	5.06
Information	-	1,230	0.00	0.00	0.00
Finance and Insurance	2	4,299	0.26	0.00	7.63
Real Estate and Rental and Leasing	3	1,439	1.17	0.45	2.55
Professional, Scientific, and Technical Services	-	3,548	0.00	0.00	0.00
Management of Companies and Enterprises	-	682	0.00	0.00	0.00

2015 North American Industry Classification System (NAICS) Title	Total Employment in Nolanville	Total Employment in Bell County	LQ	Basic	Non-Basic
Administration & Support, Waste Management and Remediation	11	3,675	1.69	4.48	6.52
Educational Services	-	10,626	0.00	0.00	0.00
Health Care and Social Assistance	10	23,449	0.24	0.00	41.61
Arts, Entertainment, and Recreation	8	926	4.87	6.36	1.64
Accommodation and Food Services	15	10,300	0.82	0.00	15.00
Other Services (excluding Public Administration)	15	3,158	2.68	9.40	15.00
Public Administration	-	3,408	0.00	0.00	0.00

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2017

Table 6.2 Location quotients and basic employment for Nolanville and Texas, 2017

2015 NAICS Title	Total Employ- ment in Nolan- ville	Total Employ- ment in Texas	LQ	Basic	Non- Basic
Total Employment	176	11,575,073		89.40	108.03
Agriculture, Forestry, Fishing and Hunting	-	60,172	0.00	0.00	0.00
Mining, Quarrying, and Oil and Gas Extraction	-	280,362	0.00	0.00	0.00
Utilities	15	79,093	12.47	13.80	1.20
Construction	19	711,002	1.76	8.19	10.81
Manufacturing	-	899,202	0.00	0.00	0.00
Wholesale Trade	-	594,242	0.00	0.00	0.00
Retail Trade	40	1,292,389	2.04	20.35	19.65
Transportation and Warehousing	38	455,203	5.49	31.08	6.92
Information	-	207,148	0.00	0.00	0.00
Finance and Insurance	2	504,271	0.26	0.00	7.67
Real Estate and Rental and Leasing	3	207,940	0.95	0.00	3.16
Professional, Scientific, and Technical Services	-	723,507	0.00	0.00	0.00
Management of Companies and Enterprises	-	126,583	0.00	0.00	0.00

2015 NAICS Title	Total Employment in Nolanville	Total Employment in Texas	LQ	Basic	Non-Basic
Administration & Support, Waste Management and Remediation	11	768,962	0.94	0.00	11.69
Educational Services	-	1,202,703	0.00	0.00	0.00
Health Care and Social Assistance	10	1,536,561	0.43	0.00	23.36
Arts, Entertainment, and Recreation	8	143,061	3.68	5.82	2.18
Accommodation and Food Services	15	1,088,467	0.91	0.00	16.55
Other Services (excluding Public Administration)	15	318,157	3.10	10.16	4.84
Public Administration	-	376,048	0.00	0.00	0.00

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap Work Area Profile Analysis - NAICS Industry Sector 2015

Appendix IV

COMPLETED ACTION ITEMS

Completed Housing Action Items

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 the first citation. Allow waving of fines upon completion of maintenance within 15 days of first citation. Allow an extension for waving 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.

Completed Transportation Action Items

Action 1.1.1 Hire engineering consultants and landscape architects to design prioritized roadways as Complete Streets.

Action 1.2.1 Get regularly scheduled reports of the condition of the FM 439 Spur in Nolanville at West Avenue I.

Action 1.3.2 Develop prioritized list of roads in Nolanville with a schedule for maintenance and improvements.

Action 1.3.3 Coordinate with TxDOT concerning installation of lighting at eastern exit to Nolanville from Highway 190 (Jackrabbit Flat Road).

Action 2.1.1 Implement maximum truck weight in the city limits.

Action 3.1.3 Amend Subdivision Ordinance to require new residential subdivisions to provide intersecting street connections 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 3.1.5 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.

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

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 School in accordance with Safe Routes to School.

Action 5.1.2 Install bus shelter facilities at selected public transit stops in Nolanville.

Action 5.2.1 Construct bicycle facilities at transit stops to encourage multimodal transit with Nolanville.

Action 6.1.4 Install large street trees along Main Street to enhance the entrance into Nolanville.

Completed Economic Development Action Items

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 down-
 town overlay should encourage increased population density while preserving a small-town feel and preserving
 aesthetics. Consider a form-based code for 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 towards
 South Main Street, with either a South Main Street-facing entrance or a side-facing entrance.

Action 9.1.3 Collaborate with the 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 9.3.1 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, and students from the elementary school to publicize events (with the participation of neighboring communities).

Action 9.3.4 Organize annual 10K or 5K events by 2020.

Action 9.3.5 Organize annual bicycle-oriented events such as a long-distance cyclists meet-up.

Completed Infrastructure & Community Facilities Action Items

Action 7.2.1 Conduct an assessment of the current vacant structures in the city. Prepare a map that identifies the period in which the vacant structures have been built, square footage, and conditions.

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, previous paving, bump outs, rain gardens, stormwater planters, and stormwater wetlands.

Action 8.1.2 Hire a qualified engineer and/or landscape architect to conduct a drainage study for Main Street District to facilitate drainage improvements. This may include green stormwater infrastructure such as stormwater tree trenches, previous paving, bump outs, rain gardens, stormwater planters, stormwater wetlands, downspout planters, and rain barrels.

Action 8.4.3 Install street lighting along North Main Street to increase walkability and safety.

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