



# LA GRANGE

## COMPREHENSIVE PLAN

2018-2038

## **FOREWORD**

### **PLANNING PROCESS**

La Grange Comprehensive Plan 2018 - 2038 provides a guide for the future growth of the City. This document was developed by Texas Target Communities in partnership with the City of La Grange.

### **AGREEMENT BETWEEN CITY AND TTC**

In the Fall of 2017, the City of La Grange and Texas Target Communities partnered to create a task force to represent the community. The task force was integral to the planning process, contributing the thoughts, desires, and opinions of community members—as well as their enthusiasm about La Grange’s future. This fifteen-month planning process ended in August 2018. The result of this collaboration is the La Grange Comprehensive Plan, which is the official policy guide for the community’s growth over the next twenty years.

### **BACKGROUND OF TTC**

The Texas Target Communities program was initiated in 1993 by the Department of Landscape Architecture and Urban Planning at Texas A&M University. This program selects small communities from the state of Texas and provides residents with valuable assistance in planning. At the same time it serves as a “real world” learning laboratory for graduate students. Students gain valuable planning experience while the targeted community receives assistance that can make a positive difference in the quality of urban life for its residents. Communities are chosen for participation in the program based on demonstrated need and their commitment to the planning process.

### **HOW TO USE IT**

La Grange Comprehensive Plan 2018 - 2038 is a fully-developed planning document that can provide guidance for a variety of development activities. As such, it may be used to:

- Communicate the overreaching vision;
- Guide development approvals by representatives such as elected officials;
- Serve as a basis for regulations such as subdivision regulations, building codes, etc.;
- Inform and support capital improvement plans.

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

The guiding principles for this planning process was La Grange's vision statement and its corresponding goals, which were crafted by the task force. The goals focus on factors of growth and development including: public participation, development considerations, downtown revitalization, economic development, transportation, housing, community facilities and infrastructure, and parks and environment.

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

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# Chapter 1

## STATE OF COMMUNITY

## INTRODUCTION

La Grange, Texas is a small city located along the Colorado River between Austin and Houston. This small, family-oriented community is the largest city in Fayette County and has held the county seat since 1837.<sup>1</sup> La Grange boasts many strengths that contribute to its unique character, such as excellent cultural and historical facilities, a strong tourism base, and proximity to major urban hubs such as Austin, Houston, and San Antonio. Located at the intersection of several state and U.S. highways, La Grange fosters opportunities for economic growth, connectivity, and accessibility to other urban and rural communities. U.S. Highway 77, State Highway 71, and State Highway 159 are the main roadways to La Grange. U.S. Highway 77 provides access to Waco and State Highway 71 flows towards Austin. Highways 77 and 71 feature bridges that cross the Colorado River.

## SOCIODEMOGRAPHICS

The current population is 4,652 and is projected to double by the year 2070.<sup>2</sup> This growth will have an important impact on the economy, infrastructure, facilities, and environment of the entire

city, and planners and local stakeholders must consider how La Grange will develop in response to changing needs, specifically as they relate to sustainability.

### Age Distribution

The age distribution of the City of La Grange is quite varied, 36.2% of the population is under the age of 18 which is high when compared to the County and State averages.<sup>2</sup> The population age distribution also illustrates that 17.9% of the population is above the age of 65 which is lower than the county average but higher than the state average.<sup>2</sup> The varied distribution within the population suggests that resources need to be dedicated to both elderly care facilities and youth programming (Figure 1-3).



Figure 1-1: La Grange Residents  
Photo Credit: Czech Texas



Figure 1-2: La Grange Residents  
Photo Credit: Czech Texas

## Race Distribution

The City is demographically diverse, with a population that is approximately 54.1% non-Hispanic white, 9% non-Hispanic black, and 33.4% Hispanic or Latino, and an overall population density of 1,131 people per square mile, according to the U.S. Census, 2017.<sup>3</sup> Though these statistics are consistent with the Texas State demographic averages, these statistics are not consistent for Fayette County. The statistics for the County shows that there are a higher proportion of White residents, and a lower proportion of Hispanic residents when compared to the population of La Grange (Figure 1-4).

## SOCIOECONOMICS

The City of La Grange contains 3,110 jobs as of 2018.<sup>4</sup> Its top employers include the Lower Colorado River Authority, La Grange ISD, St. Mark’s Medical Center, and Walmart. Compared to Fayette County and Texas, La Grange has more employees employed in the construction and transportation/utilities industries, while few are employed in the wholesale/retail trade and public administration industries (Figure 1-5). Between 2004 and 2014, La Grange experienced an economic growth of 12.58 % , four percent

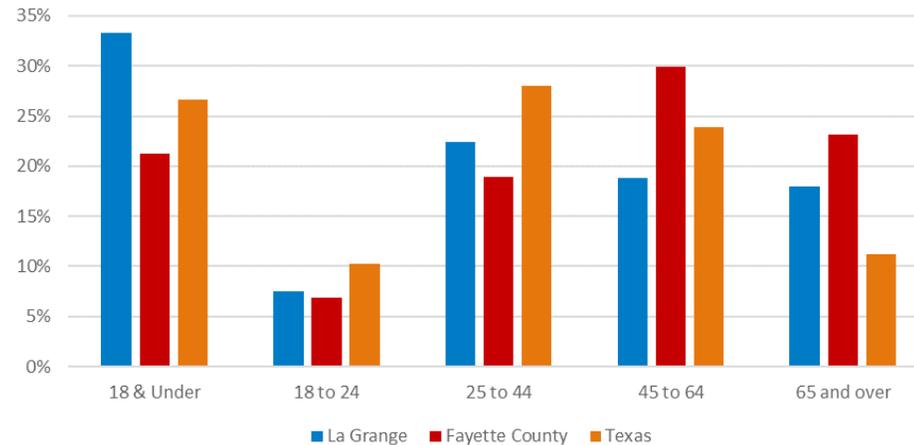


Figure 1-3: Age Distribution (ACS 2011-2015 Table S0101)

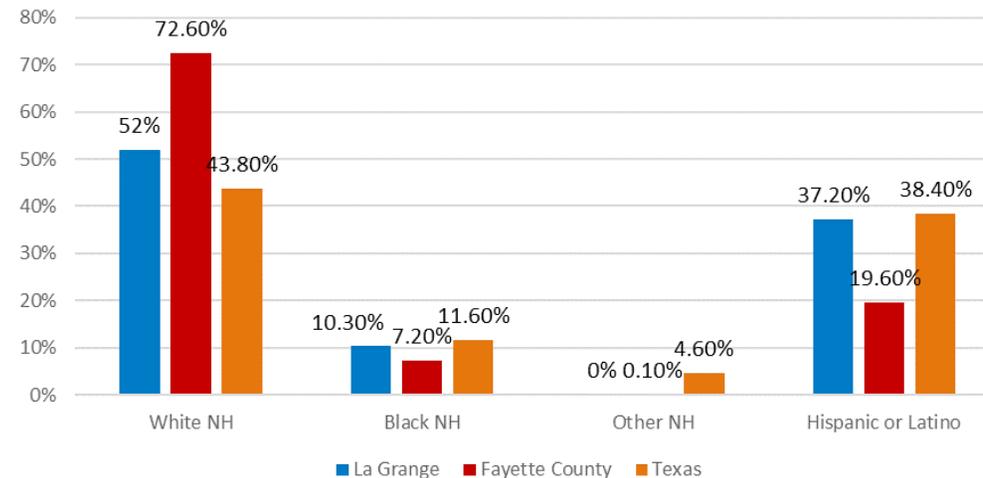


Figure 1-4: Race Distribution (ACS 2011-2015 Table DP05).  
\*NH stands for Non-Hispanic.

less than Fayette County and 13% less than Texas state economic average. Seventeen percent of La Grange residents work within the City limits. The remaining 83% of residents work in other cities, including Houston, Austin, and San Antonio.

### Poverty Rate

The poverty rate in La Grange is 10.83%.<sup>5</sup> The largest age group of La Grange residents living in poverty are children below the age of 18; 40% of children live under the poverty line. Sixty percent of Black residents in La Grange live in poverty, a substantial increase from 23% in 2012. White Non-Hispanic and Hispanic residents have seen a decrease in poverty since 2012, with about 15% of White Non-Hispanics and 28% of Hispanics living in poverty.

### HOUSING

The housing stock in La Grange predominately consists of single-family homes at 66%, while 15.9% of the housing stock consists of mobile homes.<sup>6</sup> The proportion of single family homes is consistent with the state average, while the proportion of mobile homes is 12% higher than the state average, yet

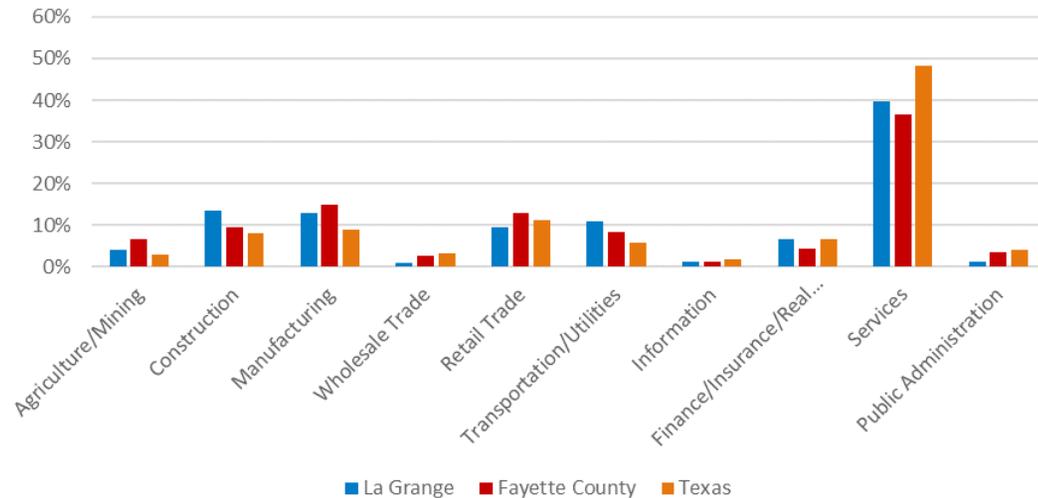


Figure 1-5: Industry Employment  
Source: ESRI Business Analyst, 2017

consistent with other small rural towns in Texas. The vacancy rates for housing units for sale and for rent are incredibly low, and La Grange's housing stock is growing at under three percent annually. Thus, La Grange is suffering from an incredible housing shortage. According to the US Census, 30% of households that own a home are cost-burdened, while 47% of households that rent a home are cost-burdened in La Grange. Cost-burdened households are households that spend over 30% of their total monthly income on rent or mortgages. The average mortgage costs in La Grange are between \$1,000 and \$1,499, while the average rental costs are between \$600 and \$999.<sup>6</sup> La Grange offers affordable housing opportunities through the La Grange Housing Authority, which provides the community with 57 Housing Choice Vouchers to assist low-income, elderly, and disabled residents with affordable quality housing. Habitat for Humanity, an international non-profit organization, is also an avid stakeholder in the community and regularly assists the community in building affordable housing units.

## GEOGRAPHIC HAZARDS

The La Grange community regularly faces impacts of natural disasters like floods. The Colorado River runs through La Grange, contributing to the community as a water and recreational resource. Given the proximity of the Colorado River to the City, a significant number of homes and businesses are located within the 100-year and 500-year floodplains (Figure 1-7).

This proximity creates vulnerability throughout the community, which was evident during Hurricane Harvey, a category four hurricane that made landfall along Texas's Gulf Coast in late August and early September 2017. Resulting in approximately 300 homes and businesses inundated by floodwaters. Wildfires are also a hazard of concern for La Grange, evident during Texas's worst wildfire event in 2011, severely damaging Bastrop County, the county directly adjacent to Fayette County.



*Figure 1-6: La Grange Housing*  
Photo Credit: Texas Target Communities

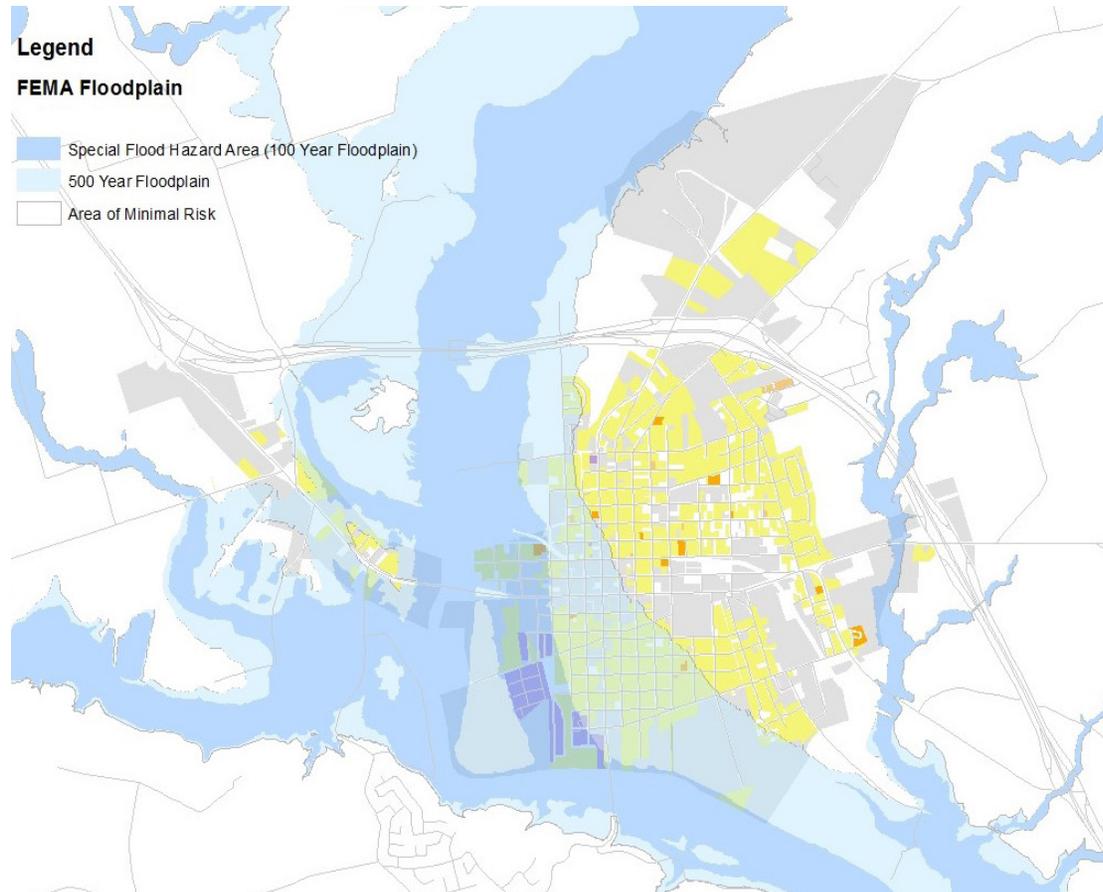


Figure 1-7 Floodplain in La Grange, TX (FEMA, 2017)

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[2] United States Census Bureau. (2017). Table B03002. Total Population, Universe: Total Population, La Grange City, TX. 2013 – 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2019. Retrieved from [https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17\\_5YR/B01003/1600000US4840276](https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17_5YR/B01003/1600000US4840276)

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[5] United States Census Bureau. (2017). Table B17001. Poverty Status in the past 12 months by sex by age. Universe: Population for whom poverty status is determined, La Grange City, Fayette County and Texas. 2013 – 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2019. Retrieved from [https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17\\_5YR/B17001/0400000US48|0500000US48149|1600000US4840276](https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17_5YR/B17001/0400000US48|0500000US48149|1600000US4840276)

[6] United States Census Bureau. (2017). Table DP04. Selected Housing Characteristics, La Grange City, TX. 2013 – 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2019. Retrieved from [https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17\\_5YR/DP04/1600000US4840276](https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17_5YR/DP04/1600000US4840276)



*Chapter 2*  
**PLAN DEVELOPMENT**

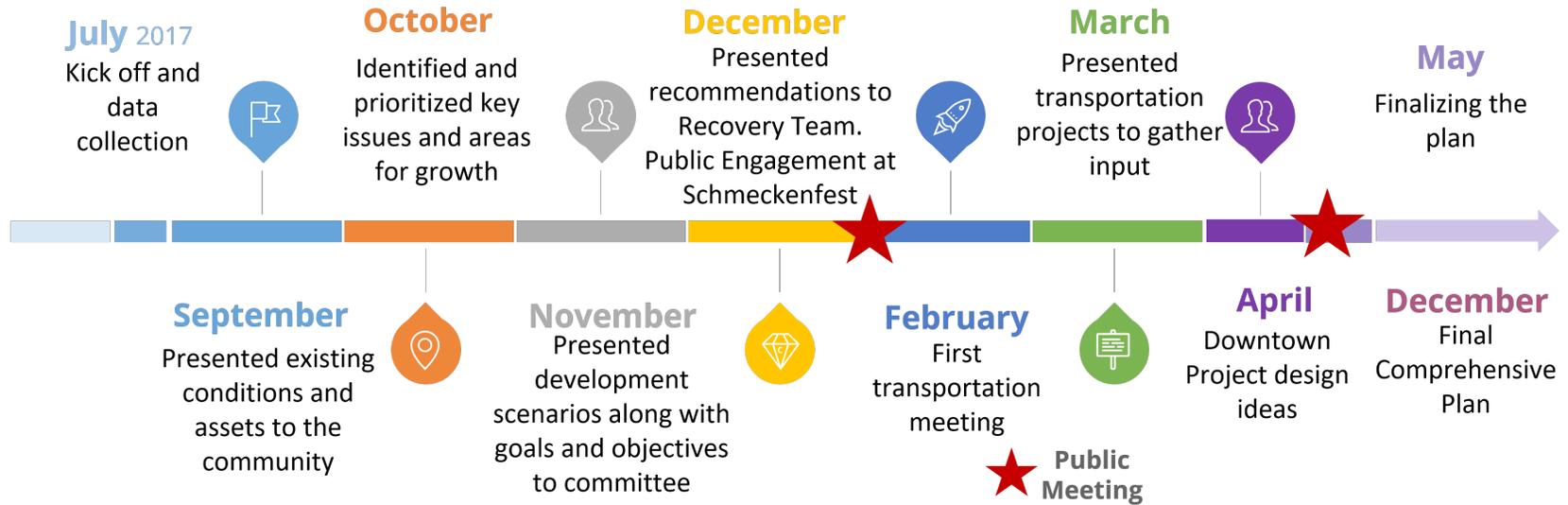


Figure 2-1: La Grange Comprehensive Plan Making Process

## GETTING STARTED

Participatory planning is the foundation of this comprehensive plan. This chapter explains the method of gathering community input during the planning process. The City of La Grange collaborated with TTC starting in June 2017. During the 15-month period, the project utilized the seven-phased inclusive plan making process (Figure 2-1). Over 150 individuals participated through open houses, meetings, interviews, and surveys.

To get organized, a team of City staff and TTC staff formed a core team and invited community members to a planning task force to guide the development of the project. The task force was a diverse group of community members including City Council members, City staff, fire department, police department, extension agents, school district, business owners, social workers, community services, religious leaders, longtime residents and newcomers. The task force met seven times throughout the process and garnered community input to inform and validate this plan.

During the summer of 2017, TTC collected data on the community from a wide variety of data sources to create a State of Community Report (SOC). This report discusses the current condition and projected status of the City's demographics, housing, economy, environment, hazard vulnerability, transportation, community facilities, and zoning. TTC presented the report to the task force on September of 2017, delayed a month due to Hurricane Harvey. The team reviewed the data and brainstormed the assets in the community stressing on the need to build the plan focusing on these resources.

Assets discussed included:

- Colorado River
- Recreation Center
- Library
- Fairgrounds
- Museums
- Hospital/ Medical Community
- Bypass
- Amphitheatre
- Downtown

- Church community
- School district
- Community theatre
- Bugle Boy
- KC Hall
- Civic Organizations
- Housing Authority

## VISIONING

On October 17, 2017, the task force participated in a meeting to build a consensus on the assets, strengths, and opportunities of La Grange. The task force deliberated the issues and opportunities on five focus areas of the meeting's discussion including community facilities, economy, housing and hazards, infrastructure, and parks and environment.

The task force discussed what they envisioned for the City and reviewed the City's vision statement during this meeting. The existing community vision was established approximately 20 years ago by City staff and council as part of the annual budget process. The City reviews and modifies as needed annually. The task force unanimously agreed that the statement resonated with the community's vision.

*“La Grange is a desirable living environment for all citizens through preserved social and historic fabric, residential character, and small hometown atmosphere and ensures new development to reinforce the quality and economic strength of the community.”*



*Figure 2-2: Participants engaging in a discussion on goals*

The following themes from the vision statement are the guiding principles for the plan:

### SCENARIO PLANNING

Scenario planning is a planning tool to envision different possible outcomes by considering the full range of emerging conditions and uncertainties that could affect the future. In November 2017, a task force meeting was organized to review proposed future development scenarios for La Grange. TTC presented three scenarios representing varying concepts. Each of the scenarios considered goals for five focus areas including community facilities, economy, housing and hazards, infrastructure, and parks and environment. The three scenarios that were discussed at the meetings were Thriving Economy, Resilient Community, and Small Town Charm. The scenarios are outlined on the following pages.



Figure 2-3: La Grange Comprehensive Plan Themes



Figure 2-4: Elements of the La Grange Comprehensive Plans

### 1. Thriving Economy

The Thriving Economy Scenario favors commercial and infrastructure development along State Highway 71. It aims at maintaining existing parks and community facilities to high standards and expanding such services as La Grange grows. It also provides affordable housing development and small business resilience strategies.

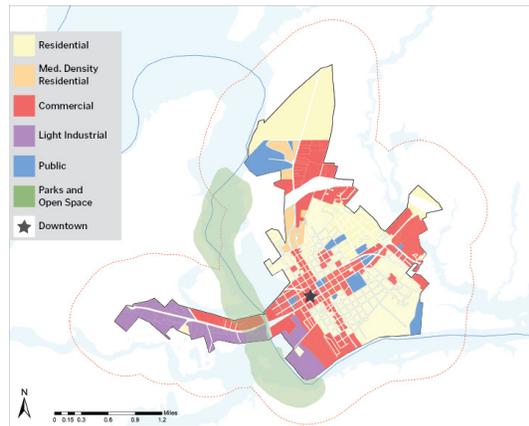


Figure 2-5: Thriving Economy Concept Plan

### 2. Resilient Community

The Resilient Community Scenario favors economic and infrastructure development/maintenance within La Grange’s existing downtown. It proposes expanding public safety facilities and services to ensure community-wide safety. It also provides affordable housing development and floodplain redevelopment with parks and natural spaces.

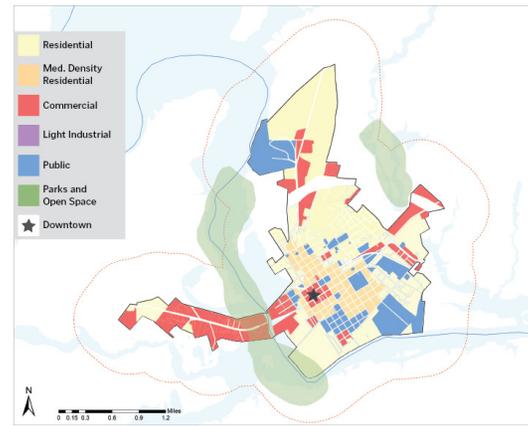


Figure 2-6: Resilient Community Concept Plan

### 3. Small Town Charm

The Small-Town Charm Scenario favors economic and infrastructure development/maintenance within La Grange’s existing downtown. It prioritizes small business and community development. It proposes enhancing current community facilities, services, and parks. It also balances community resilience with maintaining La Grange’s characteristic of small-town aesthetics.

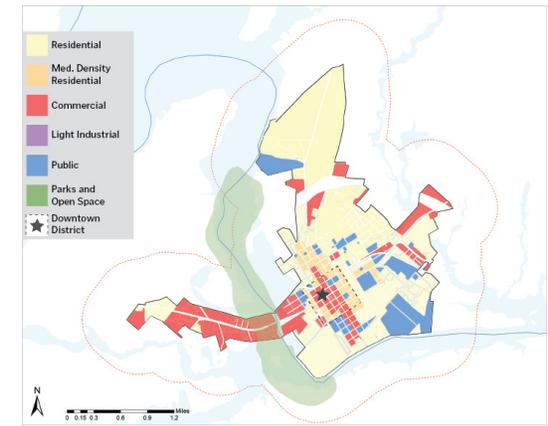


Figure 2-7 : Small Town Charm Concept Plan

The task force considered the pros and cons of each of the scenarios and expressed the desire to combine the characteristics of all three scenarios for the future land use map (see figure 2-8). The feedback from the task force and the preferred land use plan helped identify the goals for each of the plan’s elements.

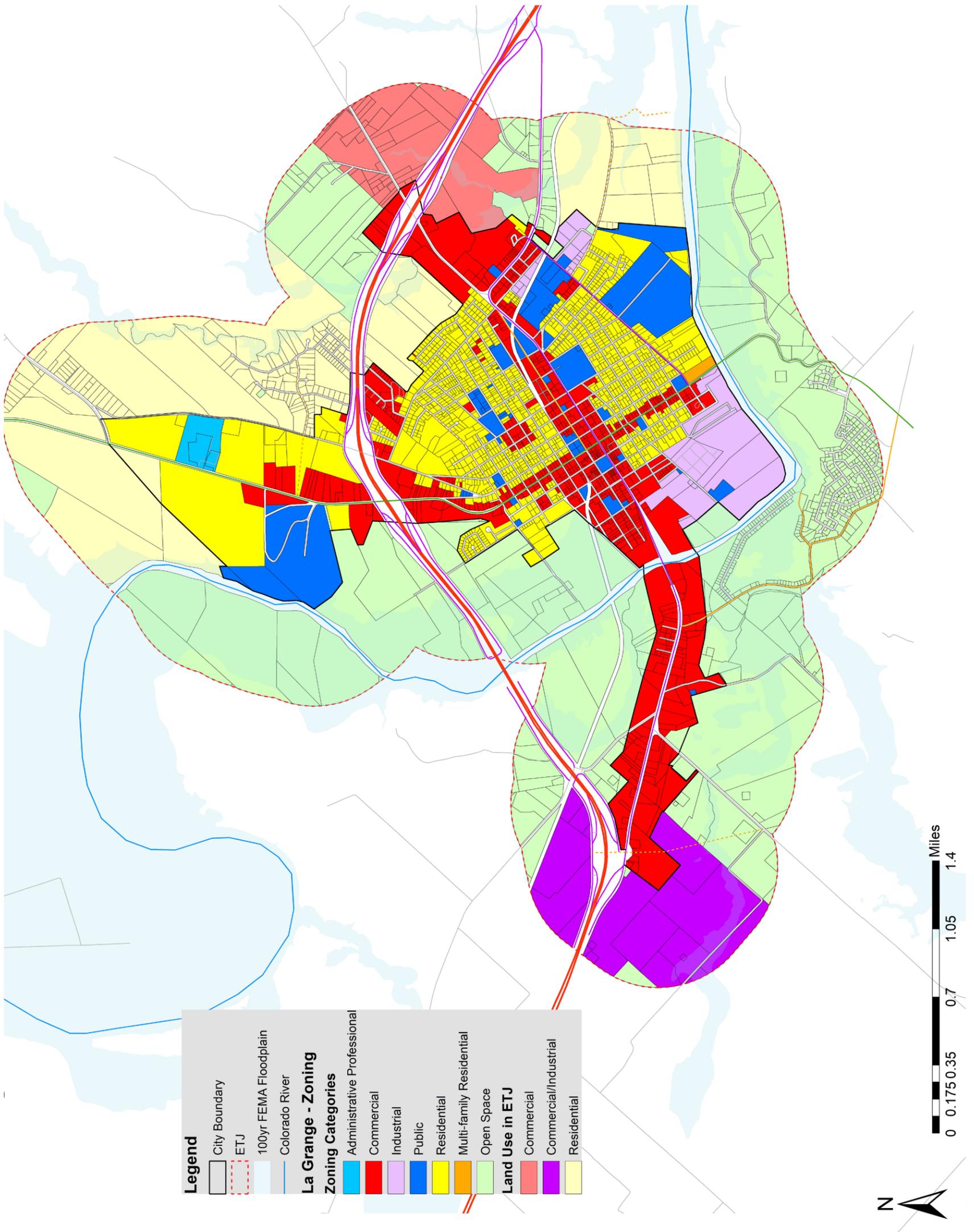


Figure 2-8 : La Grange Future Land Use Map

## CONNECTING WITH COMMUNITY DISASTER RECOVERY GROUPS

On December 5, 2017, the La Grange Area Disaster Recovery Team (LGADRT) and the Ministerial Alliance were invited to attend a comprehensive planning meeting discussing the plan recommendations. LGADRT and the Ministerial Alliances are community organizations that had been providing local relief efforts during Hurricane Harvey. The meeting helped ensure a connection between the recommendations of the plan and the recovery.

## TAKING THE PLAN TO SCHMECKENFEST

To gather more community feedback, TTC attended a community event, Schmeckenfest on December 2017. Schmeckenfest is a popular annual holiday festival with a large number of visitors. TTC engaged with visitors discussing public concerns and aspirations.



Figure 2-9: Relief and Recovery  
Source: FCRRT Facebook



Figure 2-10: Schmeckenfest  
Source: Texas Target Communities

## FOCUS AREA MEEINGS

In Spring 2018, there were three meetings focusing on transportation issues. On January 23, 2018, the transportation studio class worked with the task force to identify transportation issues, priorities and opportunities. The team organized a mid-point meeting to go over transportation recommendations on March 20, 2018.

On March 22, 2018, a group of planning students worked with a few taskforce members to tackle five specific issues and opportunities recognized by the community members. The topics of discussion included river trails along the Colorado River, housing trust funds, multi-generational opportunities, and innovative industries. In addition, the City distributed a downtown survey to the community through social media and the City's webpage. The 126 responses collected from the survey were utilized to create the downtown masterplan.

## FINAL OPEN HOUSE

The final public meeting was held in the Historic Casino Hall on May 1, 2018. City residents were invited to review and provide feedback on all of the work done throughout the year. Approximately 60 people attended the meeting and gave comments on the vision, housing, community facilities, transportation, economic development and the downtown masterplan. The feedback gathered has been incorporated in this plan to reflect the vision of the community.



*Figure 2-9: La Grange Focus Area Meeting  
Source: Texas Target Communities*



*Figure 2-10: Final Public Meeting  
Source: Texas Target Communities*



*Chapter 3*  
**DOWNTOWN REVITALIZATION**

The historic downtown is the core of La Grange’s culture and identity. Downtown La Grange is a unique place that holds together a conglomeration of historic buildings with a mix of public, economic, and social functions. The City is committed to supporting and enhancing the downtown by creating inviting spaces and a variety of opportunities for residents and visitors alike.

### EXISTING CONDITIONS

Currently, the downtown is concentrated with mainly commercial and public buildings. The downtown includes retail, business services, restaurants and cafés, banks, gas stations, residential buildings, and public services (Figure 3-1). The main focal point is the Fayette County Courthouse and the Square surrounding it. The historic buildings in downtown La Grange attract tourists which makes it a prime spot. Some of the prominent buildings in the downtown are shown in Figure 3-2. Throughout the year, many events happen in and around the downtown area attracting large numbers of visitors to the downtown.

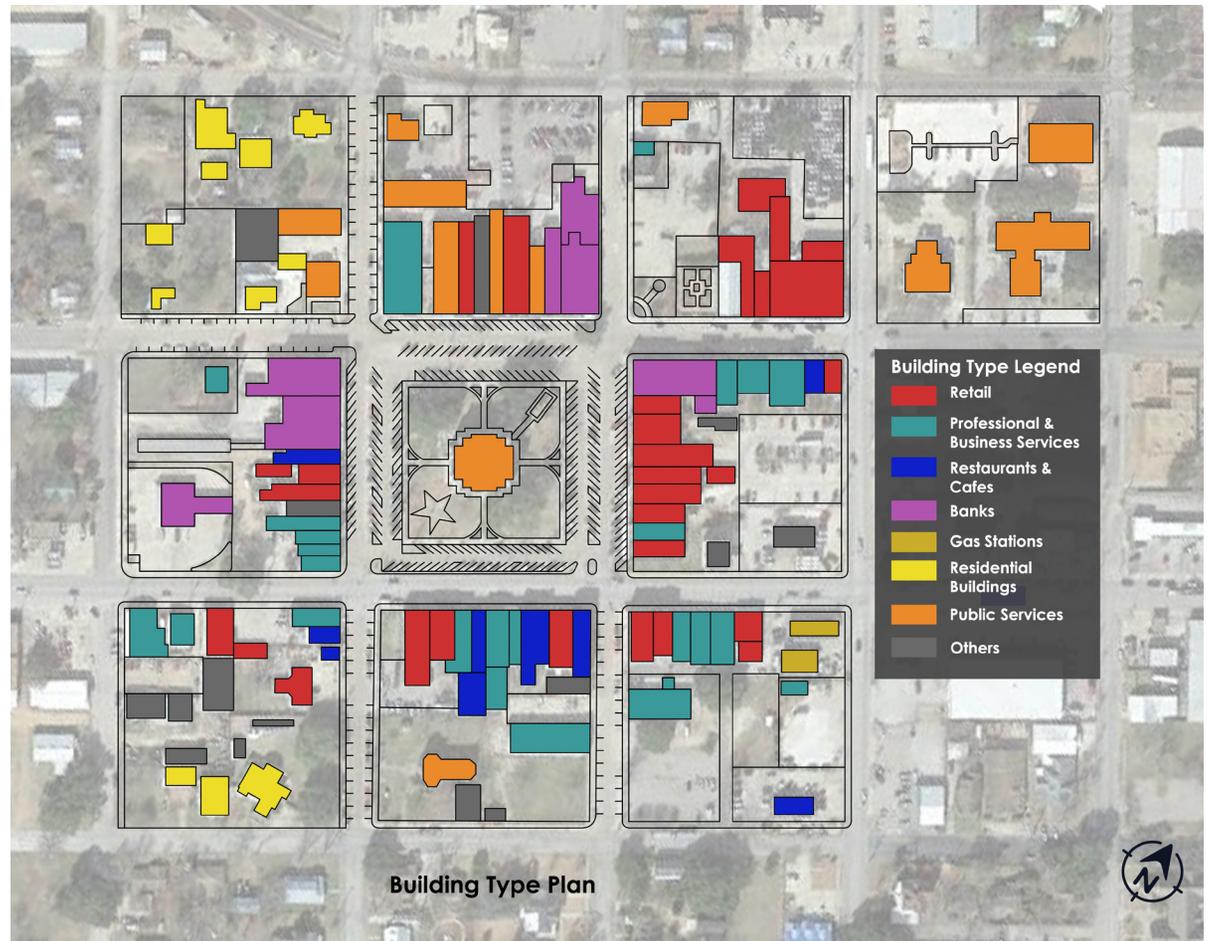


Figure 3-1: Building Type Plan of Downtown La Grange, Texas

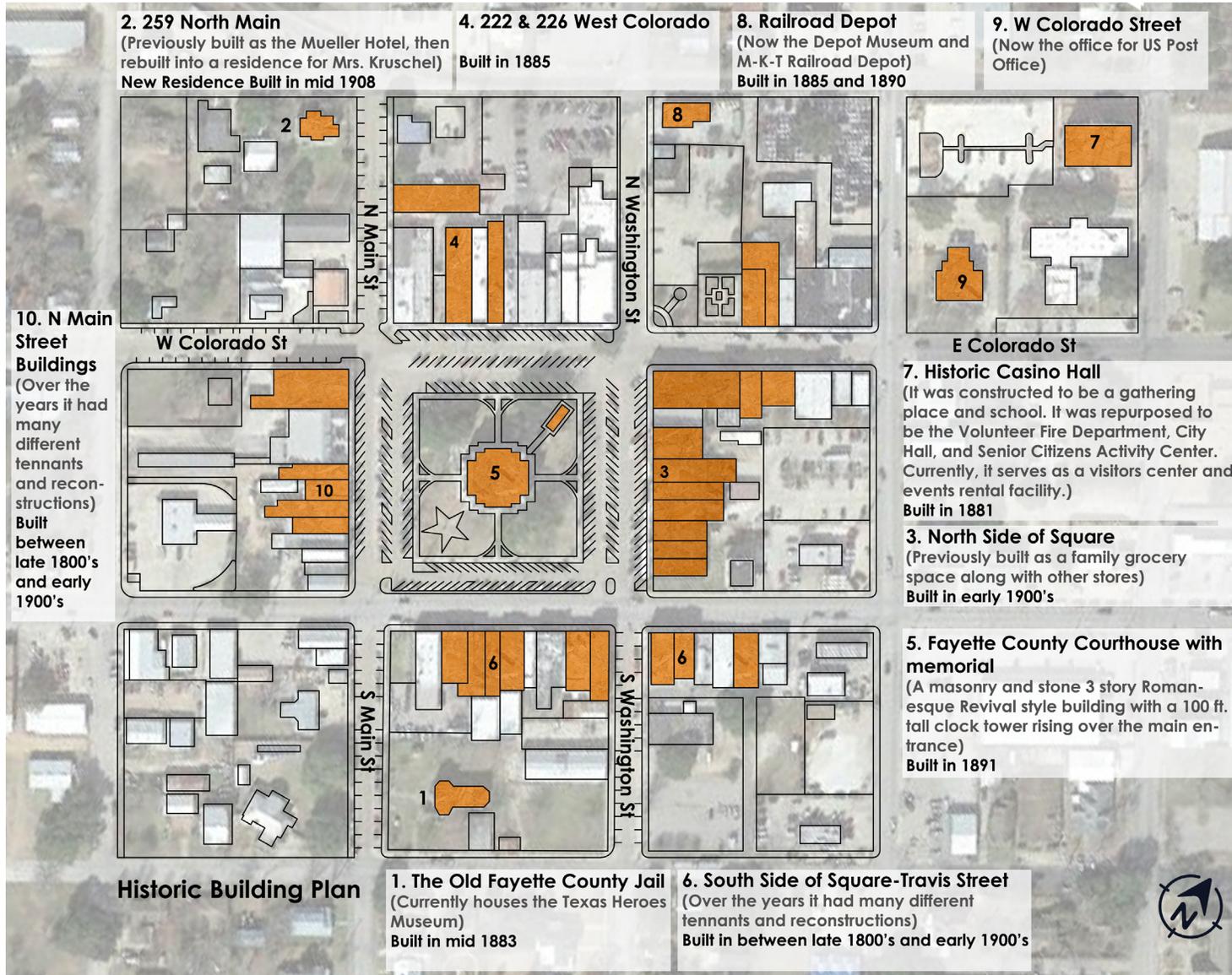


Figure: 3-2: Historic Building Plan of Downtown La Grange, Texas

## TRANSPORTATION

Two major highways, SH 71 and SH 77, pass through the downtown. Both of these highways lack medians. Several local streets also connect to the highways (Figure 3-3). The unprotected crosswalks and narrow sidewalks without buffers cause safety concerns. The height of the sidewalk from the road level varies from 10 to 15 inches and the higher steps create difficulty, especially for handicap accessibility.

Due to the concentration of public events, retail stores, banks, and restaurants in the central area of downtown regulating the traffic and parking is important. The downtown has 780 parking spots including both private and public parking (Figure 3-4).

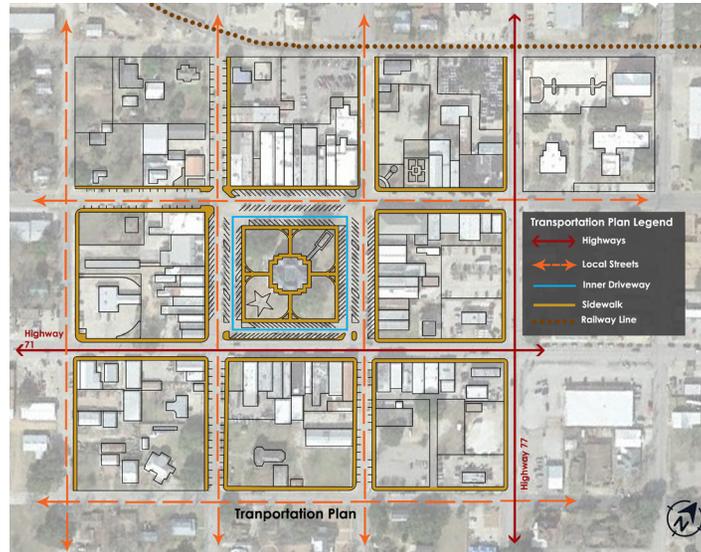


Figure 3-3: Transportation Plan of Downtown La Grange, Texas

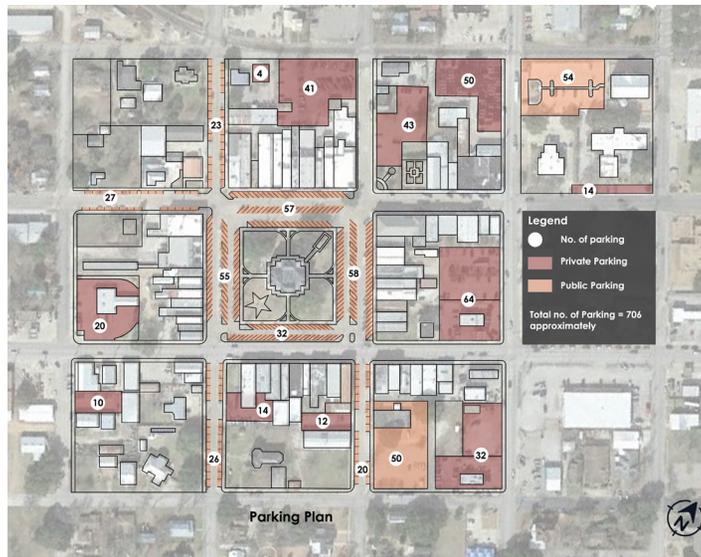


Figure: 3-4: Parking Plan of Downtown La Grange, Texas

## GREEN NETWORK

The green network plan shows the relationship between the built environment and the greenery. Only 17% of total area of downtown is covered with vegetation (Figure. 3-5). The historic buildings surrounding the Square and other existing conditions make it difficult to increase vegetation in downtown. However, some vacant spaces in the downtown have the potential to be transformed into pocket parks.

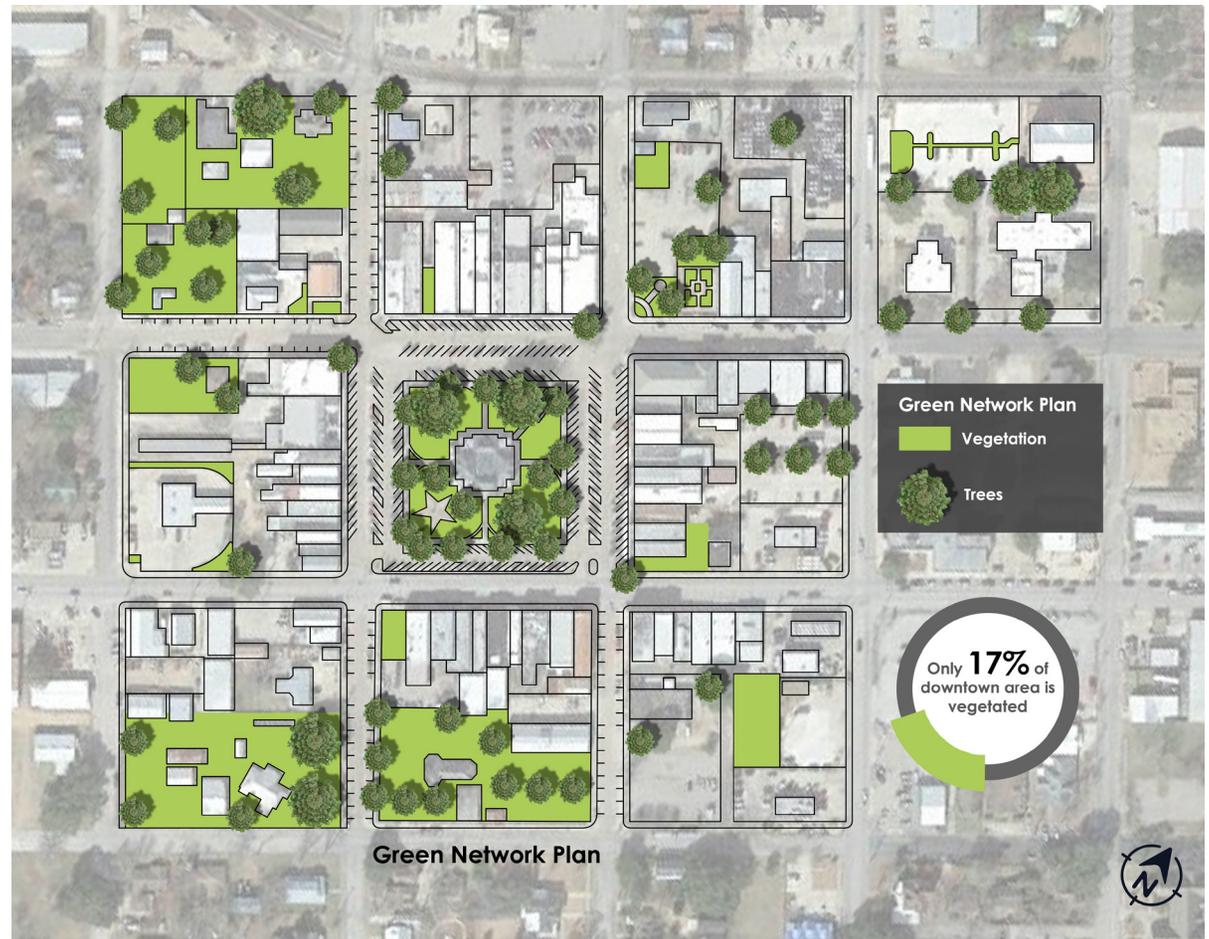


Figure: 3-5: Green Network Plan of Downtown La Grange, Texas

## DESIGN INTENT

The following design strategies were identified through downtown stakeholder meetings and community feedback. These, along with the site analysis, form the basis for the design recommendations detailed in this chapter.

### **Create multifunctional gathering space:**

- Re-design the Courthouse Square for multifunctional space for events and farmers market.

### **Increase safety and walkability**

- Consider expanding sidewalks to meet the needs of the increasing pedestrian flow.
- Create landscape buffers between the sidewalk and road.
- Add trees to provide natural shade.
- Integrate proper lighting.

### **Better traffic flow**

- Propose medians on two-way high traffic roads.
- Separate public parking driveways from local streets.
- Regulate traffic flow around Square.

### **Improve overall aesthetics to increase tourist attractions**

- Add murals to improve aesthetics of downtown.
- Create pocket parks to add to the greenery and character of place.

### **Design accessible and age friendly spaces:**

- Provide benches at regular intervals to serve as resting spaces for the elderly and children.
- Keep all public spaces, parking, and sidewalks handicapped friendly.

### **Educate visitors about history of La Grange**

- Provide educational walking trails to show visitors the history of different buildings in the downtown.
- Install proper signage to guide and educate people.

### **Provide a cool microclimate:**

- Base design on sun, shade, and wind analysis during various times of year.
- Study and propose vegetation to cool the surrounding areas and reduce the heat island effect.

### **Propose low impact development features to add sustainability:**

- Add LID facilities like permeable pavement and bio-swales to increase rain permeability.
- Consider using native plants for sustainability.

## MASTER PLAN

Based on the site analysis and goals, a master plan (Figure 3-6) with revised parking, street enhancement, pedestrian mall, additional seating arrangements, mini splash pad, pocket parks, murals, brick crosswalks and restrooms was developed. The following section will expand on each of the design elements.

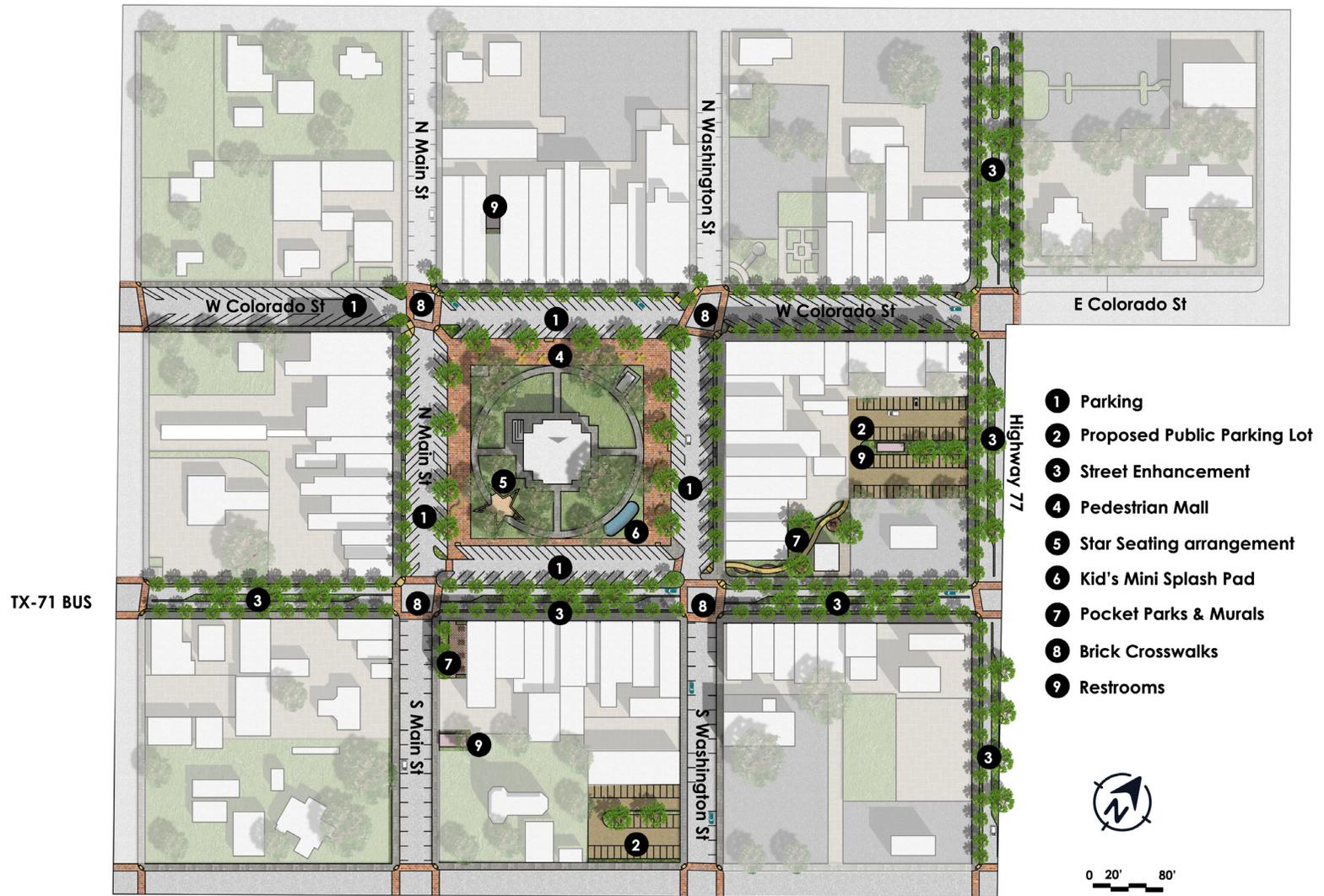


Figure: 3-6: Proposed Master Plan of Downtown La Grange, Texas

## Courthouse Square

The Courthouse Square is reimagined to create a more vibrant public realm by providing a pedestrian mall, variety of seating arrangements, a splash pad and a circular pathway (Figure 3-7). The pedestrian mall could be a flexible multipurpose area for the farmer’s market, food trucks, and other outdoor events (Example on Figure 3-8). More trees along the pedestrian mall would increase shade. Temporary lighting during night events can be used to create exciting event areas.

To attract families with young children to the downtown, a mini splash pad is proposed. A permanent seating arrangement on the flag post area would provide a resting place (Figure 3-9). However, there are other varieties of seating that can be used temporarily. The proposed variety of brick pavers would help to define the spaces and maintain the historic feel of the Square.

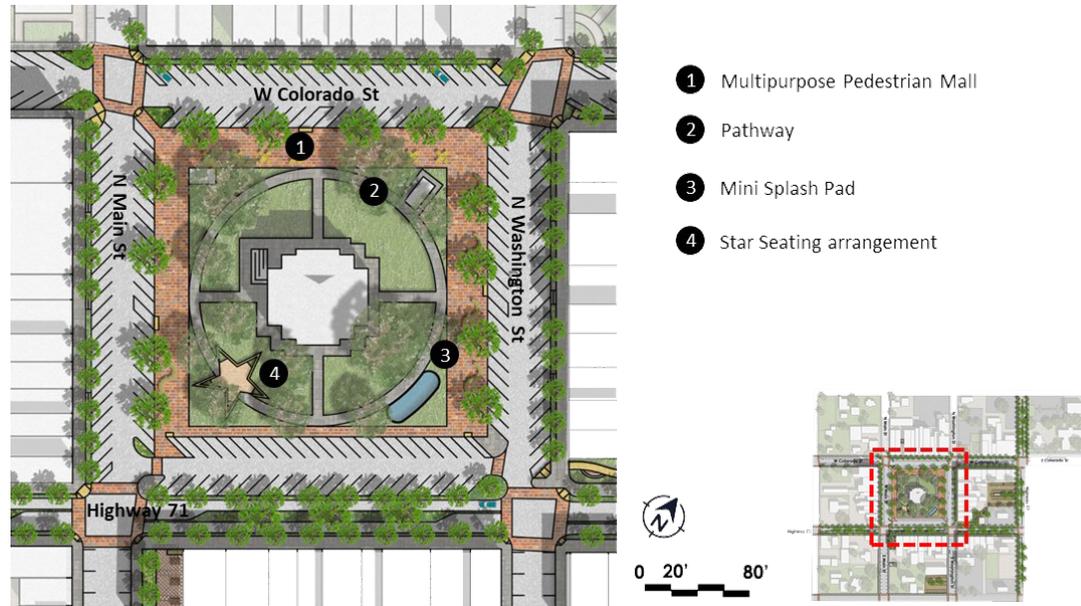


Figure 3-7: Central Square of Downtown La Grange, Texas



Figure 3-8: Multipurpose Pedestrian Mall  
Source: Architect Magazine

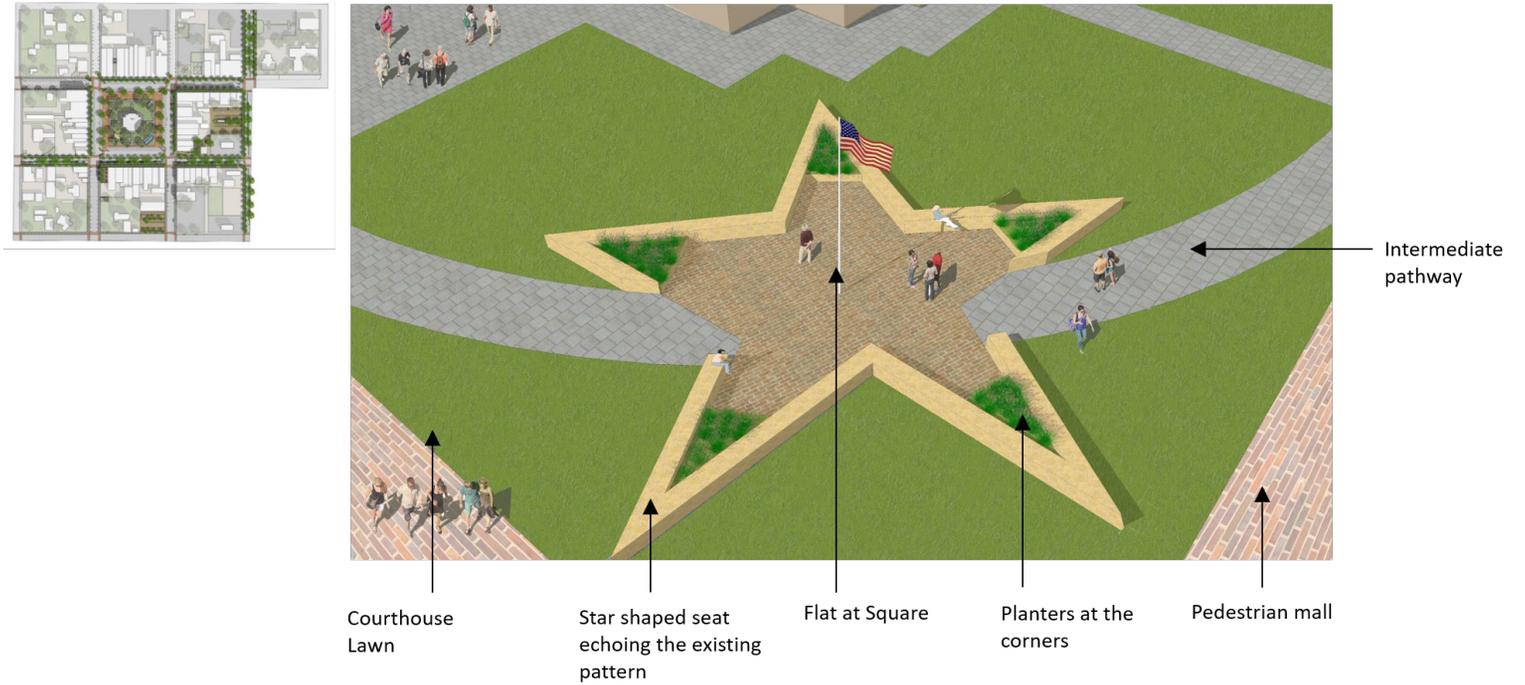


Figure 3-9: Star Seating Arrangement at Square



Figure 3-10: Transformative  
Source: Build.in



Figure 3-11 Vintage Design  
Source: My web MKT



Figure 3-12: Contemporary Seating

## Internal Roads

The streets of W. Colorado St., N. Main St. and N. Washington St. are proposed to have two-way traffic. Sidewalks along these roads are wider and have buffers (Figure 3-13). Brick crosswalks along with pedestrian signals have been added. Small trees along sidewalks and parking area will provide shade (Fig. 3-14).

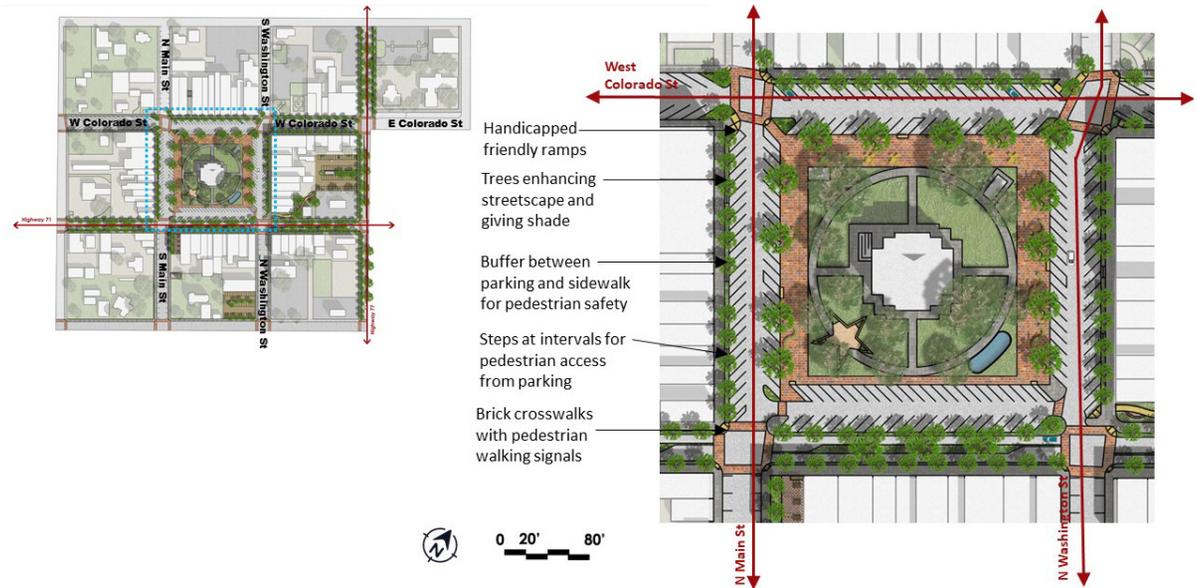


Figure 3-13: Traffic flow and streetscape around the Courthouse Square

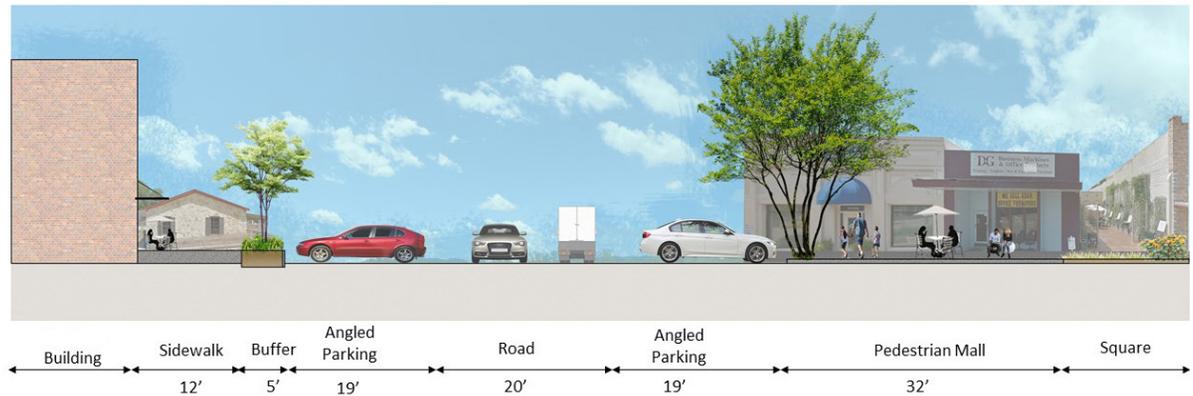


Figure 3-14: Section from the Courthouse Square

## Highways

The proposed medians will regulate the traffic flow on SH71 and SH77. Trees are proposed to beautify SH71, which is the entryway to the downtown. For pedestrian safety and cooler micro-climate buffers, brick crosswalks, handicapped friendly ramps, medians and small trees between the road and sidewalks are proposed (Fig. 3-15). The section in Figure 3-16 shows the relationship between the vehicular traffic and the pedestrian streetscape.

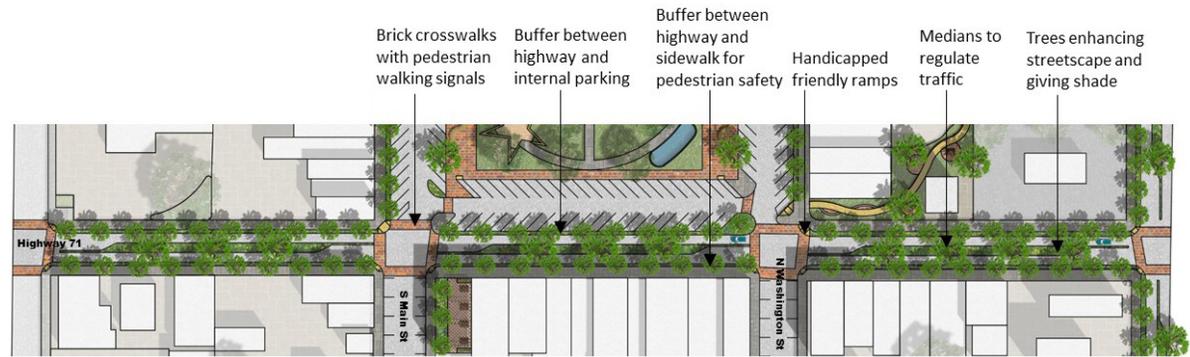


Figure 3-15: Zoomed plan showing different aspects of traffic flow design and streetscape on Highway 71

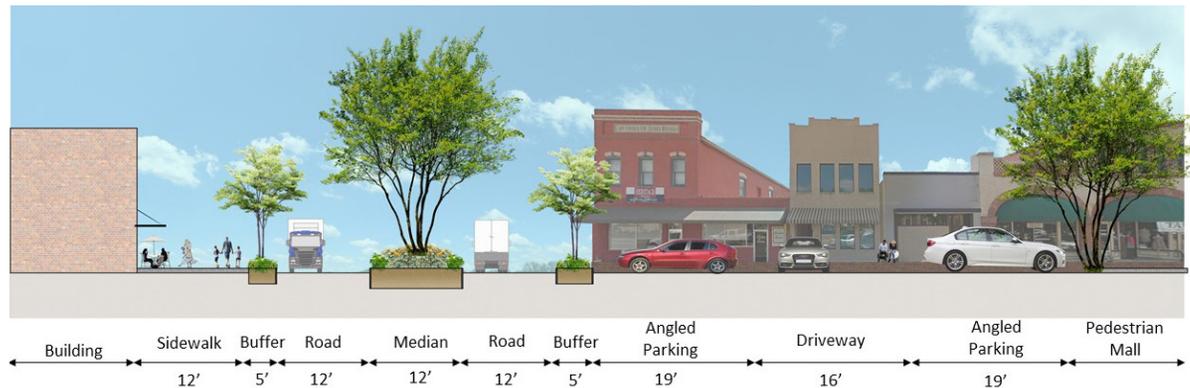


Figure 3-16: Section from Highway 17

## Parking

To propose better traffic flow, parking is rearranged around the Square. Two public parking lots are proposed to accommodate increased parking demand for the future (Figure 3-17).

**Proposed public parking**

1. Property ID: 36784

Owner: National Bank & Trust

Parcel Type: Commercial Vacant

2. Property ID: 52069

Owner: La Grange Motor Company

Parcel Type: Residential Vacant

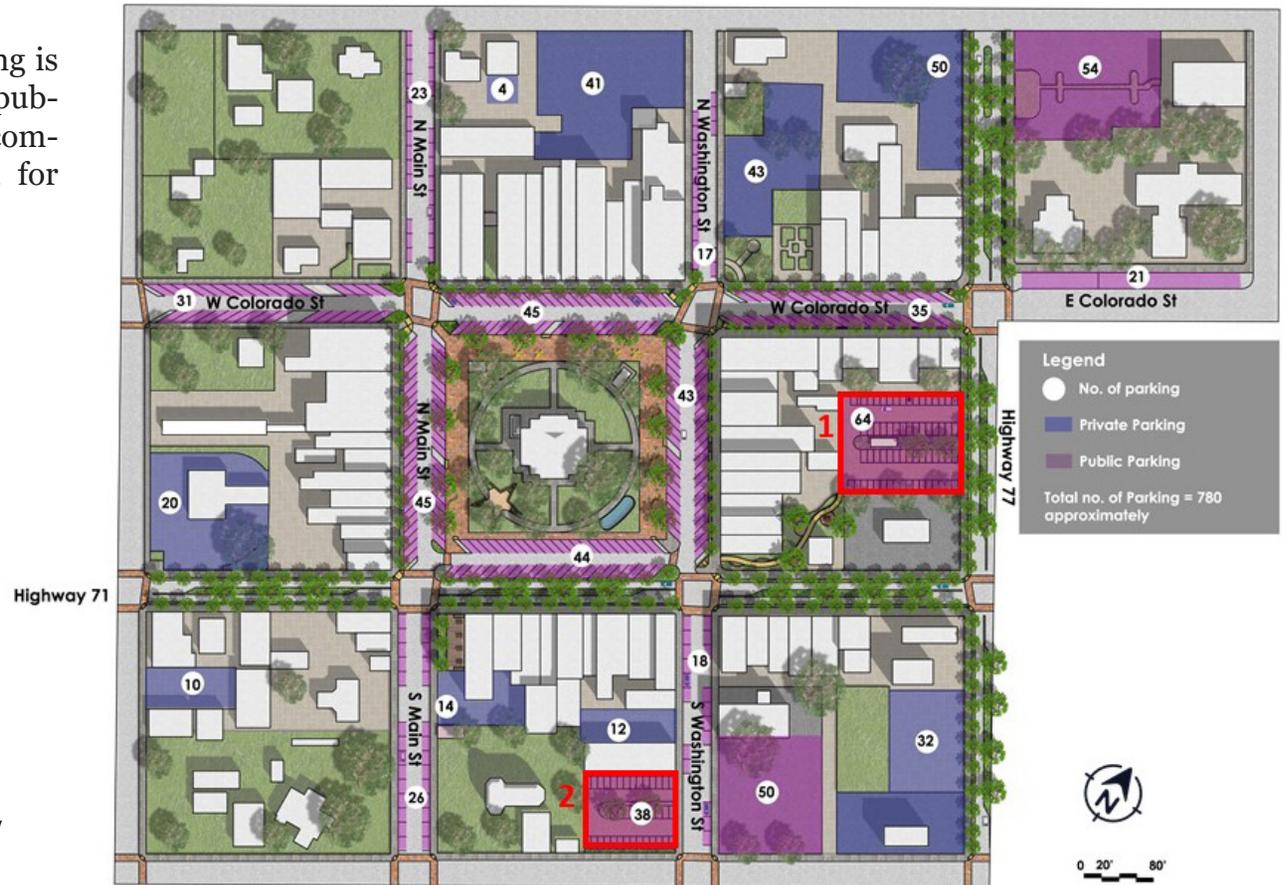


Figure 3-17: Proposed parking layout; Red highlighted area shows proposed public parking

## Sustainability

Rain gardens and permeable pavement are two important low impact development elements that help to collect rain-water, increase groundwater infiltration, and provide useable water for other vegetation. In La Grange, this would also reduce chances of flooding. Native plants that can absorb large amounts of water should be planted in engineered soil. Rain gardens are proposed in medians and buffer spaces along sidewalks and roads (Fig. 3-18).

Permeable pavement is proposed at the pedestrian mall around the Square, to make the Square more permeable and reduce water logging (Figure 3-19).

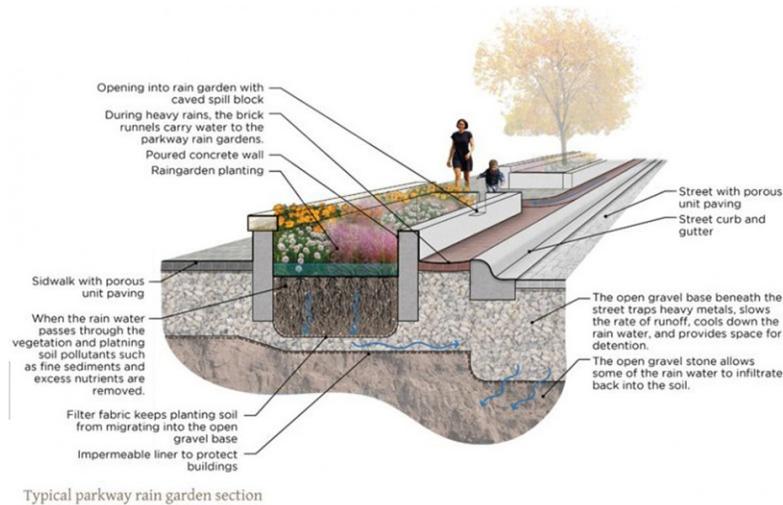


Figure 3-18: Details of rain garden; Red highlighted areas are most suitable for rain gardens  
Source: West Union Green Streets Pilot Project

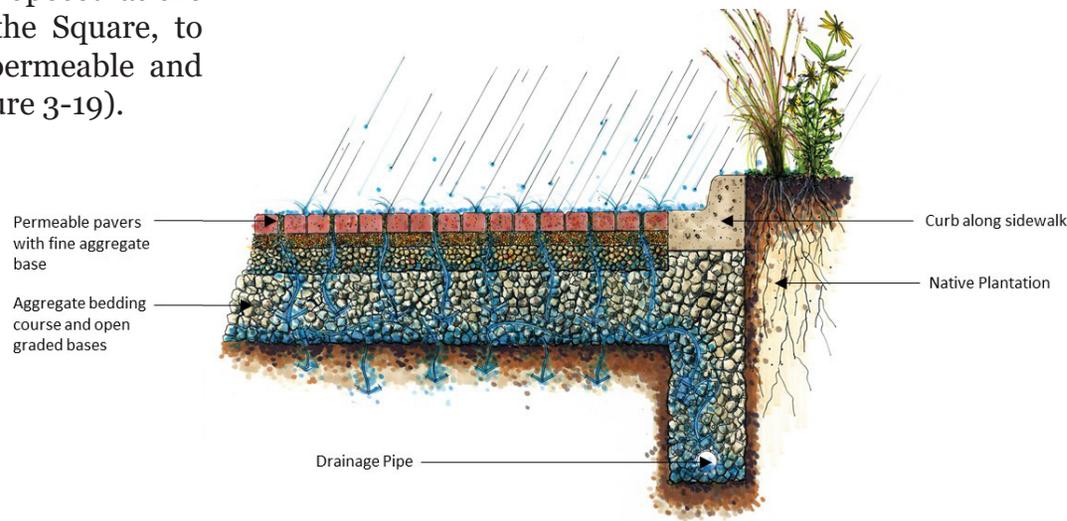


Figure 3-19: Section details of permeable pavement ; Red highlighted areas are most suitable for permeable pavement  
Source: AHBE Lab

## Pocket Parks & Murals

Two pocket parks with murals are proposed at strategic locations to attract people around the Square (Figure 3-20). The pocket park along N. Washington St. and SH71 could have a welcome to La Grange mural, native plantation,

covered seating areas, and trees (Figure 3-21). The pocket park near S. Main St. and SH71 could have a quilt inspired mural, native plantation, covered seating areas and small trees (Figure 3-22). Currently this space is vacant.



Figure 3-20: Pocket park locations and its ownership



Figure 3-21: Details of pocket park along N. Washington St. & SH71



Figure 3-22: Details of pocket park near S. Main St. & SH71

## Attractions

The City is exploring strategies to attract and engage visitors and residents. The plan recommends supporting and revising the La Grange Historic Walking Tour for a safer pedestrian route. The starting point should be the Historic Casino Hall leading to the Square to showcase other historic attractions (Figure 3-23). A seasonal trolley bicycle tour from the Historic Casino Hall to the Square has been proposed to attract visitors (Figure 3-24).

## Wayfinding Plan

The wayfinding plan directs and attracts the flow of vehicular and pedestrian traffic to City assets. Signage and wayfinding elements foster a sense of place. The wayfinding system aims to attract and celebrate the historic character of the City by inviting visitors and citizens to the downtown. The wayfinding plan shows the tentative locations of vehicular signage so that the driver is consistently reminded of important destinations (Figure 3-25).

The design features of the wayfinding system include the colors, materials, and poles that reflect the unique character of La Grange. The subtle patterns on the back and borders of signs relates directly to the City’s heritage. The text heights on vehicular and pedestrian signs have been configured according to the design guidelines with relation to the speed of vehicles driving on the adjacent roads (Figure 3-26). Figure 3-27 to 3-33 shows the proposed signage designs and guidelines.



Figure 3-23: Revised Historic Walking Tour diagram



Figure 3-24: Revised Trolley Bicycle Tour diagram

Wayfinding System Master Plan

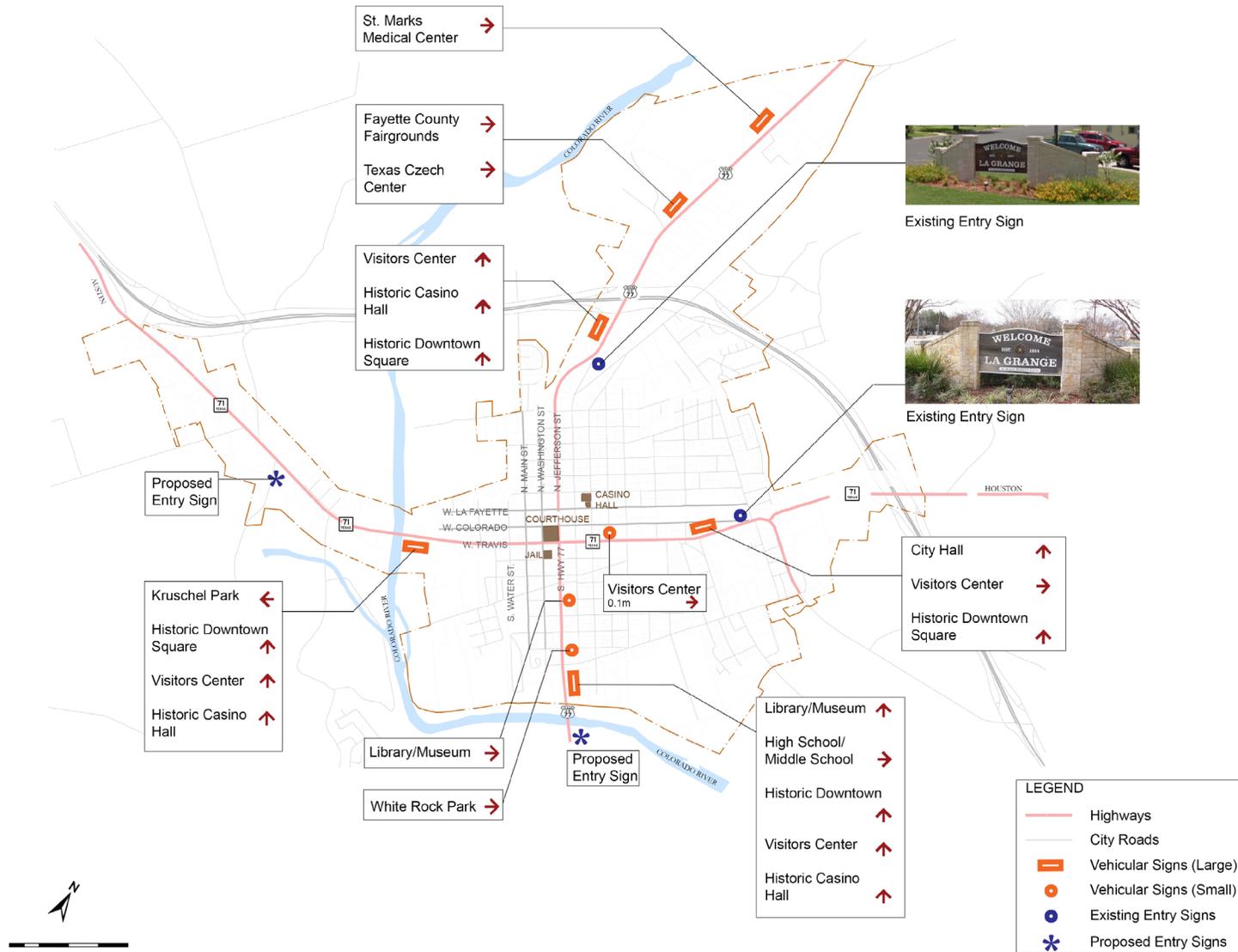


Figure 3-25: Wayfinding System Master Plan



The existing entry signs in the North and East have traffic approaching at a speed of about 50mph; letters 12" high are readable at this speed. The proposed entry signs in the South and the West will have oncoming traffic at a higher speed of about 80mph; hence the proposed entry signs, have similar aesthetics and design but are of larger scale and the text height is 14" to be legible at a higher speed.

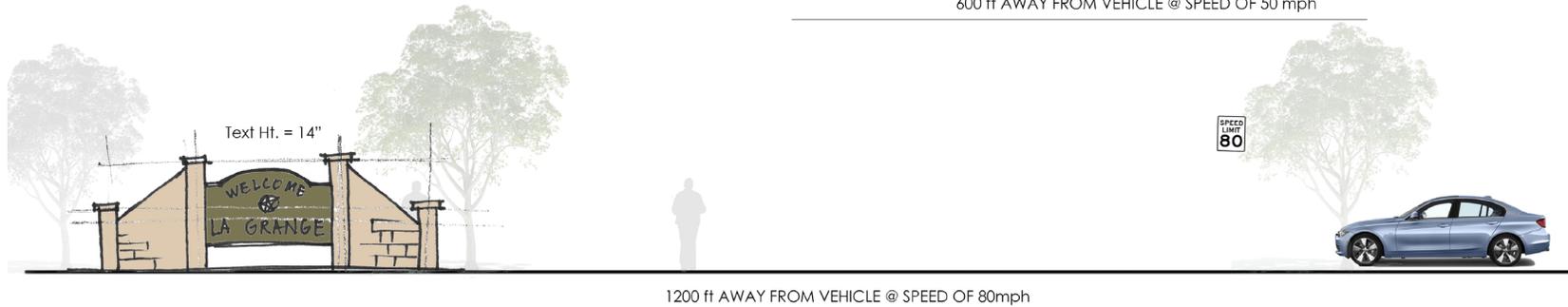


Figure 3-26: Wayfinding System Design Guidelines

R=230, G=196, B=156  
 R=97, G=92, B=51



Figure 3-27: Signage Hierarchy

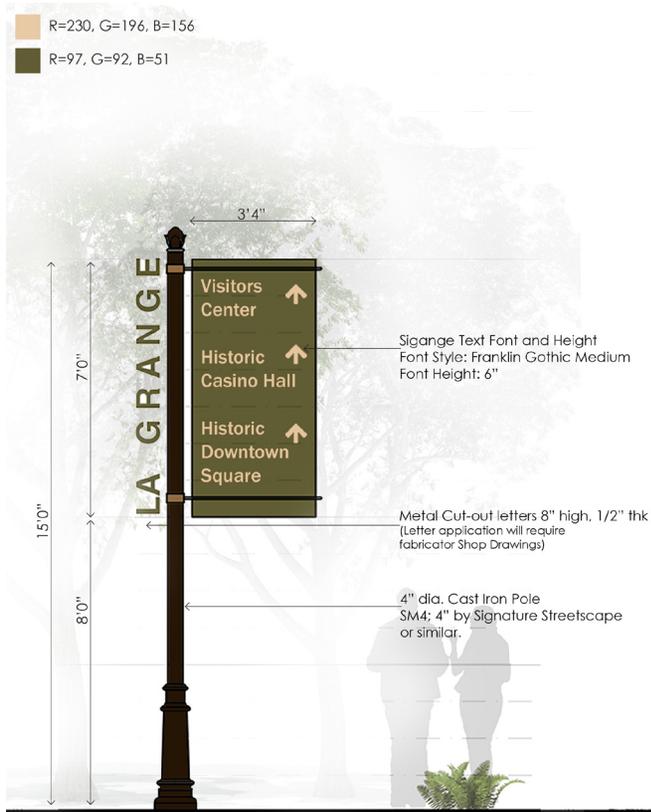


Figure 3-28: Vehicular Signage 1

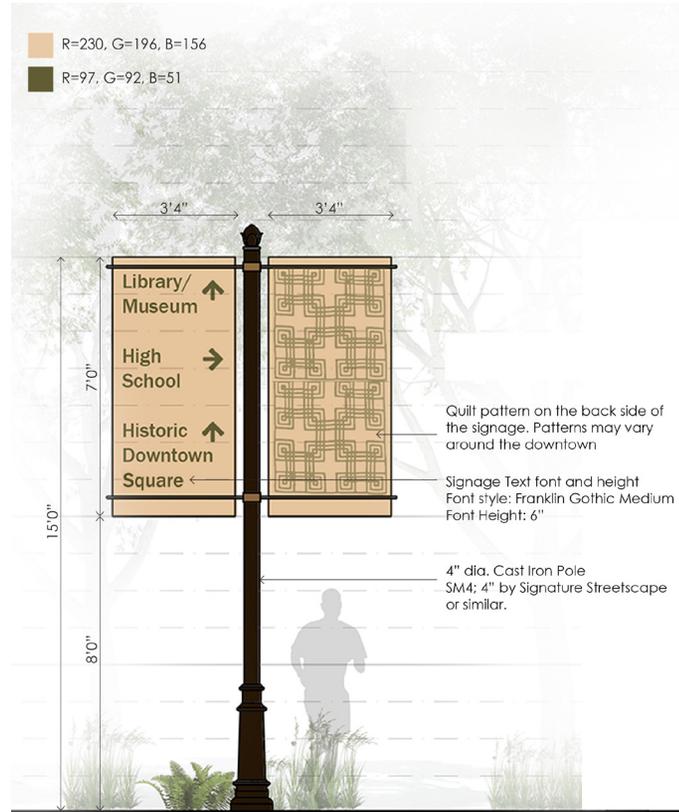


Figure 3-29: Vehicular Signage 2

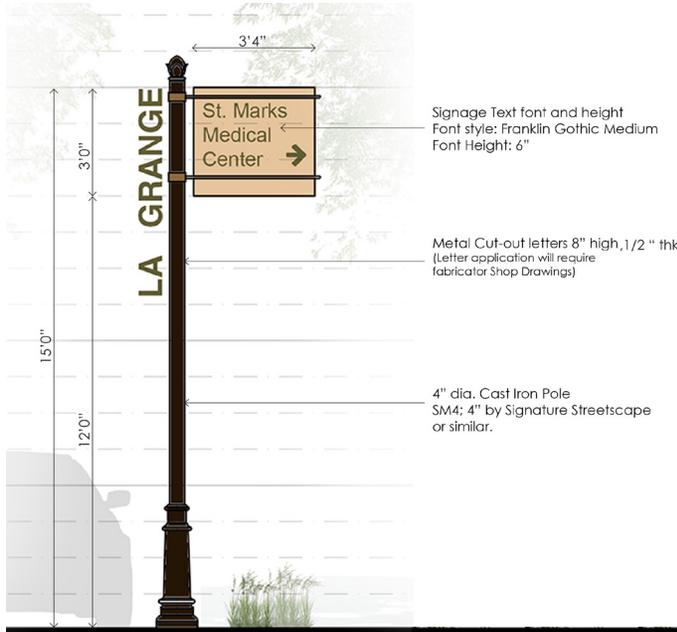


Figure 3-30: Vehicular Signage 3

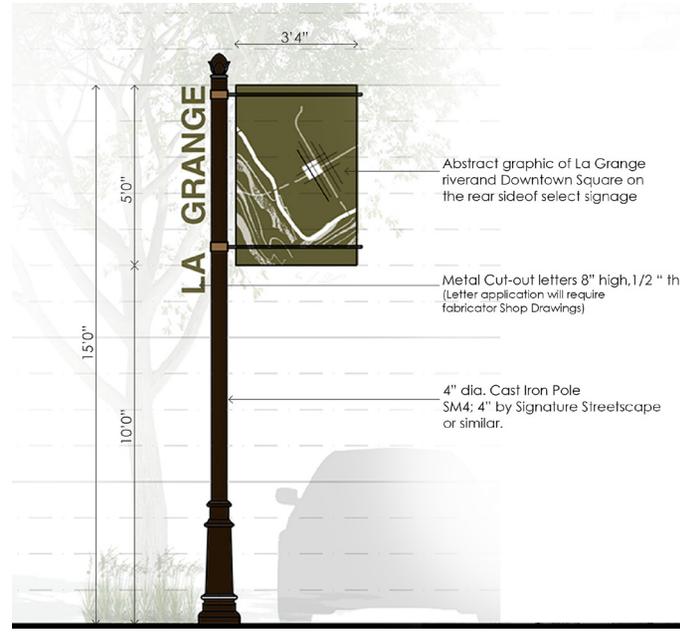


Figure 3-31: Vehicular Signage 4

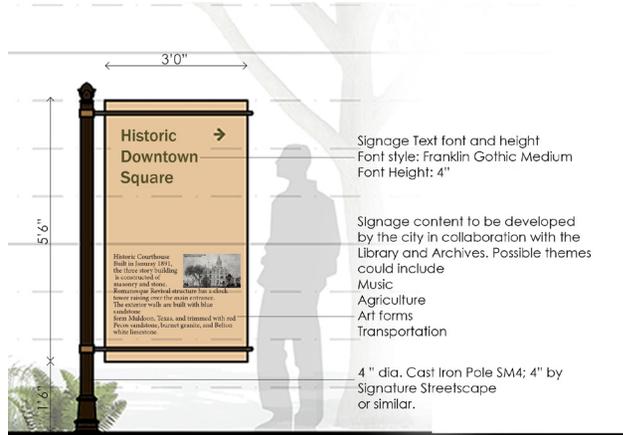


Figure 3-32: Pedestrian Signage 1



Figure 3-33: Pedestrian Signage 2

## PHASES

The master plan is divided into three phases to implement the plan in parts with revitalized critical and effective areas first.



Figure 3-34: Phasing of the downtown revitalization plan

**Phase one** includes mainly highway street beautification elements:

- Street trees
- Buffers
- Medians
- Sidewalks
- Brick crosswalks and signals

**Phase two** includes the pocket parks and murals that would enhance downtown immediately. These elements are quick additions:

- Pathways
- Seating areas
- Trees
- Mural wall painting

**Phase three** includes the Courthouse Lawn that would require further planning to minimize disturbance. This phase would include:

- Trees and buffers
- Parking
- Pathways
- Mini splash pad
- Seating



**Chapter 4**  
**ECONOMIC DEVELOPMENT**

The International Economic Development Council (IEDC) defines economic development as “improving the economic well being of a community through efforts that entail job creation, job retention and quality of life.”<sup>1</sup> This is important in cities like La Grange because economic progress can improve both the existing economy and the present social structures. These social structures are the foundation of how people live, learn, work, and play.

## CURRENT ECONOMIC CONDITIONS

La Grange had 3,110 total jobs as of 2018.<sup>2</sup> The median household income for La Grange was \$52,500.<sup>3</sup> La Grange has a higher percentage of workers in construction, transportation, and utilities than the county and state. From 2005-2015, La Grange added 137 employment opportunities.<sup>4</sup> The economic growth rate was 12.58%, which is slower than Fayette County and the State of Texas. Only 422 people live and work in La Grange, while 1,473 people work outside of the City. The remaining 2,505 people who work in La Grange commute from places outside of the City.<sup>4</sup> The poverty rate of La Grange is 10.82%, which is higher than the county average but below

the state poverty average.<sup>5</sup>

## COMMERCIAL AND INDUSTRIAL DEVELOPMENT

To encourage and implement industries along the peripheral as well as promote the growth of new industries, La Grange will need to update zoning maps to include the location of new developments (i.e. near freight corridors). La Grange will need to conduct a broad review of all zoning ordinances and update the ordinances as needed to fit the implementation of these industries. The City will need to focus efforts on recruiting innovative industries that can provide business growth as well as utilize the benefits of the river and floodplain.

### Industrial Development

The two strategies recommended to promote industrial development in the City of La Grange:

- (1) Allow cottage industry-style business development
- (2) Create a plan for a light industrial park to allow for small-scale manufacturing.



Figure 4-1: Local Business in La Grange  
Photo Credit: Texas Target Communities



Figure 4-2: Local Business in La Grange  
Photo Credit: Texas Target Communities

Cottage industries allow limited commercial or industrial uses conducted by persons who live in a dwelling on the same property. The type, scale, and conduct of the activity or use must strictly conform to specified criteria and be conducted in a manner that is compatible with the surrounding neighborhood and does not affect the environment.

### *Advantages of Cottage Industries*

1. **Work from Home:** Cottage industry businesses allow people and their families to work from home. Some cottage industries may grow into fully equipped businesses.
2. **Save Operating Costs:** A cottage industry business begins at the home. Therefore, there is no need for a separate workshop or rental space, saving leasing fees.
3. **Buy Local and Fresh:** Consumers benefit from cottage industries because they are able to buy fresh and local products.
4. **Help Local Economy:** The local economy benefits from dollars spent nearby. Ingredients and supplies used by

these businesses are often purchased locally.

### *Small-Scale Manufacturing*

Smart Growth America released a report regarding small-scale manufacturing development in small towns boosting and strengthening cities' economies. According to this report, small-scale manufacturing, downtowns, and neighborhood centers support each other by "creating a foothold for future growth," "providing another attractive option to fill retail space," and creating "a resilient small business environment."<sup>6</sup>

They suggest a framework for implementation based on case studies gathered from the United States, which can be utilized by the City of La Grange. The first step is to "find, connect, and support local manufacturers". The next step is to identify the appropriate funding sources to support this development. Possible sources of funding can be Community Development Block Grants (CDBGs), local banks, or Federal loan programs. After a viable funding source has been identified, the next step is to encourage "small, light industrial space" within already present businesses.<sup>6</sup> The final step in this process is to "create cross-

sector partnerships" between the private, public, philanthropic, and nonprofit sectors. These partnerships can be used to support small-scale manufacturing by collaborating to identify needs and provide assistance.

A light industrial park with small-scale manufacturing may be suitable to promote economic development in La Grange while maintaining the existing small-town atmosphere. This type of industry can help mobilize local resources, develop entrepreneurs and increase jobs.

### *Tech Industries*

Another type of business that may fit well within La Grange is satellite offices for tech companies. Technology is rapidly advancing and with this increase there is a need for these businesses to have a broader reach across all regions. Satellite offices provide partnerships between big business and local governments increasing economic growth within the City.

## Commercial Development

Residents felt strongly about preserving the small-town atmosphere, but large commercial development is something they did not want to discourage. Residents enjoy living in a small town that also has big city amenities. Currently, a few big-box stores have developed near Highway 71.

To ensure that this kind of development continues in a controlled manner, development should be kept away from the downtown and designed in an attractive manner. To ensure that development is regulated, the City will need to update zoning maps to add large scale commercial development along Highway 71.

An example of commercial development that would work well in La Grange while keeping the small-town feel is Drive In Theaters. Drive In Theaters are a unique development that many small communities are increasingly tapping into to draw in both residents and non-residents alike.

## Active and Lively Downtown

An active and lively downtown can be a hub for businesses and community activities, that generates revenue through job creation, increased property value, and tourism. La Grange Downtown is the focal point for social and economic interactions in the community. It is an important asset that plays a vital role in the economic development of the community.

### *Downtown Walkability*

In a 2015 study by the Urban Land Institute, 50% of U.S. residents say that walkability is a top priority or a high priority when considering where to live. Improving walkability can create an aesthetically pleasing environment while providing different downtown lifestyle choices, each reflecting high standards of planning and design to meet the physical, social and economic needs. It also encourages visitors to explore the area on foot, which helps bring more customers to local businesses.

To improve walkability in the downtown area, the City can appoint a Downtown Walkability Committee (DWC) to examine and implement strategies to rede-



Figure 4-3: Medium- and Large-Scale Commercial Development Site Design Concept



Figure 4-4: Light Industrial Park Concept Image

velop the area to promote walkability. Second, the City can develop a scoring system and assess the current walkability conditions in and around the downtown area. Third, the City can create a plan for addressing current conditions and meeting the standards set by the committee. Finally, the City can adopt financing and incentive tools to leverage funds within downtown for new improvements, with consideration for a municipal management district (MMD).

*Preserve Small-Town Feel & Local Heritage*

The City should find creative ways to further promote and market the community’s heritage into visitor attractions. Residents felt strongly about preserving the current small town feel of downtown and would like to see more opportunities to interact with the local German and Czech heritage of La Grange along with more opportunities for entertainment.

Incorporating small town charm and local heritage into the City’s branding can help attract visitors and new residents that appreciate the local culture. To enhance the visibility of the City’s historical facilities, the City can implement way-



Figure 4-5: Downtown La Grange Walkability Redesign Concept



Figure 4-6: The Texas Czech Heritage Center

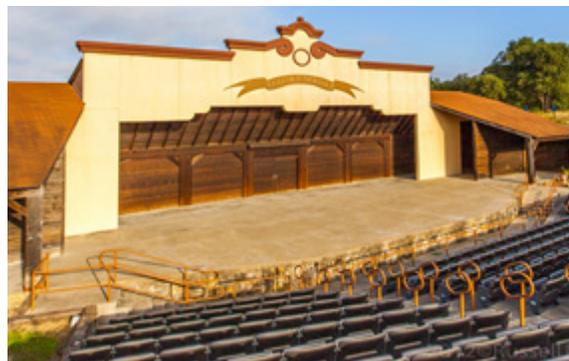


Figure 4-7: The Sanford Schmid Amphitheater

**What types of communities have implemented it?**

Tech Industry - RightNow Technologies, Bozeman, Montana

Bozeman, Montana is an example of a small town that has attracted new tech companies via cooperation between local entrepreneurs and the municipal government. By creating a business park in a vacant corner of town, Greg Gianforte was able to establish Right-Now technologies, a company that in 2011 was purchased by Oracle. Oracle then went on to expand its operations in Bozeman adding more jobs in the city and expanding operations. As a result, more residents have access to more high paying jobs. The City’s GDP and employment rates have both improved. The City’s closeness to Montana State University has been especially helpful in giving citizens improved access to the higher education necessary to hold these tech jobs.



Figure 4-7: Right Now Media<sup>7</sup>  
Source: LeKendall, 2017

finding, promotion, and historic maps. To increase tourism within these areas, the City will need to collaborate with all the historical attractions in the area to increase awareness to the surrounding areas.

### *Attract & Support Business*

To encourage local businesses and restaurants to move downtown, the City can create a Downtown Business-Owners' Advisory Council (DBAC) to provide a place for owners to exchange ideas and incubate new business ideas. This council would foster economic growth within the City of La Grange to develop an economy that would attract new businesses and would retain present business. The City would encourage more restaurants and entertainment into downtown, increasing the area's nightlife. These types of added activities would help La Grange retain and entertain its younger population. An attractive and vibrant downtown provides abundant opportunities for social, cultural, and economic interactions.

Artisan Markets provide a place to showcase a city's unique culture by providing an open space for local artists and designers to display their creative works. Developing a space that makes art both available and affordable would act as a major attraction for the City of La Grange.

### *Small Business Loan Pools Function*

Small businesses are a large part of La Grange's downtown identity. Creating a loan pool for these types of businesses could allow future business owners to mitigate the risk and financial burden associated with starting a new venture or moving an existing one. Loan Pools are usually comprised of a "consortium of banks," or other economic stakeholders who wish to invest back in the community. They can help deteriorated areas revitalize by providing economic development opportunities to future business owners. Loan pools can also increase startups in La Grange that capitalize on local culture and artisans as well as create higher paying jobs.



*Figure 4-8: Small-Business Loan Pools can Attract New Businesses to Develop in the City*

### *New Community Events*

There are many benefits for increasing local public events within the City's downtown Square for both the residents and local business-owners. Possible events can include farmers' markets, music style events, carnivals, competitions, or charity fundraisers. Engaging the City with multiple events during the year is a recommended way to attract visitors, engage different age groups, and contribute to the local economy. These events would allow business owners to advertise and sell their goods in a new setting, while creating unique experiences for all age groups. The events would attract both natives and non-natives, providing opportunities for new friendships and economic growth. To promote city-wide events, the City should develop a marketing strategy to promote the City's calendar of events located on the City website to build greater awareness of city-wide activities among community members.

### **WORKFORCE DEVELOPMENT**

To increase the employment opportunities for the citizens, the City needs to develop a well-trained workforce. Cur-

rently, the City's Office of Community Development and the Fayette Public Library has partnered to create a youth development and career exploration program for the High School and Middle School students. This program will expose youth to available jobs in La Grange and groom them to be career ready. The City should continue this program and also collaborate with the local schools to create teen/tween friendly evening events. A youth workforce development program could provide jobs for young people during the summer months and also provide businesses with inexpensive labor.

Similarly, in an effort to hire and retain police officers, the City has developed a scholarship program to fund police training in exchange for three years of service as a certified police officer. The City is currently sponsoring two individuals to become police officers and join the La Grange Police Department. In addition, the City should create succession plans for all the City departments. These plans should be reviewed on an annual basis. As small cities continue to struggle to find a skilled workforce, the City should continue to support innovative workforce development programs.

What types of communities have implemented it?

#### **Artisan Industry - Union Market, Washington, D.C.**

Union Market in Washington, D.C. began as a commercial hotspot with an optimal location located near railroad and streetcar lines, sitting between the White House and the capitol Building. Today it is an urban village celebrating the city's diverse culture and commerce featuring live music, a hotel, residential spaces, permanent and pop-up retail and food vendors. "The market below has over 40 local artisans, entrepreneurs and makers who are innovators in Dock 5; the second story of Union Market is used as a large warehouse event space.



*Figure 4-9: Artisan Industry: Union Market Concept*  
Source: Urban Real Estate Market

## Goals & Objectives

### Goal 4.1

Encourage prosperous commercial and industrial development to the City's periphery.

4.1.1 Keep industrial development contained and along the periphery.

4.1.2 Encourage larger retail and restaurants to develop along the highway.

### Goal 4.2

Promote an active and lively downtown for residents to encounter local heritage and businesses.

4.2.1 Improve walkability in the downtown area.

4.2.2 Preserve small-town community feel and local heritage.

4.2.3 Encourage more local businesses and restaurants to move into downtown.

4.2.4 Create new marketing opportunity for downtown through an updated events schedule.

### Goal 4.3

Create programs to develop and support a skilled and competitive workforce.

4.3.1 Continue the program to develop additional youth development programs.

4.3.2 Support skill development through scholarship assistance, career guidance, and mentorship programs.

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*Chapter 5*  
**TRANSPORTATION**

## CURRENT CONDITIONS

Transportation planning is a “collaborative and participatory process” that examines the travel patterns and demographics of an area and works to predict future conditions and associated infrastructure needs.<sup>1</sup> For the City of La Grange, the transportation plan primarily focuses on roadways and private vehicles - prominent modes of transportation. The plan includes development strategies for bike and pedestrian infrastructure. The ultimate goal of this section is to outline current conditions, highlighting areas of concern, and presenting innovative ideas for enhancing current conditions

La Grange is located between three major cities: Houston, Austin, and San Antonio. At times the City experiences high amounts of passenger vehicle traffic and freight movement, adding a challenge to the typical existing issues the City faces. To address these challenges, local and regional best practices were examined to determine strategies that City officials and planners can implement within La Grange. A comprehensive analysis showed that many of La Grange’s residents travel outside the City and county to work. Almost 40% of the City’s residents travel more than 50 miles to

reach their place of employment and only 10% of the City’s residents work within the City limits. This high percentage of commuters to other parts of the county and state is an important demographic for La Grange’s transportation plan.

Capital Area Rural Transportation System (CARTS) serves as the public transit agency in La Grange. CARTS is the regional transportation service for the non-urbanized areas in the nine-county area surrounding Austin which include Bastrop, Blanco, Caldwell, Fayette, Hays, Lee, Travis and Williamson counties. The Interurban Coach operates in La Grange connecting the community to Bastrop, where they can connect to other areas in the region. CARTS also provides curb-to-curb Community Transit service on demand and has non-emergency medical transportation.

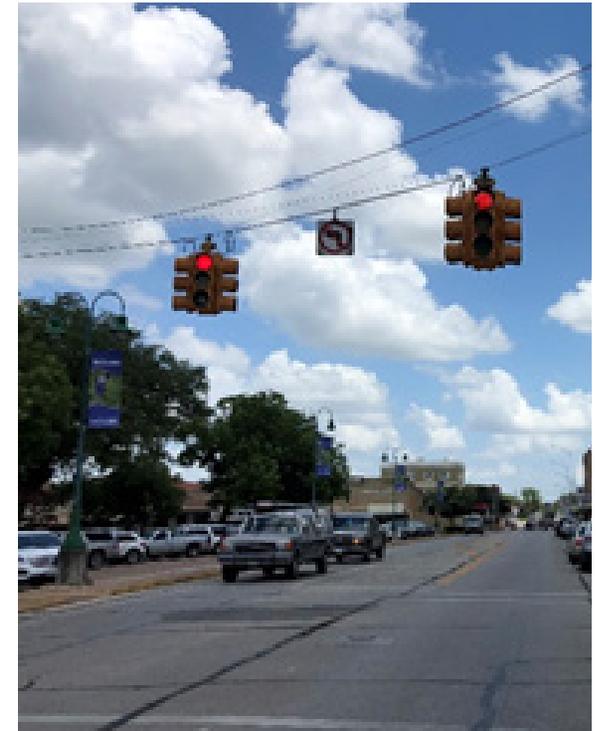


Figure 5-1: La Grange Transportation Conditions

## Feedback from Task Force Members

The following issues were identified during meetings with the task force in January, 2018. These, along with TxDOT data, form the basis for the goals, objectives, and recommendations detailed in the following chapter. They are ranked in order of highest priority according to a survey conducted at the March 20<sup>th</sup> task force meeting and are shown in Figure 5-3.

- Redesign Dollar Tree entrance
- Improve school pick-up lines
- Create a second east-west through-street
- Re-align Travis St. and Horton St. intersection
- Improve bridge design to handle crashes
- Reroute freight traffic to avoid neighborhood streets
- SH71 and 159 off-set, needs stop sign
- Build above or below-grade railroads crossings
- SH159 maintenance
- Provide a north-south bypass that remains functional during flooding
- Redesign Country Club Dr. and SH71 intersection

The following is a list of potential improvements identified in addition to the previous section. They are shown in Figure 5-4.

- New parking signage in downtown
- Allocate more road space in downtown by removing angled parking
- Strengthen pedestrian connections between schools
- Build sidewalks on through-streets leading to downtown
- Create a hike and bike trail system along the river and parks
- Install planters and mid-block crossings along the downtown Square



*Figure 5-2: Task Force Meeting to identify community challenges and opportunities on January 23, 2018*

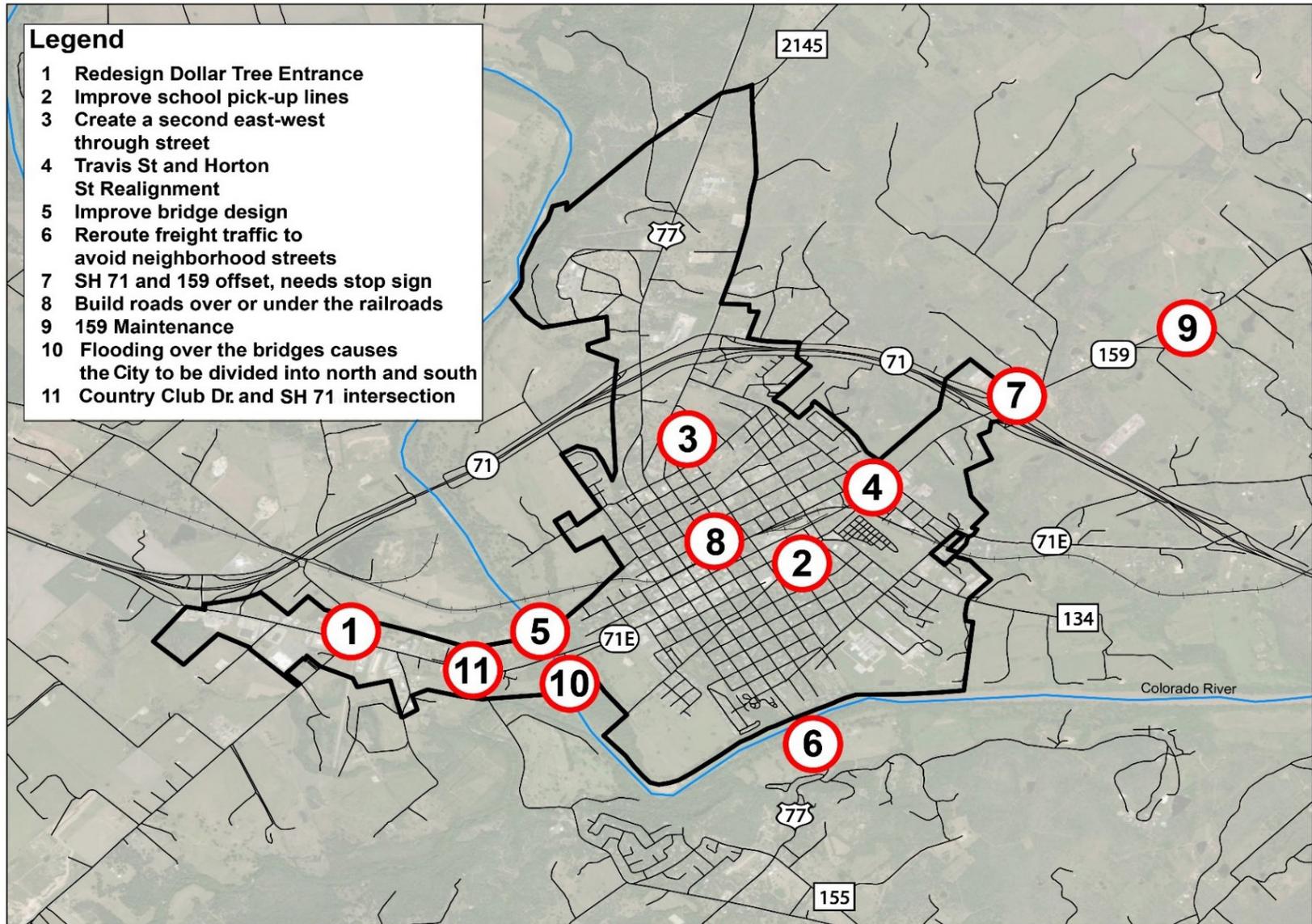


Figure 5-3: Local Priorities and Issues

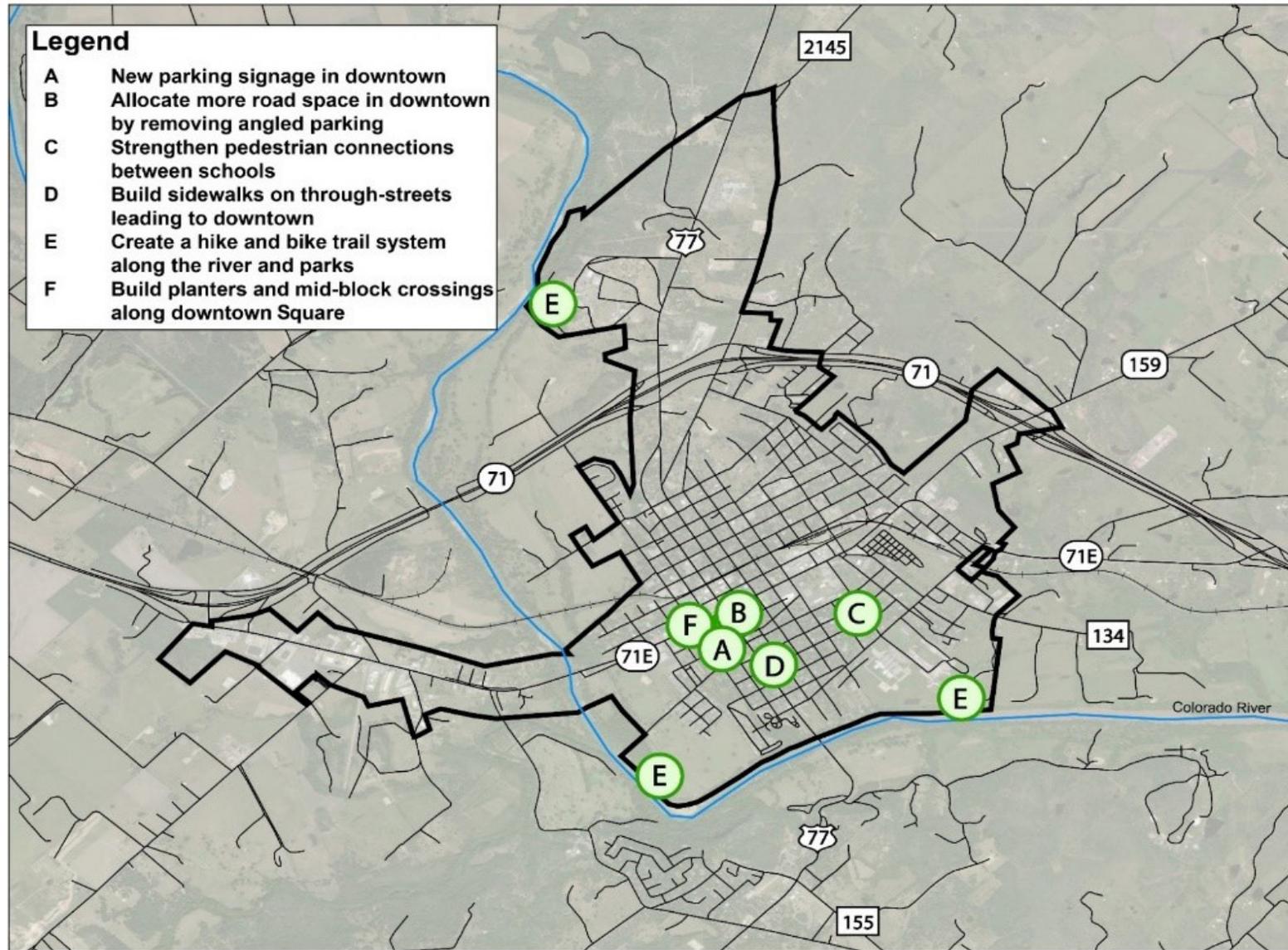


Figure 5-4: Opportunities

## Existing Thoroughfare Plan

The existing thoroughfare plan, shown in Figure 5-5, delineates which road classifications are presently in the City. It is important to know the functional road classification because it determines the amount of access and movement a roadway provides. It also helps regulate the design of a roadway to ensure consistency in roads with similar traffic volumes and uses.

The current road network in La Grange is composed of one principal arterial (SH 71), one minor arterial (US 77), some major and minor collectors, and many local roads. State Highway 71 runs east-west through the north side of La Grange as the principal arterial. US 77 runs north-south through the City as the minor arterial. Highway 71 East is a major arterial running through downtown. Eblin Road is another major collector within the City limits on the south side of town. East Colorado Street is a minor collector.

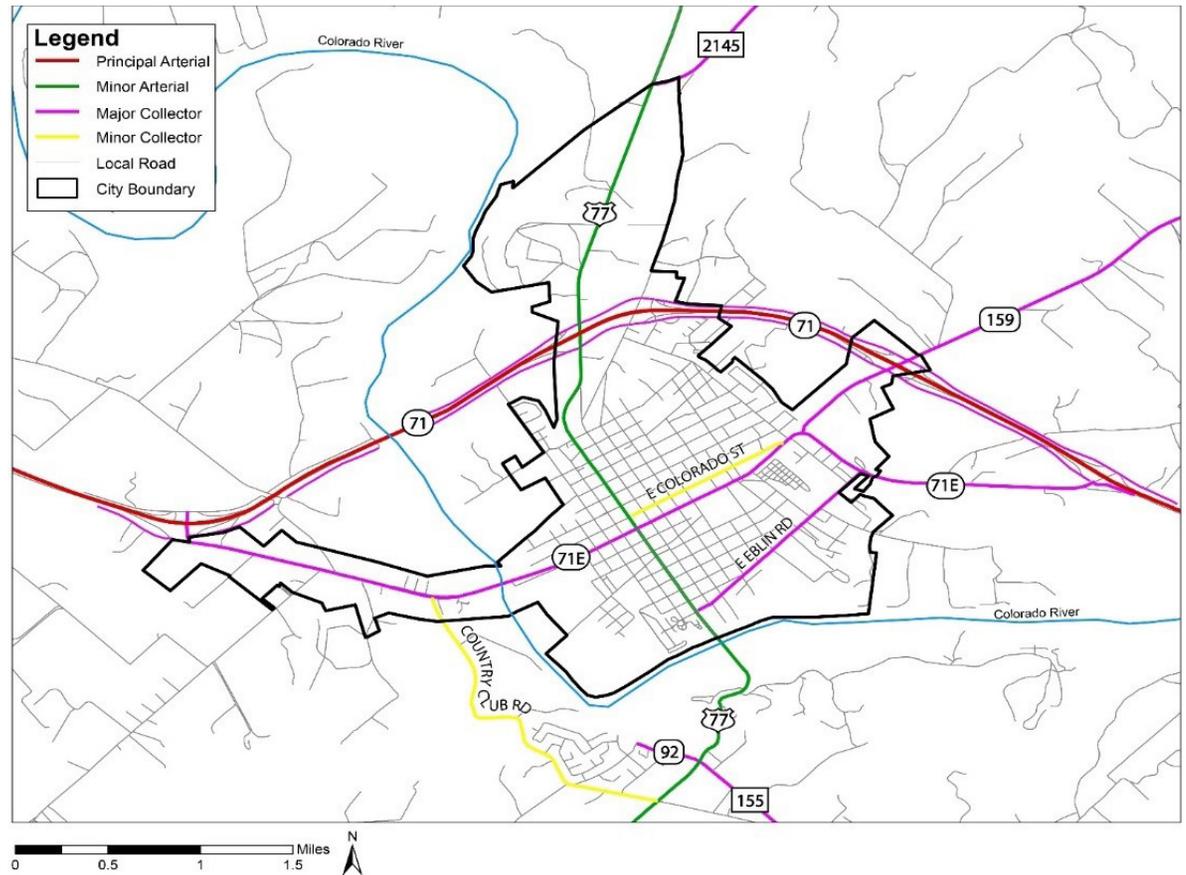


Figure 5-5: Existing Thoroughfare Plan

### Current Maintenance Schedule

According to City staff there is currently no written schedule for maintenance. In practice, there is a 7-year rotation in seal coating the streets and an outside contractor accomplishes the work. The City currently operates on a budget of approximately \$300,000 per year for street repairs.

### Existing Traffic Volumes

Figure 5-6 shows data from TxDOT on the 2016 average annual daily traffic (AADT) of various roads in and around La Grange. SH 71 sees the highest volume of traffic. US 77 also sees considerable volume through the City.

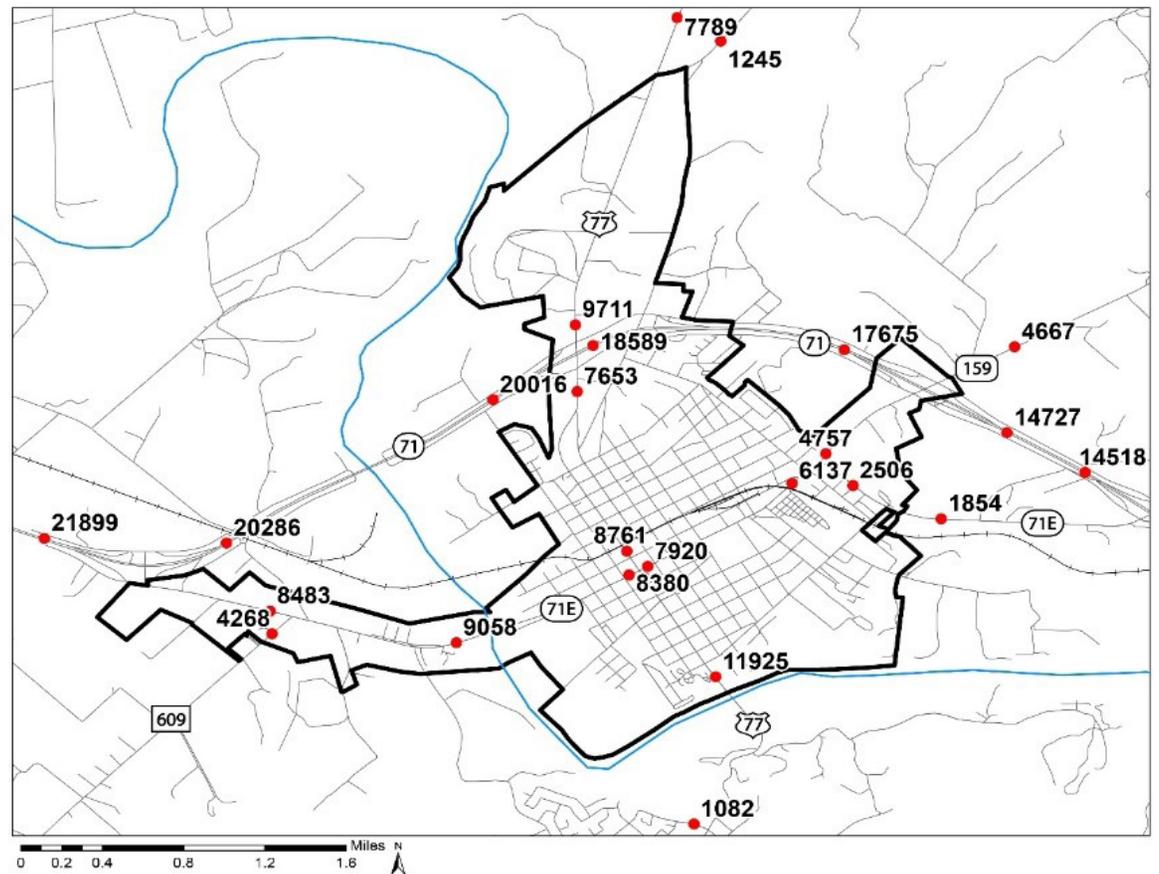


Figure 5-6: 2016 Traffic Volume  
 Source: Texas Department of Transportation (2016)

### Transportation Mode Share

At 91%, the vast majority of residents ride in a car, truck, or van to their place of employment. 86% drive alone in their vehicle. Only 1.8% of residents walk to work. None ride a bike. The mode share can be seen in Figure 5-7. In the state of Texas overall, 80% of commuters drive alone and 1.6% walk.<sup>2</sup>

### Crashes

Crashes most often occur downtown, particularly at the intersection of SH 77 and US 71E. Crashes are also clustered near SH 77 and US 71 as well as SH 77 and SH 159. On the western side of town, crashes are denser near US 71E and FM 609. More severe crashes tend to cluster around these SH 77 intersections. Table 5-1 contains the locations of crashes that resulted in a death or incapacitating injuries.

Table 5-1: Severe Crash Locations

<i>CRASH SEVERITY</i>	LOCATION	COUNT
<i>FATALITY</i>	Intersection of SH 71 & US 77	1
<i>FATALITY</i>	US 77	1
<i>INCAPACITATING INJURY</i>	SH71	5
<i>INCAPACITATING INJURY</i>	SH 71 Bypass	2
<i>INCAPACITATING INJURY</i>	Intersection of Franklin St. & Live Oak St.	2
<i>INCAPACITATING INJURY</i>	Intersection of SH 71 Bypass & US 77	1
<i>INCAPACITATING INJURY</i>	Intersection of US 77 & Live Oak St.	1
<i>INCAPACITATING INJURY</i>	Intersection of Madison St. & Crockett St.	1
<i>INCAPACITATING INJURY</i>	Intersection of Monroe St. & Milam St.	1
<i>INCAPACITATING INJURY</i>	Vail St.	1
<i>INCAPACITATING INJURY</i>	Intersection of Eckel St. & Camp St.	1
<i>INCAPACITATING INJURY</i>	Intersection of Eblin St. & Jackson St.	1

## EFFICIENT ROAD NETWORK

The areas shown in Figure 5-3: The intersections of concern are the (1) Dollar Tree intersection, (2) the intersection of 77 and Business 71, (3) the intersection near the Chevy Dealership. The intersection near the Dollar Tree is hazardous and noncompliant with TxDOT requirements on road width. The intersection of 77 and Business 71 is not wide enough to safely allow large trucks to turn which is the reason many have tipped while attempting turns. The roadway near the Chevy Dealership is often congested preventing traffic from fluidly moving throughout the area which is predominately due to parked cars. To address these problematic intersections, the City will need to bring the intersections up to TxDOT standards, widen the intersections deemed too small, and strategically redevelop parking. The City of La Grange should develop a Transportation Workgroup of local transportation stakeholders and authorities to compile and prioritize a list of problem areas and alignment issues. The workgroup will collaborate with TxDOT and other local agencies to address the prioritized project list. The workgroup should hold annual or biannual meetings to keep the project list up to date. Developing a workgroup, a plan,

and a process to address these issues will allow for the development of safer intersections that will in turn allow for better traffic flow, decreasing congestion, and the probability of future crashes.

### East-West Minor Collector

Currently, the City has one major arterial that runs through the middle of the City in the East-West direction which is W. Travis/E. Business 71. An increase in vehicle volume, on this roadway, causes the traffic to become concentrated. This concentration leads to frequent maintenance needs and significant levels of congestion. The City should designate an additional street as a collector route throughout the City that would split the current traffic volume between two roads. One option is to upgrade E. Roitsch Ln. on the thoroughfare plan to become a minor collector.

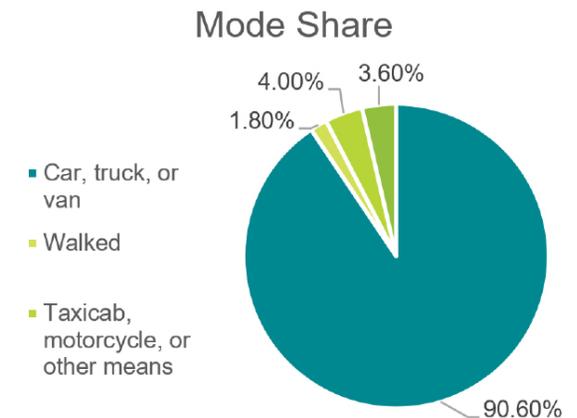


Figure 5-7: Mode Share  
Source: U.S. Census 2012-2016 American Community Survey 5-Year Estimates

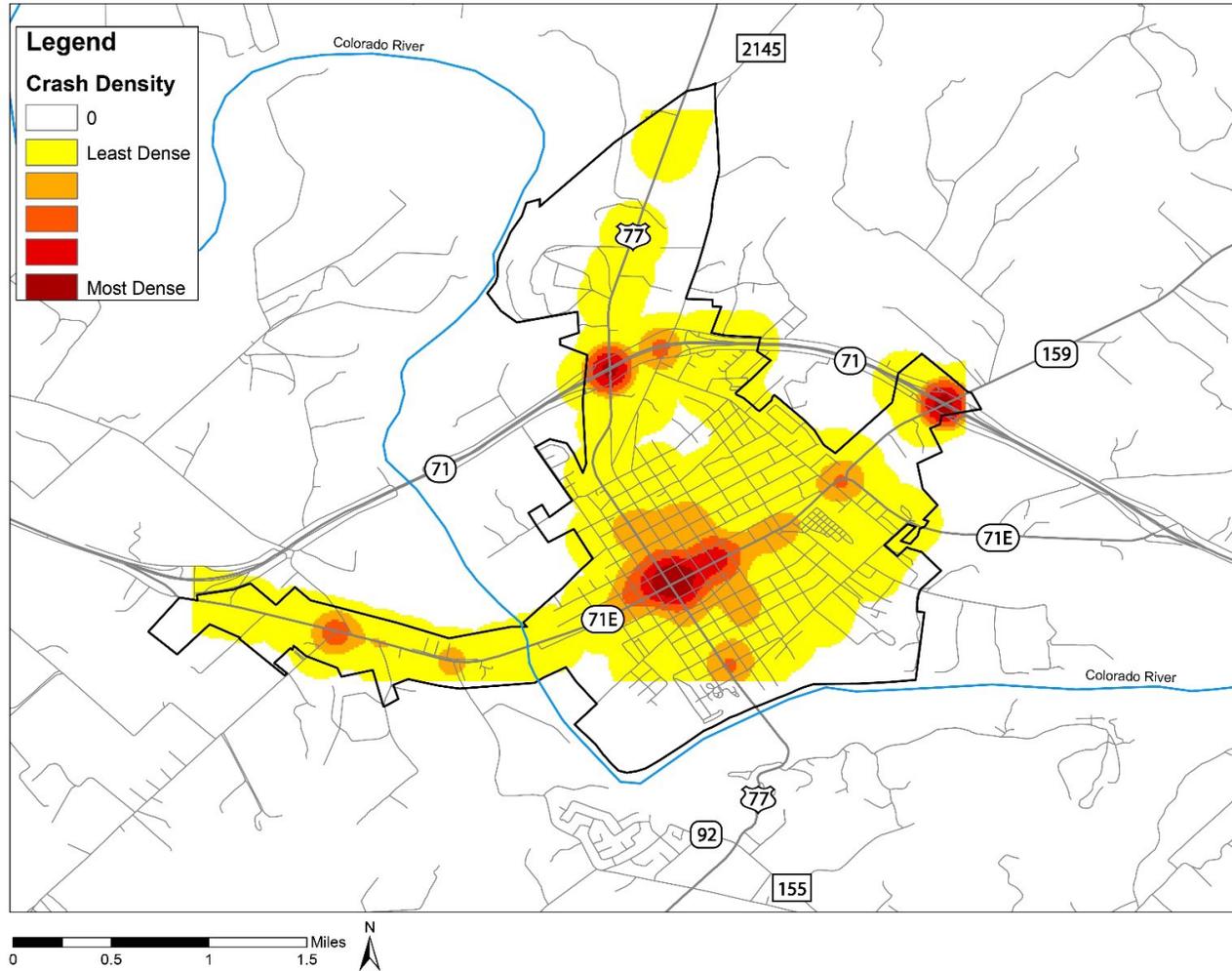


Figure 5-8: Crash Density Heatmap  
Source: TxDOT's Crash Record Information Systems (CRIS) (2010-2018)

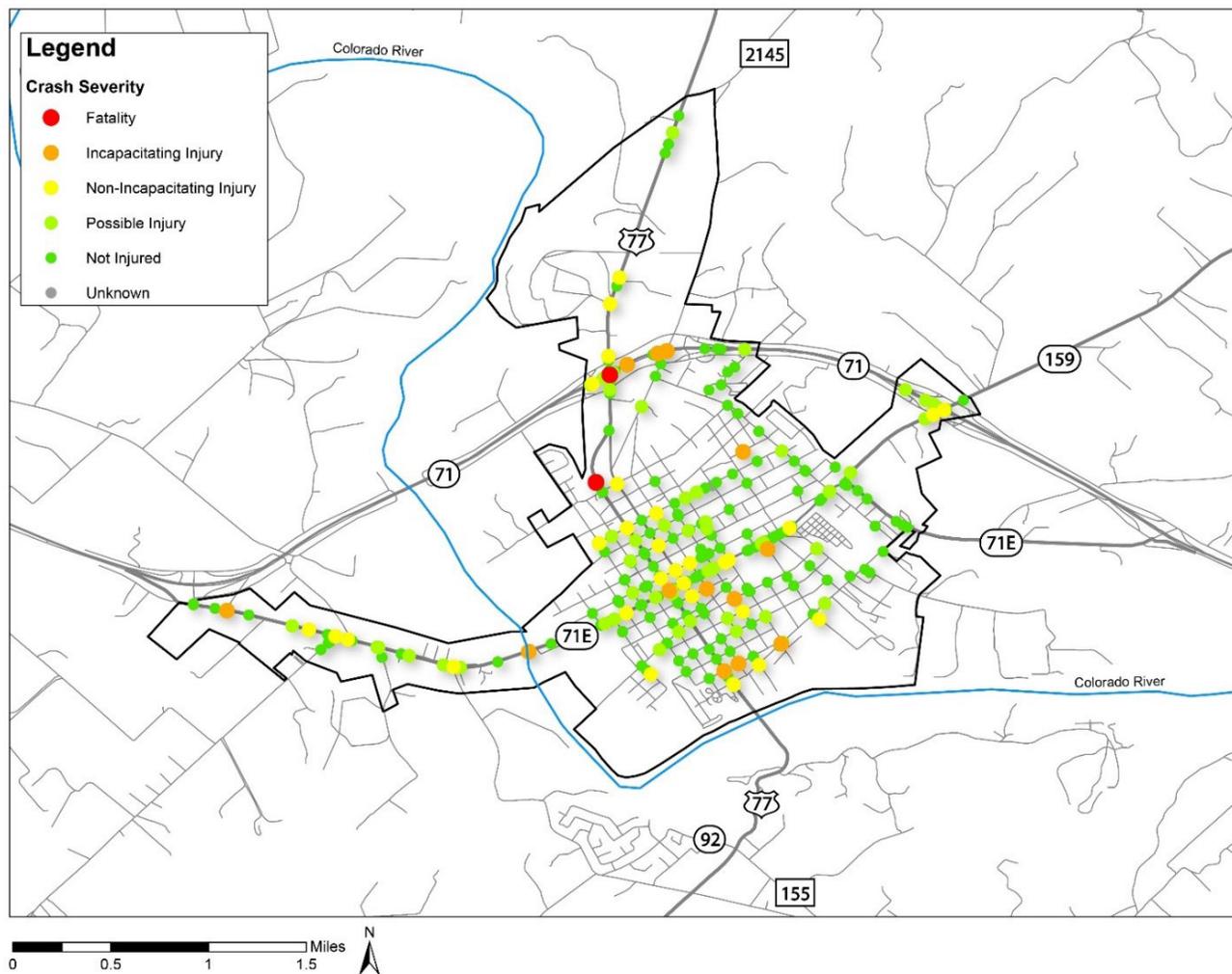


Figure 5-9: Crash Severity  
 Source: TxDOT's Crash Record Information Systems (CRIS) (2010-2018)

## Bridge Redesign

Bridge redesign projects with an emphasis on the quick repair of these structures is essential, particularly as the area increasingly experiences significant flooding and natural disasters. To ensure that the City operates at a constant state of preparedness for hazards and disasters, these structures need to consistently and efficiently operate. If these structures are undergoing major repairs at the onset of a disaster, the population of the City becomes highly vulnerable as the ability to move out of the City decreases sharply. The City should collaborate with TxDOT and county agencies to ensure that SH 71 and SH 77 bridge repairs and maintenance projects remain a priority.

## Traffic Connectivity

Austin, TX is but an hour away and is often one of the cities used for work commutes. As a result there is a need to address traffic conditions and road expansion projects. To do so, the City should conduct a traffic analysis to assess current traffic conditions along SH 71 to Austin. This analysis will provide the City with a basis for developing connected traffic routes. In addition to CARTS, the City should solicit and encourage other

charter bus companies like Megabus to consider La Grange as a stop along a route to major Texas cities. In conjunction with efforts from county and state officials, La Grange could become one of the stops in a central Texas rail network.

As the state continues to rapidly increase in population, this would allow citizens the opportunity to live in the less congested City of La Grange and easily commute into Austin to work. This would not only decrease the number of private vehicles on the roads, but it would also allow individuals to commute greater distances without having to face the challenges of highly-congested roadways. With the continued growth, an inter-city public transportation system would become increasingly vital to the residents of La Grange. As the City looks into determining the best process of proceeding for a La Grange stop within a rail network or on a central Texas rail line, the City should also look to install a hub for City transit near the rail station to provide the highest level of connectivity.



Figure 5-10: La Grange Bridge



Figure 5-11: La Grange Railroad Museum

## RECOMMENDED THOROUGHFARE PLANS

The City of La Grange will experience improved mobility with the addition of an East-West minor collector south of SH 71 (A in Figure 5-12). A connection from FM 609 to SH 71 could also benefit the City and bypass traffic around the west of town (B in Figure 5-12). This connection would help ease the flow of traffic through town and provide an additional freight route around the City. This could also help reduce the number of crashes seen at US 71E and FM 609. Figure 5-12 illustrates the recommended thoroughfare plan.

Planning and construction of this roadway requires coordination with county and state organizations as it lies primarily outside of the City limits. Extending Cedar Creek Drive to US 77 would provide additional capacity and connection for future housing developments in the area (C in Figure 12). Updating FM 134 to a minor collector would also help ease traffic movement as new developments are constructed (D in Figure 12). Table 5-2 lays out the design recommendations for the various functional classifications of roadways. Figures 13, 14, 15, and 16 provide cross sections of the roadways as well.

Table 5-2: Classifications Design Recommendations

<i>Characteristics</i>	<i>Principal Arterial</i>	<i>Minor Arterial</i>	<i>Major Collector</i>	<i>Minor Collector</i>
<i>Right-of-Way</i>	125'	105'	80'	60'
<i>Number of Lanes</i>	4-6	2-4	2-4	2
<i>Lane Width</i>	12'	12'	11'-12'	10'
<i>Median</i>	16'-35'	>14'	n/a	n/a
<i>Sidewalk Width</i>	>5'	>5'	>5'	>5'
<i>Maximum Speed Limit</i>	75	65	55	40
<i>Bike Lane Width</i>	>6'	>6'	>5'	>5'

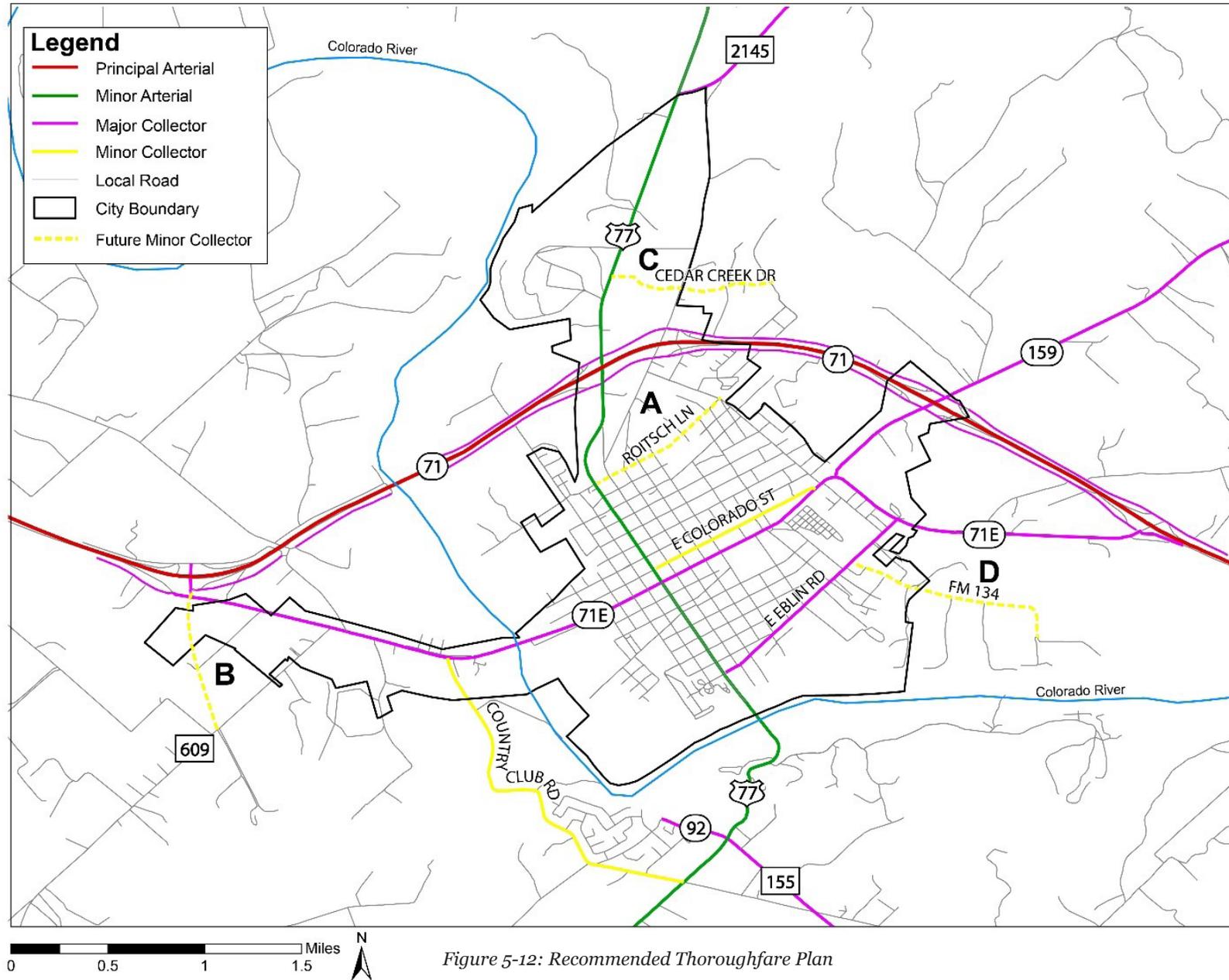


Figure 5-12: Recommended Thoroughfare Plan

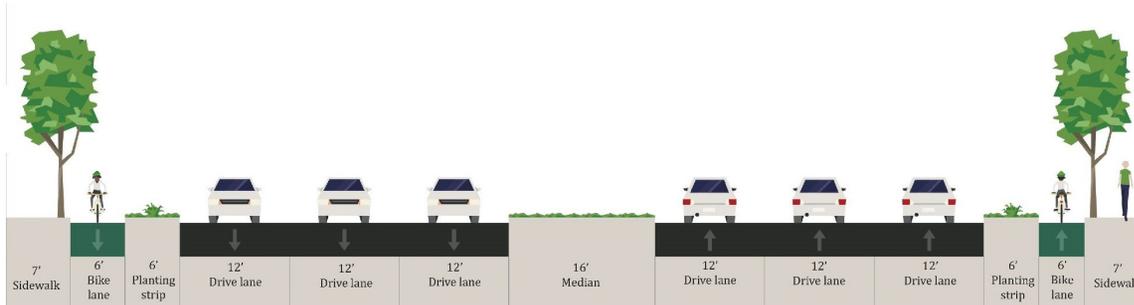


Figure 5-13: Principal Arterial Cross Section  
Source: Streetmix.com (2018)

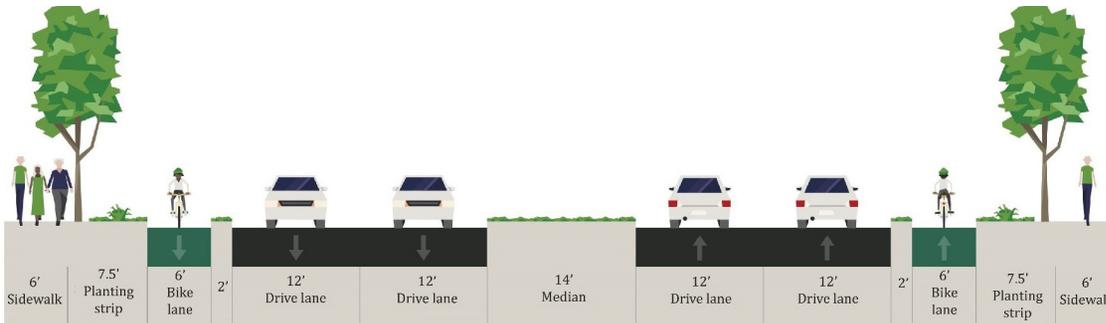


Figure 5-14: Major Collector Cross Section  
Source: Streetmix.com (2018)

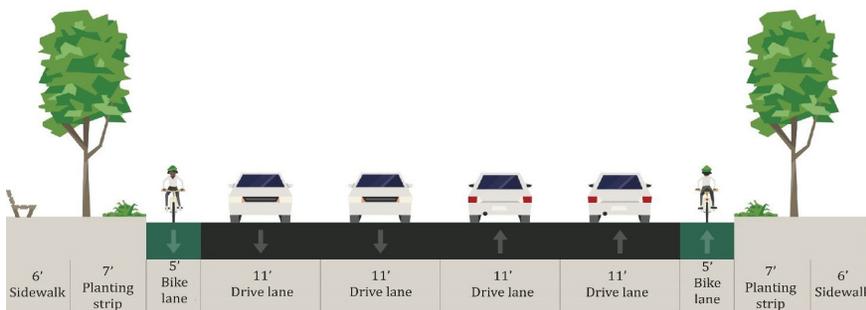


Figure 5-15: Minor Arterial Cross Section  
Source: Streetmix.com (2018)

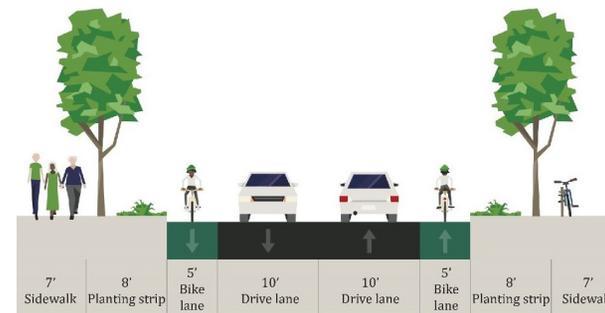


Figure 5-16: Minor Collector Cross Section  
Source: Streetmix.com (2018)

## PEDESTRIAN MOBILITY

Improving the City's pedestrian and bicycle network can reduce the reliance on automobiles and increase accessibility for residents and visitors. An example strategy to recruit members of the community in partaking of regular bicycling is to implement a bike share program, bicycle friendly infrastructure, and add infrastructure throughout the City (i.e. bike racks).

The City should design a trail system that would connect the parks to allow for an increase in bicycler traffic. For instance, a trail running along the Colorado River will allow more recreational opportunities for residents and visitors increasing the connectivity of the City. This four mile long trail spanning from the Fairgrounds to the White Rock Park trail provides a land use more suitable for the flood-prone area around the river. Offshoots of the trail would also function as connectors to schools and downtown. Wood chips and crushed stone are recommended material for the construction of the trail because these types of materials are easily replaceable, reducing costs in the event of flooding. The trail system should be inclusive

of adequate signage and wayfinding. The trail system should also include adequate lighting along the trail. The plan for this trail is also detailed in the Parks and Environment chapter of the comprehensive plan. Figure 5-17 is an illustration of the possible trail location.

### Sidewalks and Crosswalks

By updating sidewalks and crosswalks, cars and pedestrians will be more aware of the points of high pedestrian movement. Similarly, the side of downtown which currently has parallel parking is problematic because pedestrians do not walk to the corners to cross at designated crossing areas. The City should remove one of the parallel parking spots and put in a mid-block crosswalk to allow pedestrians to move to the center of the Square at this access point. This should decrease the number of individuals jaywalking regularly and create a safer environment for those walking in the Square. This should also help vehicle traffic because it will decrease the occurrences of individuals entering the streets from non-pedestrian designated crossing areas. Continual maintenance of City sidewalks to, from, and around the downtown area will provide a positive economic impact for businesses in the

area by increasing foot traffic to areas that formerly had none.

Creating more bicycle and pedestrian friendly routes to and from local schools can help reduce congestion around the schools at drop-off and pick-up times. The City can identify and design bicycle and pedestrian connections between neighborhoods and local schools to decrease the peak-hour congestion build ups that occur at each of these locations.

If the City can create a safe way for students to move between school and home, that will decrease the amount of time and roadway space used as students travel from one campus to another. For example, if a student can move to a nearby school to meet a sibling, the parent, or the student driving their younger sibling, will not be forced to drive from one school to the next and use road space. Improved routes along Vail Street, Jackson Street, Travis Street, Franklin Street, and Pecan Street will provide safe access to schools from all areas of La Grange. Similarly, if a student is coming to school from La Grange proper, a pedestrian and bicycle network can decrease the need for this individual to be picked up by a personal vehicle. This will also decrease the amount of traffic traveling on these networks during the peak pick up and

drop off hours. Other places to increase bicycle and pedestrian friendly routes are to and from the courthouse, library, museums, and the recreational centers.

The City should identify the schools that have the most students walking or biking regularly to ensure thorough connectivity. Secondly, the City should prioritize routes to schools that have the highest number of students who walk or bike regularly. Thirdly, the City should create signage and advertisements to showcase new routes, in addition to holding bicycle safety classes for students. The City should also identify which crosswalks require repainting, as well as any intersections leading to downtown that should have one added.

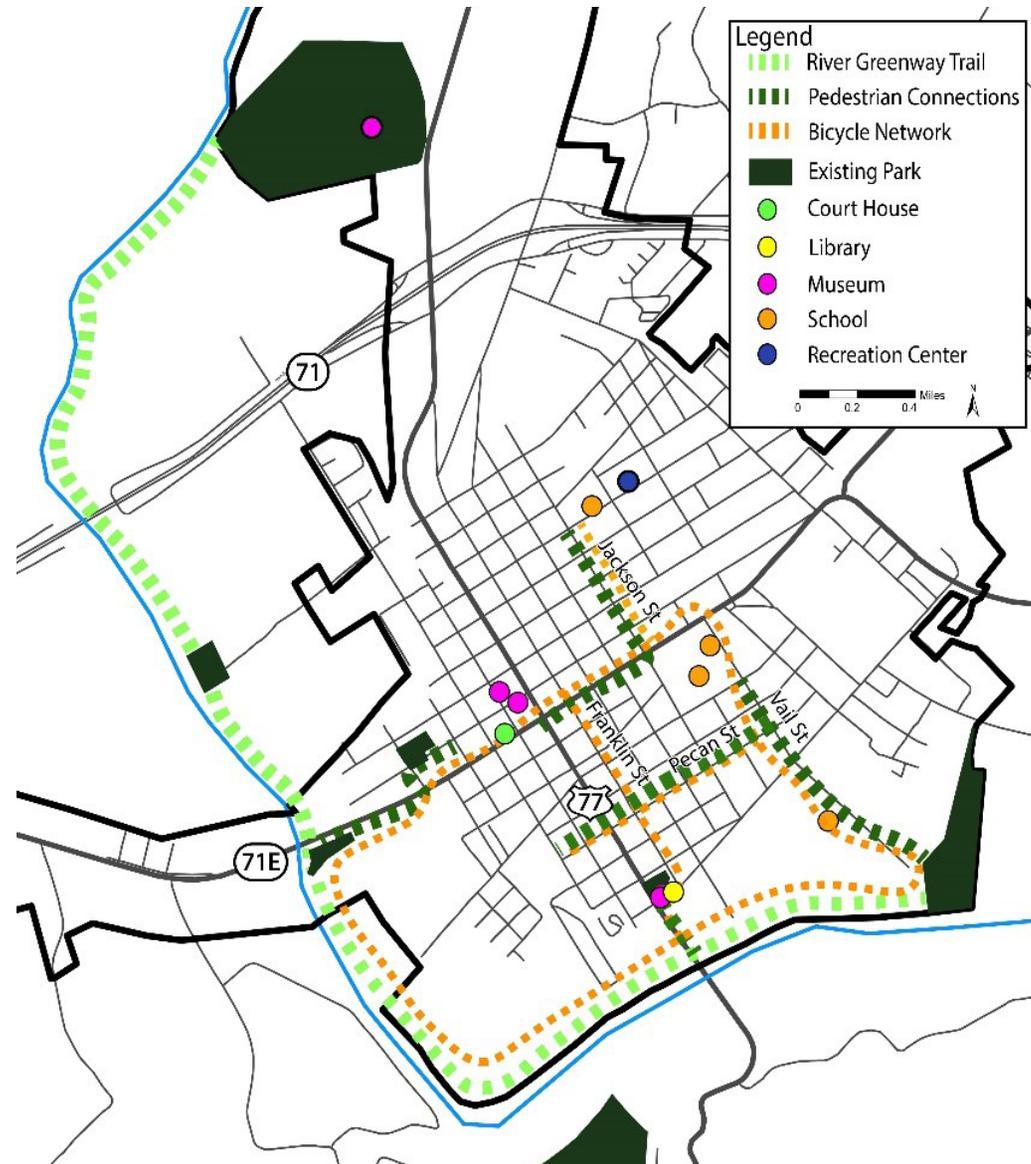


Figure 5-17: Bicycle and Pedestrian Improvements

## MAINTENANCE SCHEDULE

The City should conduct an inventory of all of the current transportation facilities to gather and categorize all transportation infrastructure facilities that are either owned and/or operated by the City. This includes, but not limited to, sidewalks of various widths and types, the condition of each roadway, transit facilities, bike lanes, and more. This will enable the City to quickly access the facilities that are available in various locations, and officials will be able to easily determine new structures needed in certain locations.

Creating a maintenance schedule for La Grange's transportation inventory will help keep the City informed on its current conditions and maintenance updates. The first phase of creating a maintenance schedule is to conduct an inventory analysis of all roads in the City. This could be done by evaluating the current condition of roads by using the following scoring criteria. The table 5-3 is an example of what information should be collected for each road segment within City limits.

Attributes should include the road name, functional classification, paving material, length, width, area, estimated costs for spot repairs, and total cost of maintenance for the full 7-year cycle.

Based on the findings of the inventory analysis, a maintenance schedule could be created by allocating repairs to one year within the 7-year cycle. The first repair projects addressed should be for areas of the City in the worst condition. In addition, maintenance and improvements should be prioritized for road segments that exist in the floodplain. After the maintenance schedule is created, it should be reviewed and approved before the new cycle begins. After the seven year cycle ends, a new inventory assessment should be conducted in anticipation of the new cycle. Table 5-4 illustrates a method to document the various road construction materials, estimated construction costs, as well as pros and cons.

Table 5-3: Example Inventory Assessment Criteria

Road Name	Functional Classification	Paving Material	Length (ft)	Width (ft)	Area (sq. ft)	Est. Repair Costs (s)	Total Maintenance Cost (\$)
EXAMPLE RD	Min. Collector	Asphalt	375.0	10.0	3,750.0	0.0	0.0

Table 5-4: Road Construction Materials List

Classification	Estimated Cost	Pros	Cons	Cost Source
Asphalt Paving	\$3 - \$4 per sq. ft. (\$3.5 per sq. ft. is applied)	<ul style="list-style-type: none"> <li>- Sleek appearance</li> <li>- Even surface</li> <li>- Long lifespan</li> <li>- Last 12 – 35 years</li> </ul>	<ul style="list-style-type: none"> <li>- Needs a frequent seal coating to prevent cracks and potholes</li> <li>- Costly</li> <li>- Requires maintenance every 2-5 years</li> <li>- Cracks and holes should be repaired as soon as possible</li> <li>- Can be damaged during extreme heat</li> </ul>	<a href="http://www.homeadvisor.com/cost/outdoor-living/install-asphalt-paving/">http://www.homeadvisor.com/cost/outdoor-living/install-asphalt-paving/</a>
Chip Sealing	\$15,000 per mile (\$2.84 per ft. is applied)	<ul style="list-style-type: none"> <li>- Great alternative to asphalt</li> <li>- Quick installation</li> <li>- Ease of maintenance</li> <li>- Relatively durable</li> <li>- Very competitive pricing</li> </ul>	<ul style="list-style-type: none"> <li>- Forms ruts and sinkholes</li> <li>- Hard to keep smooth and looking good</li> <li>- Causes dust, debris, and dirt to fly</li> <li>- Requires frequent cleaning nearby home</li> <li>- Somewhat undesirable to ride a bike or walk on</li> </ul>	<a href="http://www.boiseweekly.com/boise/to-chip-or-not-to/Content?oid=932874">www.boiseweekly.com/boise/to-chip-or-not-to/Content?oid=932874</a>
Caliche Paving	\$20 per sq. yd. (\$2.22 per sq. ft. is applied)	<ul style="list-style-type: none"> <li>- Alternative to chip sealing</li> <li>- Quick installation</li> <li>- Acceptable materials as driveway surface</li> <li>- Ease of maintenance</li> <li>- Most competitive price</li> </ul>	<ul style="list-style-type: none"> <li>- Forms ruts and sinkholes</li> <li>- Hard to keep smooth and looking good</li> <li>- Causes excessive dust, debris, and dirt to fly</li> <li>- Requires frequent cleaning of nearby homes</li> <li>- Uneven surface</li> <li>- Not desirable to ride a bike or walk on</li> </ul>	<a href="http://www.recomtx.com/pricing.html">http://www.recomtx.com/pricing.html</a>

## Goals & Objectives

### Goal 5.1

Provide and maintain an efficient road network for vehicles.

5.1.1: Redesign current problem areas for traffic intersections or access problem areas, and fix connectivity and alignment issues in the current road patterns by 2024.

5.1.2: Designate another east-west road to become a minor collector to provide better traffic flow in the east-west direction.

5.1.3: Prioritize bridge redesign projects to encourage fast bridge repair and community expansion for the future.

5.1.4: Redesign parking in downtown Square to provide more road space for through vehicles.

5.1.5: Provide increased connectivity to Austin as the State continues to experience rapid population growth.

### Goal 5.2

Provide and maintain pedestrian friendly spaces.

5.2.1: Create more bicycle and pedestrian-friendly routes to and from local schools by 2022.

5.2.2: Update and repaint sidewalks to and from downtown, along with creating mid-block crossings and planter boxes to encourage safe pedestrian crossing.

### Goal 5.3

Create an inventory list and maintenance schedule for all transportation infrastructure.

5.3.1: Conduct an inventory assessment of current transportation facilities by 2020.

5.3.2: Create a maintenance schedule from the transportation inventory list by 2021.

#### Works Cited

[1] Institute of Transportation Engineers (ITE). (2018). Transportation Planning. Retrieved from <http://www.ite.org/planning/default.asp>.

[2] U.S. Census Bureau (2016). 2012-2016 American Community Survey 5-Year Estimates. Retrieved from <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

[3] Crash Record Information Systems - CRIS Query. (2018). Cris.dot.state.tx.us. Retrieved from <https://cris.dot.state.tx.us/public/Query/app>.



## **Chapter 6 HOUSING**

The strength of any community lies within the ability to protect present and future residents. Creating housing opportunities that are resilient, affordable, and equitable can aid in protecting the quality life style of those living within a community. La Grange is unique in this effort, as the current land use patterns of available land and housing stock is not sufficient to meet present nor future housing needs. La Grange has limited vacant land within City limits as well as a low homeowner turnover. The City has been almost completely infilled and will have to look to extraterritorial jurisdiction.

## CURRENT HOUSING STOCK

In La Grange, the housing stock is mostly single-family homes, with few multi-family or apartment-style options. Currently, approximately 34% of land within City limits is for residential land use. Residential land constitutes about 92% of single-family homes, 2% constitutes multi-family housing, and the remaining land use is manufactured housing. During the public meetings residents expressed that they prefer single-family homes to multi-family or even apartment-style units. There is an obvious

need for affordable housing among low to moderate-income populations as well as the elderly population, those over 65. The current elderly population makes up close to 17.3% of the total population.<sup>1</sup> The affordability of housing is low in comparison to the State but is subvert to the percentage of low income to moderate households within the City of La Grange. Approximately 26.37% of housing in La Grange is “valued between \$100,000 and \$149,999”.<sup>1</sup> While, 24.5% of households in La Grange are below the poverty level, compared to 17.3% in Texas. Poverty rates among the black non-Hispanic population was 60% in 2015. All households with incomes less than \$35,000 spend at least 30% of their income on mortgage costs. This means nearly 1/5 of all homeowners in La Grange are housing cost burdened.



Figure 6-1: Welcome La Grange Sign  
Source: Texas Target Communities



Figure 6-2: Hurricane Harvey Housing Damage  
Source: Dr. Michelle Meyer

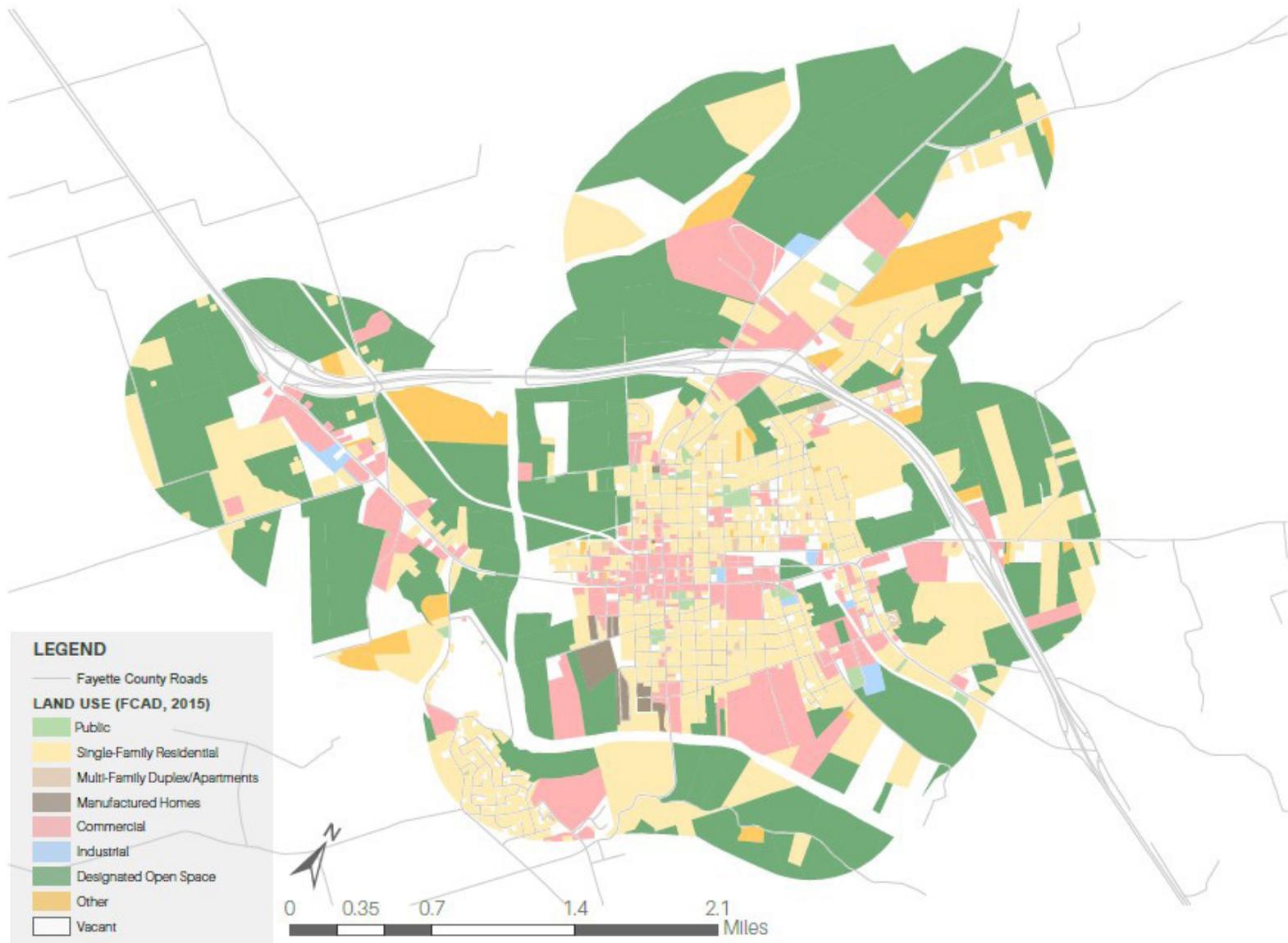


Figure 6-3: Land Use of La Grange, TX (Fayette County Appraisal District, 2015)

## **HAZARD IMPACTS ON HOUSING**

Hurricane Harvey recently exacerbated the housing crisis with significant impacts affecting more than 200 homes including 144 manufactured homes from the mobile home parks located within the floodplain. Nearly all of the impacted structures were substantially damaged, meaning the total repair cost for a structure was 50% or more of the market value before the disaster. The lack of housing in La Grange, which will continue to present a major problem for a city that, expects around 2,000 more residents in the next 20 years. This two-fold problem of finding available land in City limits, coupled with Harvey impacts and affordability exacerbates La Grange's housing deficit.

## **FEEDBACK FROM TASK FORCE MEMBERS**

Based on feedback from the task force and data found in the State of Community Report and the 2015 Housing Needs Assessment, the following strategies are recommended to improve the housing stock in La Grange in alignment with the above policy framework:

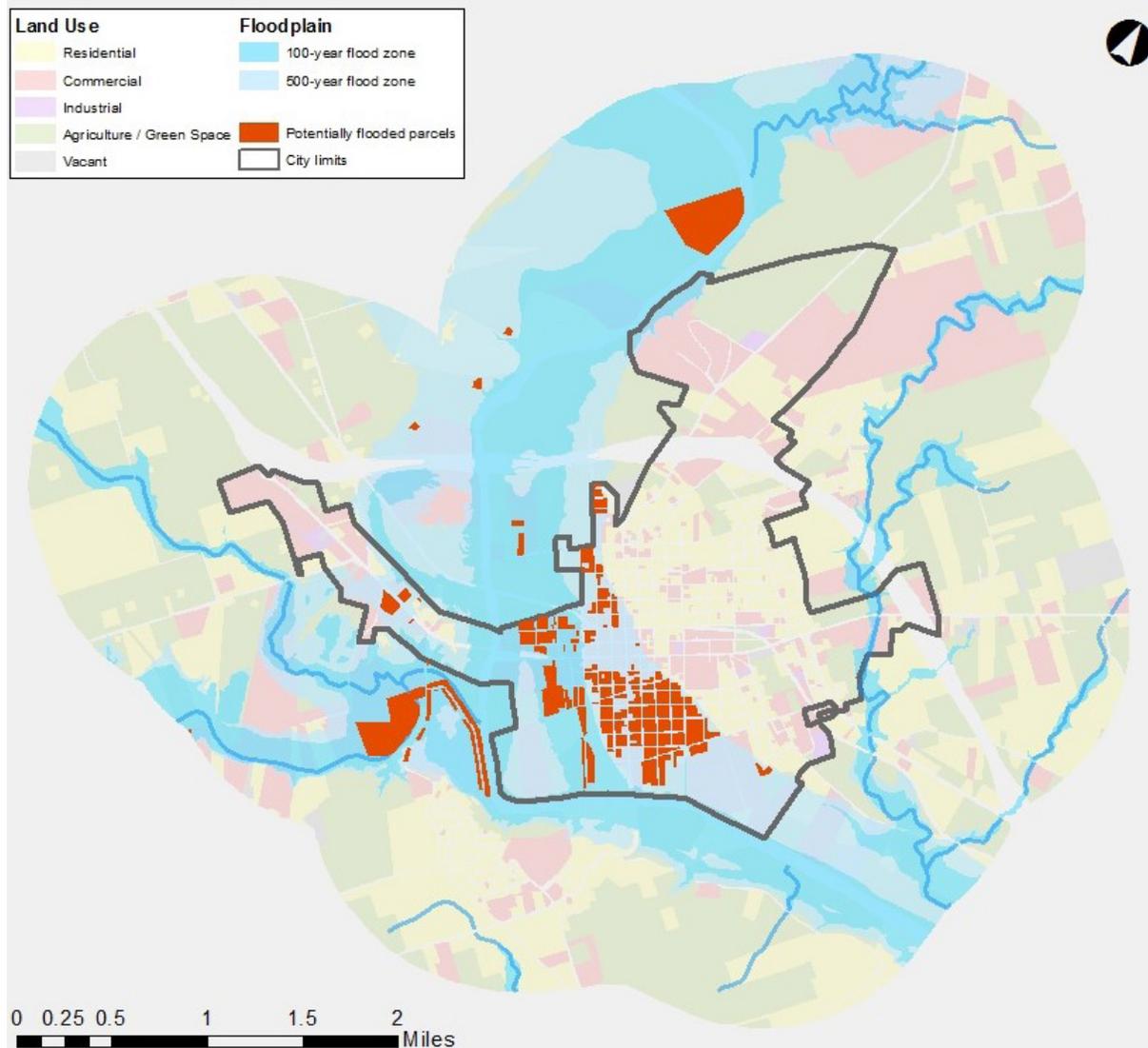
Accessory dwelling units, and RV and mobile home park relocation.

To accommodate the growing population, the task force recommends that La Grange utilize their existing accessory dwelling unit ordinance in compliance with form-based codes, and create an updated floodplain management plan in coordination with building codes. These recommendations are considerate of both short-term and long-term housing options for the community. The two recommendations are collaborative and promote holistic community resilience.

## **FLOODPLAIN ANALYSIS**

During community meetings, residents in attendance expressed concerns about flood vulnerability and the availability of affordable housing in the community. Prior to Harvey, residents acknowledged that La Grange had an affordable housing deficit. Hurricane Harvey has highlighted the affordable housing imbalance through the destruction of all three RV and mobile home parks within City limits. Houses in the southern part of La Grange, in close proximity to the Colorado River, were also destroyed because of Hurricane Harvey flooding.

Analysis of residential parcels within the floodplain provided a preliminary idea of how the housing stock was impacted by Hurricane Harvey. Residential parcels in this analysis includes single family, multifamily, and mobile homes. The total market value of residential parcels within City limits and the 100-year floodplain is \$3,845,420 (Table 6-1). In the ETJ, 12% of residential parcels are within the 100-year floodplain, and 1% are within the 500-year floodplain (Figure 6-4, Table 6-1). The total market value of residential parcels within ETJ and the 100-year floodplain is \$1,529,320 (Table 6-1).



Those located within the 100-year floodplain withstand a 1% chance of a flood occurring in this zone in any given year.

In the 500-year floodplain there is a 0.2% chance of a flood event occurring any given year.

Within City limits, 4% of residential parcels are within the 100-year floodplain, and 25% are within the 500-year floodplain (Figure 6-2, Table 6-1).

Figure 6-4: Residential parcels located within the floodplain (Fayette County Appraisal District, 2015; FEMA NFHL, 2017)

Residents expressed that they are especially concerned about the displacement that lower-income residents are currently experiencing, as to where to place low-income housing (e.g. mobile and manufactured homes) given Harvey’s flood footprint. Residents were wary about proposed locations of new housing development considering proximity to existing infrastructure, proximity to employment opportunities, and parcels of land large enough to accommodate community development.

Much of the community’s current efforts to mitigate the housing devastation are through non-profit and religious charity work. While residents appreciate these short-term recovery options, they vocalized concerns about a strong long-term recovery plan.

Table 6-1: Area and value of parcels within the floodplain (Fayette County Appraisal District, 2015; FEMA NFHL, 2017)

	100-year		500-year	
<b>City Limits</b>	<b>Total</b>	<b>Percent</b>	<b>Total</b>	<b>Percent</b>
Total parcels	2226	100%	2226	100%
Total residential parcels	1665	75%	1665	75%
Damaged parcels	64	4%	419	25%
Total area (acres)	2,229.9	100%	2,229.9	100%
Total residential area (acres)	804.6	36%	804.6	36%
Damaged area (acres)	48.7	6%	142	18%
Land value	\$985,480		\$6,558,550	
Improvement value	\$2,859,940		\$38,435,320	
Market value	\$3,845,420		\$44,993,870	
<b>ETJ</b>	<b>Total</b>	<b>Percent</b>	<b>Total</b>	<b>Percent</b>
Total parcels	1039	100%	1039	100%
Total residential parcels	741	71%	741	71%
Damaged parcels	91	12%	7	1%
Total area (acres)	9716.2	100%	9716.2	100%
Total residential area (acres)	2686.9	28%	2686.9	28%
Damaged area (acres)	124.7	5%	4.5	0.2%
Land value	\$460,530		\$44,350	
Improvement value	\$1,068,790		\$829,510	
Market value	\$1,529,320		\$873,860	
<b>City Limits + ETJ</b>	<b>Total</b>	<b>Percent</b>	<b>Total</b>	<b>Percent</b>
Total parcels	3265	100%	3265	100%
Total residential parcels	2406	74%	2406	74%
Damaged parcels	155	6%	426	18%
Total area (acres)	11946.1	100%	11946.1	100%
Total residential area (acres)	3491.5	29%	3491.5	29%
Damaged area (acres)	173.4	5%	146.5	4%
Land value	\$1,446,010		\$6,602,900	
Improvement value	\$3,928,730		\$39,264,830	
Market value	\$5,374,740		\$45,867,730	

## RESILIENT, AFFORDABLE, AND EQUITABLE HOUSING

Resilient, affordable, and equitable housing is key to ensuring that residents have access to a quality life. Without proper housing, the livelihoods of current residents are endangered. This is because affordable housing not only acts as a basic shelter for families but also provides a sense of emotional support through its stability.

### RV/Mobile Home Park Relocation

RV and mobile home relocation is necessary in the short-term as a temporary hurricane recovery solution and as a more permanent long-term solution. La Grange's RV and mobile home parks are located in or near the 100-year floodplain. Given the damage incurred from Hurricane Harvey, it is recommended that these parks be relocated to areas outside of the floodplain to eliminate the risk of future flooding. Relocation would not only create a safer and diverse set of housing options, but would also keep La Grange's community cohesive by retaining those affected by the Hurricane Harvey flooding.

The Colorado Landing RV and Mobile Home Park has already been reopened following the flood event. People are moving back into this park despite the presence of major debris and damage. The reopening of this park serves as a temporary solution but should expect to see more flooding events in the future. As people begin to move back into their homes, their willingness to relocate may change. These relocation tools not only rely on funding and availability of land, but also require buy-in from the homeowners that would be affected. Maintaining the community's social fabric will be a priority when implementing these strategies<sup>4</sup>. Buyouts and land acquisition are tools that will be used in tandem to achieve long-term relocation goals for RV and mobile home parks.

### *Buyouts*

Buyouts can eliminate risk in flood-prone areas while creating recreational amenities for the community and increasing resilience to flood hazards.<sup>2</sup> The City of La Grange should consider purchasing the flood prone RV and mobile home park parcels to be used as community green spaces to prevent



Figure 6-5: ETJ  
Source: Dr. Michelle Meyer

future flooding impacts. FEMA's Flood Mitigation Assistance Grant Program can be utilized to gather funding to purchase these parcels. Following the purchase of this land, these parcels could be re-zoned to be utilized only for open or green space use. Open or green space zoning preserves the land in the floodplain by preventing residential use, allowing for recreation, tourism, and aesthetic opportunities. Buyouts can help achieve the goal of floodplain redevelopment with minimal risk to community safety.

### *Land Acquisition*

Land acquisition is a costly tool but is extremely effective in facilitating the relocation of RV and mobile home parks. Land acquired for the relocation of these parks should be strategically selected to ensure safety, provide access to utilities, and ensure proximity to jobs for the workforce that live in mobile home parks. Funding for land acquisition can be acquired through grant programs (i.e. Community Development Block Grant Program), as well as financial support from nonprofit organizations. Relocation of mobile home parks outside of the City limits should be carefully considered as not all sites have access to City infrastructure, utilities and jobs.

The future expansion of the City should also be considered as part of the relocation and recovery process. Buyouts and land acquisition are strategies that go hand-in-hand to relocate RV and mobile homes to safer locations. These tools are effective for keeping RV and mobile home dwellers in the community while enhancing the community through the addition of green and open space amenities. Though these tools are costly, given the high demand of land in La Grange, federal funding opportunities can be utilized to support the implementation of these strategies.

### **Accessory Dwelling Units**

Accessory Dwelling Units (ADUs) are an applicable and adaptable solution that is already allowed within La Grange's Code of Ordinances. ADUs - often referred to as accessory apartments, second units, or granny flats - are additional living quarters on single-family lots that are independent of the primary dwelling unit. ADUs can serve as urban infills and reduce sprawling development while providing affordable housing options. Mitigating energy usage, and allowing seniors to age in place are all known benefits of ADUs. In addition, and applicable to La Grange is the use of ADUs to increase the supply of affordable housing while sup-

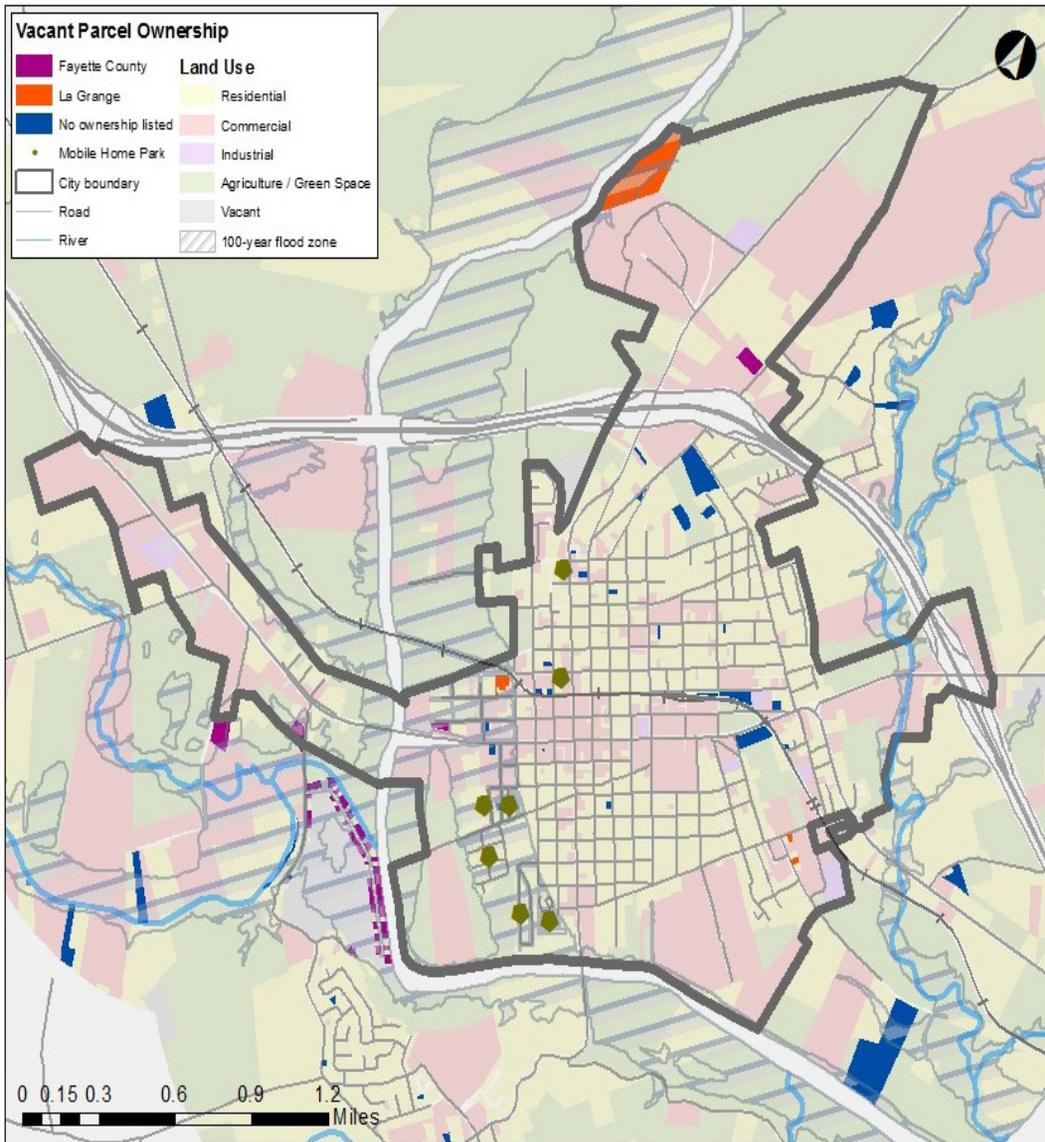


Figure 6-6: : Vacant parcels by ownership for potential mobile home and RV park relocation (Fayette County Appraisal District, 2015)



Figure 6-7: Damaged Mobile Homes in La Grange  
Source: Dr. Michelle Meyer

plementing homeowners' mortgage payments. Income from an ADU can offset rising property taxes, maintenance and repair costs, and other housing expenses that are often a burden for older homeowners.<sup>3</sup>

Utilizing this existing ordinance in La Grange would make it easier for households to afford the housing they need, but is hard due to limited vacancies. In some situations, an ADU may provide enough additional income so that a family can afford to buy a house in a preferred neighborhood, or a house that is closer to work. ADUs can also incrementally increase density in the City's core, without significantly altering existing neighborhood character as La Grange retains its small town charm and aesthetic beauty.

### *Types of ADUs*

Based on the location of the accessory unit from the primary dwelling unit, ADUs can be classified into three categories: interior, attached, and detached. In the case of La Grange, attached and detached ADUs would fit better with the existing housing style and available space. Detached ADUs are structurally separate from the primary dwelling and

can be constructed over existing accessory structures, such as a detached garage, or they can be built as units that are separate from accessory and residential structures.<sup>4</sup>

### *Implementation*

The City could utilize existing ordinances to implement Accessory Dwelling Units (ADUs) to increase affordable housing choices. The City could also revise current building and zoning codes to comply with the most recent State codes to prevent ordinances that prohibit ADUs or make it difficult for homeowners to develop.

Exceptions to zoning ordinances will be considered to promote ADUs. Using (1) variances, (2) nonconforming use, and (3) conditional use tools. Variances are in direct conflict with a district's zoning and are granted to the property, not to the user. Nonconforming use applies to land uses that existed before a conflicting zoning policy was implemented; these are often grandfathered into existing ADUs that are otherwise illegal. Conditional use allows a particular land use to exist even if it is inconsistent with current zoning so as to provide flexibility. Nonconforming and conditional uses will be decided on

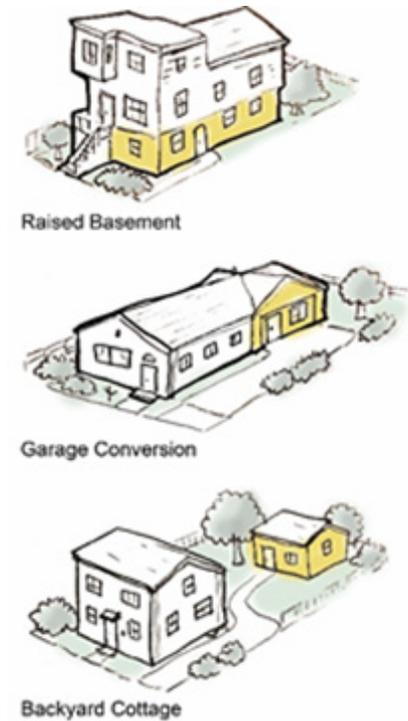


Figure 6-8: Types of ADUs<sup>5</sup>

a case by-case basis, generally entailing a lengthy and often expensive process involving planning commissions or departments and the City Council.

### **Floodplain Management**

As natural hazards are increasingly becoming a regular phenomenon, there is an obvious need to strategically develop floodplain management to minimize the risk of impacts and ensure the safety of all La Grange residents. The City should develop a land acquisition fund and utilize the Community Development Block Grant program to finance land purchases. The City should also adopt and strengthen floodplain management regulations for development and redevelopment. A policy tool that the City could consider utilizing is the Transfer Development Rights and Conservation Easement for properties in floodplain. Land within floodplains should be rezoned as rural residential or park/open space (lowest in hierarchy). A recovery ordinance should be developed to ensure that floodplain management is a top priority.

### **Downtown Lofts**

The La Grange downtown is dominated by commercial and retail market. However, there is an opportunity to embrace housing in the downtown, as more people are choosing to live in vibrant places with easy access to work, shop, and play. The underutilized vacant upper floors could be converted into loft apartments to expand the housing choice that may attract a range of population including young professionals and empty nesters.

To implement a plan for downtown lofts, the City should review the zoning and build codes to eliminate any regulatory barriers. It would be pertinent for the City to work with property owners and developers. Together, they should establish a list of vacant buildings and other spaces that have the potential for adaptive reuse. The City should consider creating redevelopment grants and low-interest loan programs to assist with development and marketing of the lofts. Density bonuses or tax abatements could also be used to encourage property owners to utilize the upper floors of downtown buildings for residential purposes.

#### Wellfleet, Massachusetts

#### **Affordable ADU**

Wellfleet is a tourist town with a year-round population of 3,500. Wellfleet also has a growing concentration of elderly residents 65 years and older. Wellfleet had a housing needs assessment conducted and identified that recommending the adoption of an affordable ADU program to meet both elderly and affordable housing needs. Owners have the option to rent to low- or moderate-income households.

Maximum rents follow the Fair Market Rental Guidelines published by HUD and the property owners must submit annual information on rents to be charged. To encourage participation in the ADU program, Wellfleet has instituted a new affordable accessory dwelling unit loan program.

## Goals & Objectives

### Goal 6.1

Resilient, affordable, and equitable housing for all community residents.

6.1.1: Increase workforce housing stock by 15% by the year 2040.

6.1.2: Implement and incentivize the use of Accessory Dwelling Units by 2022.

6.1.3: Ensure floodplain management with minimal risk to the impacts of natural hazards.

6.1.4: Develop strategies to create housing in underutilized and vacant buildings in the downtown.

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**Chapter 7**  
**COMMUNITY FACILITIES AND INFRASTRUCTURE**

Community facilities are structures or services that serve the public good. Facilities may provide space for leisure, enjoyment, interaction, and cultural experiences, such as libraries, museums, performance spaces, and community centers. City services like medical, police, and fire ensure the health and safety of citizens. Additional services like, storm water and wastewater management, utility and communication services, along with garbage and recycling are all important components of keeping a City running efficiently. Expanding the City of La Grange through future development means more infrastructure services will be needed.

Educational facilities are also community facilities – La Grange ISD is comprised of four schools with over 2,000 enrolled students. Notable community facilities in La Grange include an excellent public library and historical archives, the Historic Casino Hall, and a recreation center. La Grange’s public facilities are mapped out in Figure 7-1. Most notable are the historic and cultural sites, considered important “gems” of the area.

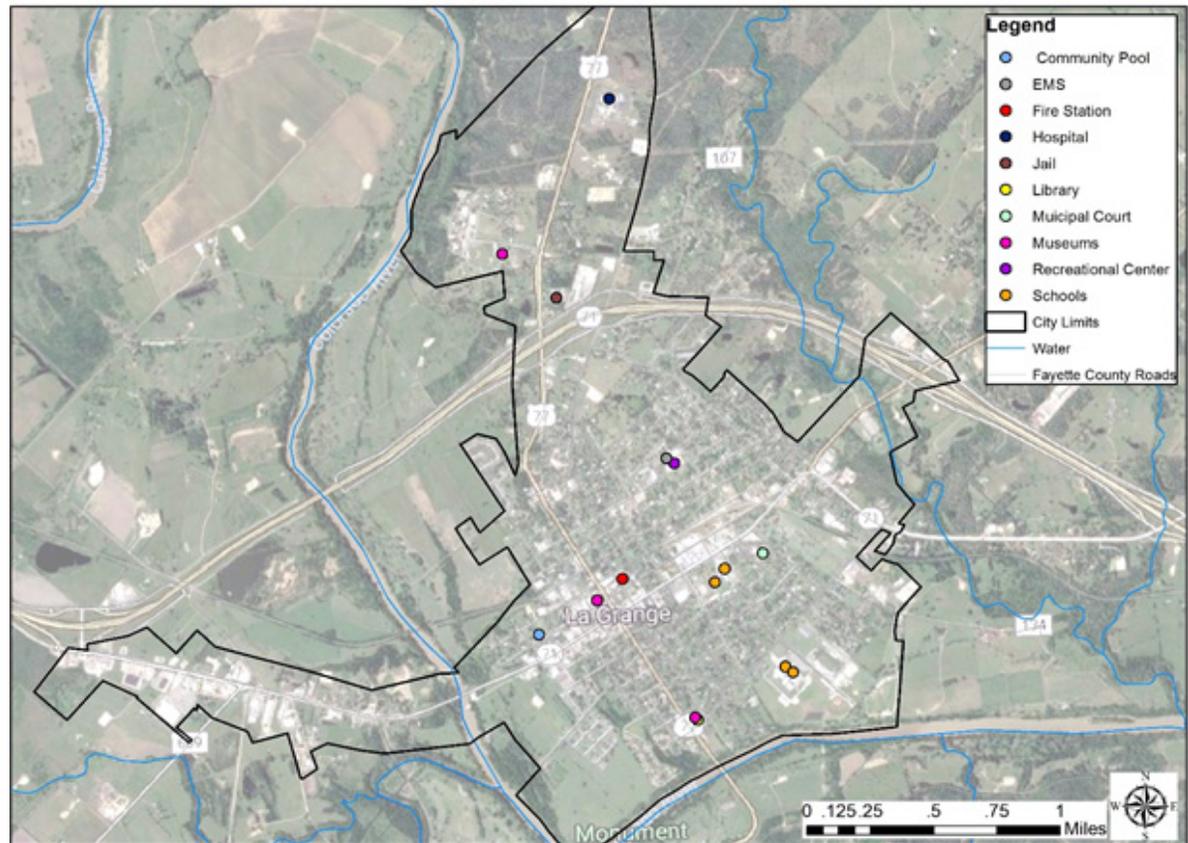


Figure 7-1: Existing Community Facilities (Fayette County Appraisal District, 2015)

Current museums and historic sites in La Grange include:

- Monument Hill and Keische Brewery State Historic Parks
- The Fayette County Courthouse
- N.W. Faison House and Museum
- Texas Czech Heritage and Cultural Center
- The Old Fayette County Jail
- Founders Park
- Texas Quilt Museum
- Fayette Public Library and Fayette Heritage Museum and Archives
- La Grange M-K-T Railroad Depot Museum
- Old La Grange City Cemetery
- Historic Casino Hall

Table 7-1: Utility Usage Projections (2040)

Utility	Calculation	Future Usage (2040)
Water	1,020 acre-feet/year x 325,851 gallons/acre-foot / 365 days	910,597 gallons/day
Sewer	120 gallons/day/person x 6,636 people in 2040	796,200 gallons/day
Electricity	1,168 kWh/month/household x 2,312 household in 2040/365 days	7,398 kWh/day



Figure 7-2 : Fayette Public Library and Heritage Museum



Figure 7-3: La Grange Water Tank

## RELIABLE UTILITY SERVICES

Ensuring that all residents in La Grange obtain reliable and equitable water, drainage, and sewer systems is a primary goal for the City of La Grange. The City recognizes that all people regardless of color, creed, or religion should have equal access to basic utilities. By 2040, there is a projected increase in demand for water, sewer, and electricity (Table 7-1). The projections show 910,597 gallons of water will be used per day, 796,200 gallons of sewage will be expelled a day, and 7,398 kilowatts will be used per day.

The City should invest in improved storm water management, especially in and near the downtown to lessen the effects of flooding. The City should establish and implement a timeline for the expansion of vitrified clay pipes in the downtown area, which would increase drainage and sewer systems throughout the City. The City also recognizes that there is a great need to increase sustainability efforts, especially in regards to wastewater treatment. Therefore, by 2030 the City should implement a wastewater recycling program to decrease waste and increase sustainability.

Additionally, many residents expressed a need to increase public restroom facilities in the downtown as part of public infrastructure expansion.

### Water Independent

The City of La Grange does not currently have a water shortage issue. However, communities surrounding Fayette County are increasingly facing water stress, which raises sustainability concerns for the City. To increase water supply to meet future demands, the City should increase capacity by 10%. In order to accomplish this, first, the City should conduct a site analysis to determine locations for new and deeper wells. Locating new wells is essential to increasing residential access to water supply. Second, the City should work to replace essential leaking small water piping to larger more durable pipes. The City should improve current water and sewer pipelines to avoid more costly repairs in the future. Third, the City should collaborate with the County, State, and other relevant entities to increase efficiency in the water supply. Fourth, the City should focus on the development of conservation programs

### Flooded Utilities Replaced:

#### Vernonia, Oregon

The City's aging wastewater system was weakened after flooding and many pipes needed to be replaced.

USDA Rural Development helped replace wastewater pipes, improve water quality, and protect native fish species. They offered loans and grants to the City of Vernonia and other rural towns in Oregon.

by examining infrastructure and develop an improvement plan that focuses on conservation and sustainability.

The City recognizes that most housing was built pre-1994, before the Energy Act of 1992 was fully implemented. This presents an opportunity to enact a water conservation program through small steps, and to provide public education on water and energy conservation. Two key threats to be addressed include the difficulty of addressing potential irrigation concerns in surrounding counties; and the cost of implementation being greater than the amount of available City funding. This strategy aims to implement three relatively small but very effective water conservation projects in the City: low-flow toilet replacement program, rainwater harvesting systems, and dry landscape rebate program.

#### *Low-Flow Toilet Replacement Program*

Low-flow toilet replacement programs are designed to help residents reduce water use by replacing toilets that use high amounts of water with toilets that use less water. The City should develop a rebate program that will allow the replacement of toilets for residents who meet a given criteria (i.e.

sociodemographic, socioeconomics, age of home). The cost per toilet could vary between \$50 and \$91 per toilet, according to ongoing replacement program and the Texas Water Development Board. The American Community Survey states that 1688 homes in La Grange were built before 1990. If there are 1.5 toilet units per home and 100% of homes need replacement, it would cost between \$126,600 and \$230,400 to replace. The primary source of funding could be the Texas Water Development Board who could provide a non-budget line funding. La Grange is also eligible for both municipal and non-municipal TWDB grants.

#### *Rainwater Harvesting Systems*

According to data from the National Weather Service, La Grange experiences an average annual rainfall of approximately 40.2 inches. Rainwater harvesting would be beneficial for the City of La Grange because it would decrease cost, increase savings, have less strain on groundwater resources, experience a reduction in erosion from water runoff, and provide a viable source for watering plants.

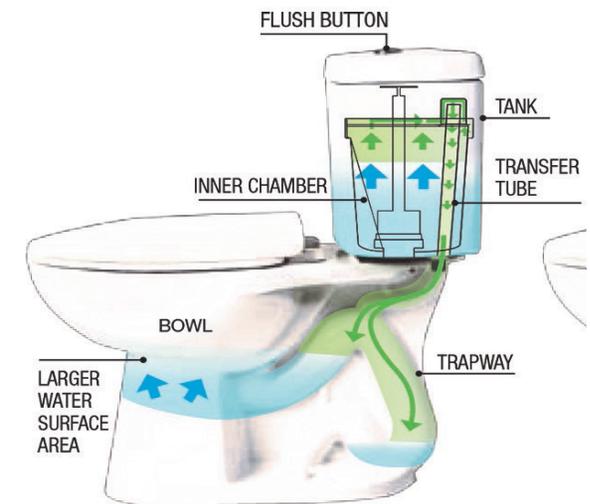


Figure 7-4: Low Flow Toilet  
Source: Sonoma County Gazette

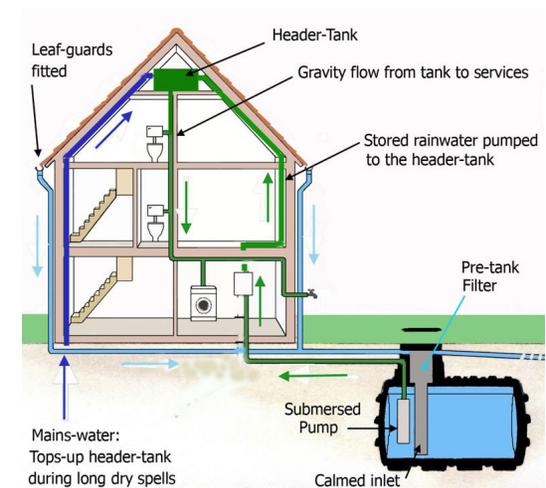


Figure 7-5: Water Harvesting System  
Source: SV Marketing

The City of La Grange, could collaborate with organizations to host rainwater educational programs that would teach community members the importance of the harvesting system within both public and residential spaces. Funding for residential rainwater harvesting systems would be primarily provided by residents. Funding for larger harvesting systems on municipal lands would come from the City’s budget.

### *Dry Landscape Rebate Program*

Case studies from Southern Nevada Water Authority have shown that residents who replaced their traditional turf grass landscapes for xeric landscape saved an average of 96,000 gallons annually following completion of an average-size conversion project. Those same residents also “enjoyed a 2.2 hrs.-per-month reduction in landscape maintenance and an additional \$206 per annum savings in direct maintenance expenditures. This represented a savings of about a third in total landscape labor and maintenance expenditures, respectively”.<sup>1</sup>

If implemented accordingly, these programs could save the City both economically and environmentally. Funding for Dry Landscape Rebate programs can be acquired from the Small-Scale Water Efficiency Grants from the U.S. Department of Reclamation and the Texas Water Development Board under the Water Wise Landscape Design and Conversion Programs.

### **WELL-CONNECTED AND SUSTAINABLE UTILITY SERVICES**

The City should ensure that the utility services are well connected and sustainable. Investing in fiber optic cables and more internet service providers (ISPs) will improve service as well as help the community plan for future development. The City should focus on the development of high-speed internet infrastructure that includes installing Wi-Fi capabilities into public spaces (i.e. parks, downtown, outside the library).



Figure 7-6: Xeric Cottage Garden in Reno, NV  
Source: High Country Gardens

### **Providing Public Restrooms Downtown**

#### **New Braunfels, Texas**

The City wanted to promote investment in their downtown, as well as walkability and economic growth.

The City is in the process of constructing new public restrooms in downtown for use by anyone attending events or shopping. The restrooms will be maintained by the City after construction, probably as the result of a Public Private Partnership or other collaboration. Organizations like the World Toilet Organization and PHLUSH also advocate for accessible and equitable public restroom facilities.

## RECYCLING SERVICES

The need to reduce, reuse and recycle has become quite evident within communities as landfills begin to fill to capacity with city waste. La Grange residents suggested expanding the City and County recycling to businesses and schools. The City of La Grange recognizes that there is a need to strengthen and improve the already existing recycling program by implementing a commercial recycling program that would encourage small and large businesses to recycle. The City should utilize a recycling ordinance and related plan to encourage the continued growth of the already existing recycling program. The new program could incorporate incentives that would encourage residential community members to recycle at the recycling facility. The City could coordinate with a reliable commercial recycling agency/organization to ensure regular and efficient pick up times as well as sustainable disposal services.

## SAFETY FACILITIES

Safety facilities that serve all members of the community equitably and efficiently should be a primary focus for the City of La Grange. The City should plan to develop strategies to ensure efficient and timely police enforcement, and fire response by 2040.

### Police and Fire Services

The local police enforcement works within the City and potentially up to five miles beyond the City limits as needed. The current enforcement team is comprised of a single investigator, eight patrol officers, and three part-time workers. While the staff sufficiently provides services to the community, the Police Chief expressed the need for an increase in staffing to meet growing needs. The main barriers for hiring additional officers are the lack of funds and uncompetitive pay. Extra patrol officers are necessary to keep pace with La Grange's expected population growth and involvement in tourism through the new riverside trail and other events. The City should identify funding opportunities to hire more police officers at competitive pay and incentives to stay and live in the community, to compete with other regions. The City is currently

### Productive Policing

#### Pearland Police Department

*Pearland, Tx*

In 2012 and 2013, Pearland was identified as among the top 50 safest cities in the U.S. Through a Pearland ISD partnership, School Resource Officers are assigned to the PACE center and junior and senior high school campuses. These officers respond to elementary schools and school events as needed. In 2014, the Police Department was assigned oversight of Pearland Animal Services. Animal Services provides impound services for animals that are stray, abandoned, or quarantined; support to residents and their pets during times of disaster; and pet adoption services, including education and promoting the benefits of spaying/neutering pets.

funding a few individuals to join the La Grange Police Department through the police officer training sponsorship program.

The La Grange Fire Station is comprised of 31 volunteer fire fighters with an Insurance Service Office (ISO) rating of Class 4 (Scale of 1 to 10 - 1 being the best/10 the worst) for all buildings within the City limits. Figure 7-7 shows the Estimated Response Time from the fire station to most of the locations within the City. Ideally, ISO standards call for a 7-minute drive from the fire station for all locations within a city.

Since the La Grange Fire Department is composed of volunteers, most of the fire fighters have other jobs and commitments. This has the potential to increase the response time to emergencies, as the volunteers must travel from their day jobs to the location of the emergency. Figure 7-7 suggests a suitable location for an additional facility that would be in an 8-minute drive region. As the City continues to grow, an additional fire station facility west of town, across the river is recommended to

ensure timely response to emergencies. However, further evaluation is required to determine the feasibility of the new fire station.

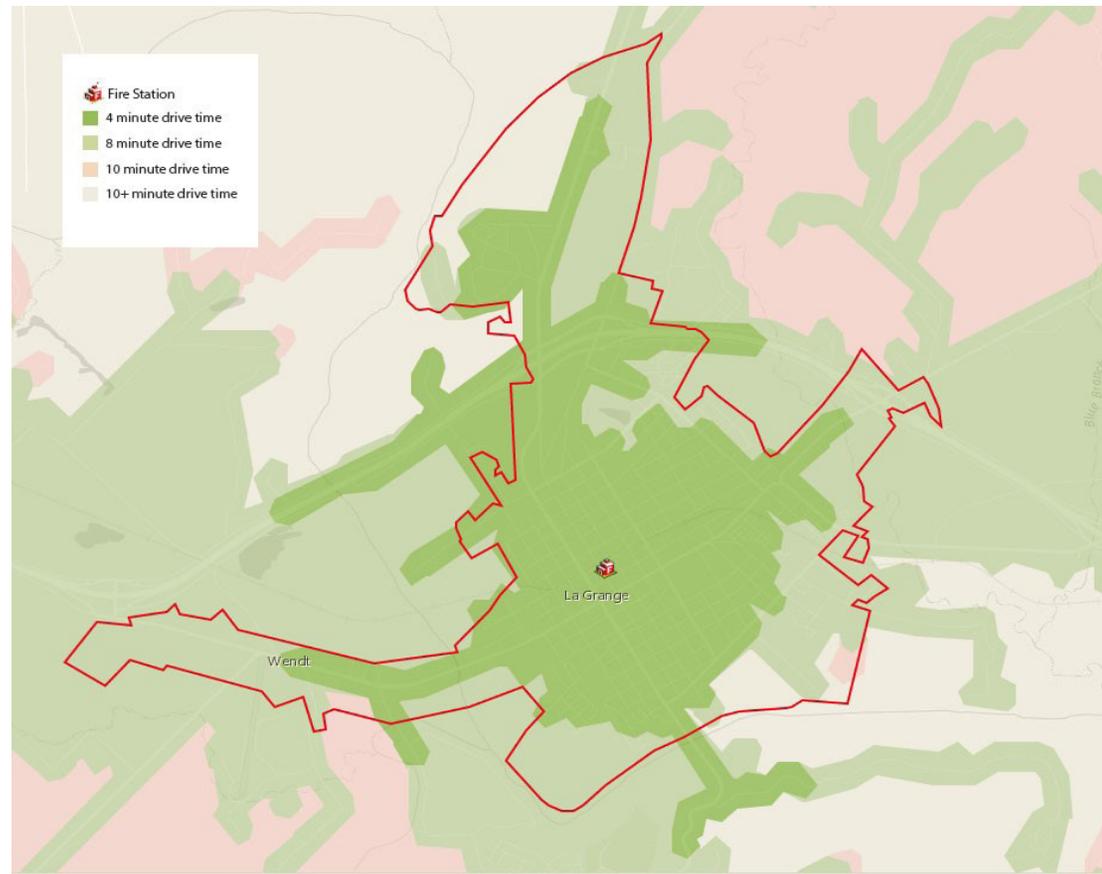


Figure 7-7: Map of Estimated Response Time

## Facility Inventory

As facilities age, there is a need to develop a strategy to map out long term improvement projects to develop, repair, and maintain the quality of existing and future facilities – an issue expressed by the Task Force members. The Task Force included the community pool and schools, all of which have not been updated in the past twenty years, in the list of facilities inventory.

The residents of La Grange expressed the need for public restrooms in the downtown area during special events. The various community facilities that currently exist in La Grange, the responsible party for the maintenance and repair, the last time they were updated, and the type of work needed are in Table 7-2.

Table 7-2: Facilities Inventory, Responsible Party, Last Updated, and Type of Work Needed

Facility	Responsible Party	Last Updated
Police Station	Fire and Emergency Management Department	2007
Fire Department	Fire and Emergency Management Department	-
St. Mark's Medical Center	St. Mark's Medical Center	-
Hermes Elementary School	La Grange Independent School District	1997
La Grange Intermediate School	La Grange Independent School District	1997
La Grange Middle School	La Grange Independent School District	2018
La Grange High School	La Grange Independent School District	1997
Emergency Medical Services	Fayette County Government	-
Fayette Public Library	City of La Grange	2007
Texas Quilt Museum	The Quilt Institute, Inc.	-
La Grange M-K-T Railroad Depot Museum	City of La Grange	-
Fayette Heritage Museum & Archives	City of La Grange	2006
Randolph Recreation Center	City of La Grange	2013
Historic Casino Hall	City of La Grange	2015

## RECREATION SERVICES

The teens/tweens age group and senior citizens of La Grange are both in need of public engagement through envisioned activities that will help guide La Grange to its desired end goal of providing a positive living environment for all. There are several facilities that have existing programming for young people. The Randolph Recreation Center provides after school, summer, and winter break programs for young kids. There are plenty of rooms for exercise classes, art classes, and other activities. Some of the parks have been newly renovated, and a splash pad is currently being built. The community pool has been renovated after being severely damaged during Hurricane Harvey. The churches have several summer programs and Wednesday evening weekly programs that are geared towards youth of all ages. Most young people in La Grange are involved in sports, band, or after school activities. There is a community theatre program that encourages people of all ages to participate in the arts.

The Fayette Public Library serves the entire community of La Grange. The facility is extensively used with an

average of 2000 visitors per month. The library provides numerous children's services including summer programs and story time. Due to an increase in summer programming attendance, the City may need to consider redevelopment of the space in Heritage Park. As part of the redevelopment of space, the City should consider updating furniture, technology, and user accessibility inside the library as well.

The Heritage Museum and Archives, stores and exhibits genealogy and family history records. Currently, the museum has approximately 40,000 heritage items archived. The museum sees approximately 100 visitors per month. As technology evolves, the museum continues to prioritize digitization. Recently, the museum digitized newspaper records and in the future, they aim to create an online catalog with all information of their archived items. The museum should continuously evaluate technology for use in exhibits, preservation, and with patrons.

The City is committed to establishing engaging facilities and programs for all ages. To ensure the development and the success of these programs, the City should

establish a City-wide recreation services committee that would service multi-generations, primarily geared towards youth (tweens and teens) and seniors. The City should also establish an online platform for City-wide volunteering, involvement, and information access included within the already prominent City-wide calendars located on the City's website. The City should support the digitization of the museum archives and seek to assist in increasing the online presence of all the different services in the community. The City should create a detailed inventory of existing facility types and assess the needs of each existing facility. After establishing an inventory, the City should develop and plan for community facilities outside of the floodplain, while strategically developing and planning to place recreational parks within the floodplain (i.e. soccer fields, football fields, basketball courts, etc.)

### **Multi-generational Opportunities**

Schools and their associated facilities are critical to the growth and development of the community. To support and provide for the needs of the school children in La Grange, and to ensure the schools remain an asset to the community, the

City should work with La Grange ISD to maintain and improve facilities.

La Grange Independent School District is undergoing renovations to improve and expand the physical infrastructure of the school district. The plan includes new construction and renovations to Hermes/ Intermediate School with the addition of a new 2-story classroom wing for grades 1-4, media center, cafeteria, kitchen, administration, and multi-purpose room. Various buildings on the campus will be renovated including the Vocational Agriculture building and the auditorium. The project aims to improve the traffic flow by adding new parking. Similarly, for the La Grange High School and Middle School, the plans include expansion and renovations of the Fine Arts and Band Hall, construction of a new secure vestibule entrance and repair of the streets. The school district is also renovating the former Fayette Memorial Hospital site to create a Dual Credit Center equipped with new classrooms and computer labs for dual credit and community education use.

The City should expand and diversify after-school and summer programming events for tweens and teens that

encourage socialization. Example activities include photography, computer skills, coding, or cooking. Similarly, the City’s library should continue to focus on youth development programs. Additionally, the City should identify, support and encourage spaces for tweens and teens to gather and congregate (Movie Theater, Skate Park, downtown public space, etc.). The City should also utilize the park system for tween and teen activities, including exercise classes, canoeing, and kayaking. The City could also work to eliminate laws and rules that discourage youth congregation in places that are designed to attract youth participation. Further, the City could develop and expand transportation services to increase senior and youth mobility for City-wide events, programs, and activities.

The City should be committed to ensuring that there are programs for elderly residents. The City should develop a program, similar to the Forever in Motion program, which would engage senior citizens through active exercise programming that operates 2-3 times per week. A study in the Policy, Politics, and Practice Journal suggests that 80% of 315 nurses surveyed help to improve the

health of communities beyond traditional care settings.<sup>2</sup> Developing an additional nursing home, elderly care facility, and/or an active living retirement community (i.e. tiny homes) is a significant need for La Grange. A possible location for the facility is near Highway 71.

This location would benefit the existing cluster of development adding to the existing nursing home facilities in the area. The need for an additional elderly care facility was strongly suggested by community members during an informational public meeting on December 7, 2017. This is a priority as the Care Inn facility – one of the nursing homes serving the elderly community of La Grange – was destroyed by Hurricane Harvey in August, 2017. The nursing home, which holds 70 residents, was reopened in January 2018 – one of the first businesses to be restored after the flood. The flooding of the facility not only forced residents from their home but “during the move, some residents got sick and even passed away” according to Debra Hall, a physical therapist and rehabilitation program manager for 15 years at the facility.

### Programs for all Ages

#### Drive-in Theater - Galaxy Theater, Garret, Tx

Garrett, Texas, a small town, that has implemented a Drive in Theater. Galaxy Drive-in Theater is located on TX HWY 45 just north of Ennis. Construction of the theater began in 2003 and officially opened for screenings in 2004. The theater sits on 28 acres of land and has 7 viewing screens. Open 365 days a week, the theater features recent movies that one would find in an indoor theater.



Figure 7-8: Drive in Theater Concept  
Source: Galaxy Drive-In

## Goals & Objectives

### Goal 7.1

Reliable water, drainage, and sewer systems that serve the community equitably.

7.1.1: By 2030, increase water supply by 10% for all usage to meet City growth.

7.1.2: By 2030, upgrade old drainage and sewage pipes and expand pipe size, especially in downtown intersections.

### Goal 7.2

Well-connected and sustainable utility services throughout the community.

7.2.1: By 2030, provide high-speed internet service throughout the City.

7.2.2: Coordinate with the housing teams to synchronize development and infrastructure improvements as needed.

7.2.3: By 2030, maintain current successful recycling strategies and improve services by 50% for businesses and school.

### Goal 7.3

Safety facilities that serve all members of the community equitably and efficiently.

7.3.1: Ensure efficient and timely police enforcement and fire services response by 2040.

### Goal 7.4

Engaging facilities that promote the welfare of residents of all ages.

7.4.1: Enhance the already present collaborative network devoted to recreational services.

7.4.2 Identify and support multi-generational opportunities.

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**Chapter 8**  
**PARKS & ENVIRONMENT**

Quality parks are beneficial to a community's physical, mental, and economic growth. Improving existing parks encourages people to be active while also increasing property values. Outdoor spaces are typically a place for friends, family, and social groups to gather creating a sense of community. Other benefits include:

- Spending time outdoors can help prevent and treat health problems related to obesity like cardiovascular disease, stroke, and diabetes.<sup>1</sup>
- Being outside for 30 minutes a week can reduce high blood pressure by up to 9%.
- Sunlight can also play a role in reducing mental health issues like depression, anxiety, and stress by raising serotonin levels, improving overall mood.
- Increasing the intake of Vitamin D, provided by sunlight, limits memory loss in dementia patients.<sup>2</sup>
- People who suffer from asthma and lung disease can also experience some relief as a result of going outside as

indoor air is often polluted by carbon monoxide, pet dander, cleaning products, and toxic building materials.<sup>3</sup>

- Regular exposure to natural light and exercise can reduce Apnea or other related sleep problems, due to the in-

## EXISTING CONDITIONS

The Colorado River runs through the City of La Grange providing the City with the potential to provide recreational activities such as kayaking, swimming, camping, and canoeing. Existing parks along the river include the Fayette County Fairgrounds, Northside Park, Buffalo Trail Park, and White Rock Park (Figure 8 -4). Other parks in the community include Heritage Park, Krushel Park, Monument and Kreische Brewery State Historical Park. Currently, the Buffalo Trail Park is the only park with direct access to the river. The areas along the river are at risk of soil erosion, poor water quality, and not consistent water quantities.



Figure 8-1,2: Monument Hill Kreische Brewery  
Source: Texas Target Communities

A major threat to the river trail and to the City of La Grange is flooding. The areas surrounding the Colorado River suffered, most recently, a massive flood during Hurricane Harvey in the September of 2017. While seeking to develop recreational facilities for the community, it is important to keep in mind the endangered species that may become threatened with improper recreational

development. Fayette County has 33 endangered species of varying levels of extinction (see Table 8.1). These species are crucial to the fabric of the ecoregion. There are thousands of species cohabiting in the Colorado River area and it is important for the City to preserve and maintain their homes.

Table 8-1: Endangered Species in Fayette County

Taxon	Name
Birds	American Peregrine Falcon***, Artic Peregrine Falcon***, Bald Eagle***, Henslow’s Sparrow, Interior Least Tern**, Peregrine Falcon***, Mountain Plover, Red Knot****, Sprague’s Pipit, Western Burrowing Owl, Whooping Crane**, Wood Stork
Fishes	Blue Sucker, Guadalupe Bass
Mammals	Cave Myotis Bat, Plains Spotted Skunk, Red Wolf**
Reptiles	Texas Horned Lizard, Timber Rattlesnake
Mollusks	False Spike Mussel, Smooth Pimpleback*, Texas Pimpleback*, Texas Fawnsfoot*
Plants	Bristle Nailwort, Nacasota ladies’- Tresses**, Shinner’s sunflower, Texas taushia, Texas Milk Vetch, Texas Meadow-Rue, Texas Almond, Texas Cornsalad, Texas Sunnybell, Texas Fescue

\* = Federal Candidate for Listing | \*\* = Federally Listed | \*\*\* = De-listed | \*\*\*\* = State Threatened



Figure 8-3: Colorado River  
Source: Dr. Michelle Meyer

## FEEDBACK FROM TASK FORCE MEMBERS

The feedback provided by community members has been utilized to create the best recommendations for park and environmental improvements. Connecting existing parks and community amenities with a greenway or trail, as well as a trail along the Colorado River are priorities for most residents. The community suggested better signage for parks and programming to attract people of all ages. Community members expressed a desire to use the river for more recreational activities that would benefit current residents and visitors. Other areas of concern include the need for public restrooms and lighting the near river.

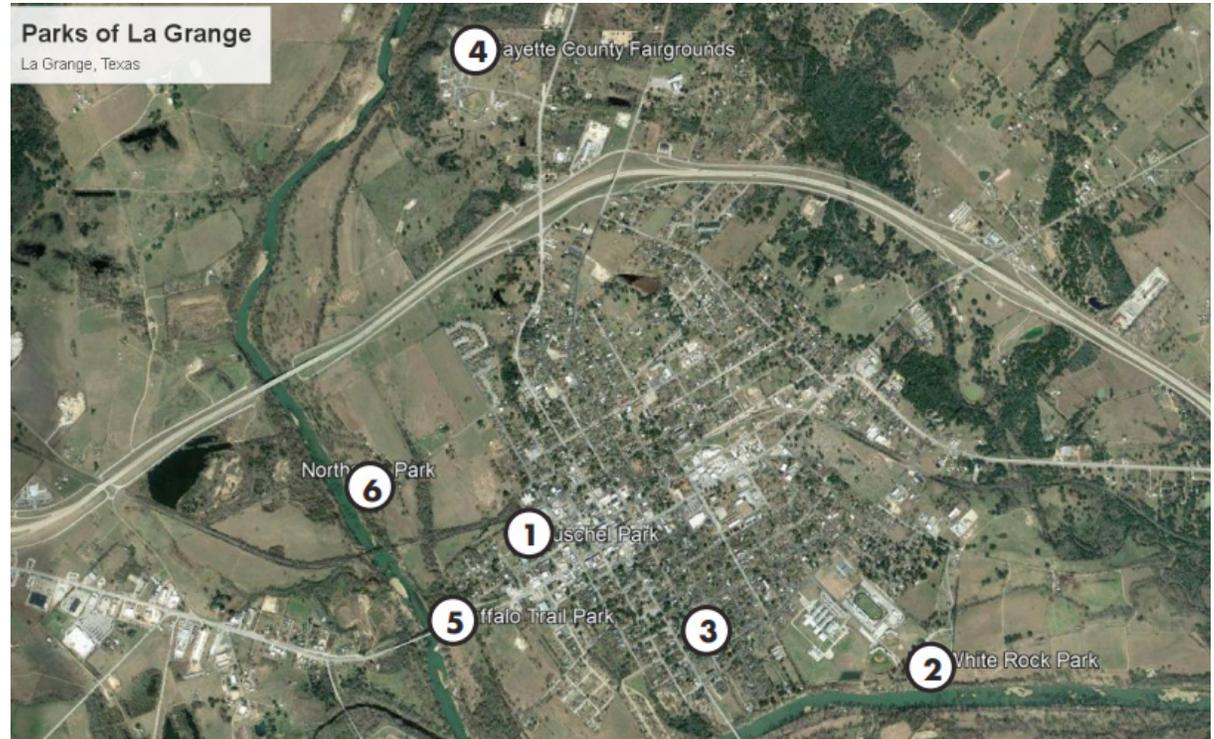


Figure 8-4: Parks of La Grange, Texas  
Source: Google Earth

## INVITING AND FUNCTIONAL PARKS

The City recognizes the need for inviting and functional parks as these facilities can serve as a place for physical activity, tranquility, and relaxation. The City should increase the connectivity of the existing parks to benefit residents and tourists. The trail connecting the parks would allow residents to increase physical activity as well as their connection with nature. The trail could also connect community facilities, schools, museums, the library, etc. The City should be committed to ensuring that all parks receive proper maintenance.

First, the City should complete an inventory assessment of park usage and develop a maintenance schedule to improve functionality of all parks. Second, the City should develop a separate fund for park maintenance. Third, the City should reduce maintenance costs by utilizing the help of civic or volunteer groups to assist with cleanup and landscaping.

Further, the City should collaborate with local organizations to fund upgrades to parks and install new equipment in parks with inadequate facilities (i.e. restrooms, seating, trash cans and recycling bins.). Additionally, the City should complete a cost-benefit analysis to determine amenities that are needed and those that are underutilized. The City should consider upgrades to parks based on these assessments.

An inventory of equipment and amenities found in Table 8-2 illustrates high priority areas that require necessary improvements among recreational sites. Restrooms and water fountain stations are higher priorities in parks with high traffic as well as those that host multiple events (i.e White Rock Park). Additional priorities include covered shade shelters and night lighting. Other recommendations also include more seating within the park and updating playgrounds to the National Playground Safety Institute standards. There is an additional need to install signage which would alert citizens to park operating hours and amenities.



*Figure 8-5: La Grange, Texas Open Space  
Source: Google Earth*

## RIVER TRAIL

The City can also provide connectivity across parks through a river trail that is both accessible and user friendly for all residents. The City should conduct an inventory of the river for the most suitable areas for access points for kayaking, canoeing, and paddle boarding. After identifying key accessibility areas, the City should begin reaching out to property owners of parcels that are a good fit for park development.

To create a river trail, land would need to be acquired along the river. The Colorado River is navigable and owned by the State of Texas; the land along the river is privately-owned. There are number of policy tools the City could use to acquire land, including conservation easements. A conservation easement is a voluntary legal agreement between a property owner and a land trust to conserve land and restrict development. In Texas, counties and municipalities can acquire land and easements for a variety of purposes like for the development of trails, parks, and floodplain management.<sup>5</sup> In this case the conservation easement would serve as dedicated open space along the river and

Table 8-2: Inventory Of Park Amenities

Parks	Restrooms	Picnic Tables	Handicap Accessible	Playground	Baseball fields	Softball fields	Basketball Court	Volleyball Court	Soccer Fields	Disc Golf Course	Walking Trails	Boat Ramp	Swimming Pool	Gazebo	Canoe Launch
Buffalo Trail Park (Boat Ramp Park)		●	●					●				●			●
Fayette County Fairgrounds	●		●		●	●				●					
Heritage Park		●	●	●										●	
Krushel Park		●	●	●	●		●						●		
Northside Park	●	●	●												
White Rock Park	●	●	●	●	●			●	●		●				●
Monument Hill & Kreishe Brewery State Historical Parks	●	●	●	●							●				

within the floodplain for new trails. Once the properties are acquired, the City should coordinate with the Lower Colorado River Authority to build desired access points along the river.

The City should recognize that there is an opportunity to repurpose the vehicular bridge over the river (owned by TXDOT) to a pedestrian bridge and bicycle path. The City should develop an incentive for private development in the floodplain compatible with the City's environmental goals. The City should develop a private partnership to utilize portions of the land acquired to design and establish phases of trails connecting the Fayette County Fairgrounds, Northside Park, Buffalo Trail Park, and White Rock Park as well as schools, residences, and businesses.

To encourage participation in recreational activities along the river, the City should develop a public private partnership to install a rental equipment facility for items such as kayaks, bicycles, fishing equipment, and skateboards. Through this partnership the City could create various workout stations along the river trail that are user-friendly by installing stationary recreational equipment for

all ages. The City should also recognize the need for more seating within these recreational facilities.

The City should develop a public-private partnership to design and implement a wheeled-sports facility to foster a safe place to skateboard and rollerblade. A skate park in La Grange would add a place for young residents to gather and socialize. The skate park could be located near the river as a storm water detention facility to accommodate floodwaters.

### ***Suitability Analysis***

A suitability analysis was performed on the City and surrounding areas to determine what spaces would be best for trails or greenways. Current land uses and land cover were included in this analysis as well as the proximity to the river and floodplains.

Table 8-3 includes the metrics and variables used to calculate suitability. As seen in Figure 8-7 below, the green areas are spaces identified as most suitable for new parks or greenways and red areas are least suitable.



*Table 8-6: River Tubing*  
Source: Flickr

Table 8-3: Park and Greenway Suitabililty Metrics

Metric	Variable	Weight
Flood Zone	100 year flood zone	2
	500 year flood zone	1
Proximity to River	< 1 mile	1
City Limits	Within City limits	1
	Outside City limits	0
Land Use	Residential vacant, Native pastureland, Commercial vacant, Vacant lot, Improved pasture, Dryland cropland, Wildlife nature preserve, Orchards	2
	Non-agricultural land, Non-homesite land	1
	Homesite, Commercial improved, Utility, Multi-family apartment, Industrial improved, Church, Multi-family duplex, Mobile home park, Cemetery	0
Land Cover	Barren land, Deciduous forest, Evergreen forest, Mixed forest, Shrub, Scrub, Grassland, Herbaceous, Pasture, Hay, Cultivated crops, Woody wetland	2
	Developed - Open space, Developed - Low intensity	1
	Open water, Developed - Medium intensity, Developed - High intensity	

**What types of communities have implemented it?**

Rollerblade Skate Park for Storm water Management: Roskilde, Denmark

A skate park was constructed as a part of a rainwater management system and as part of a larger park in Denmark. The City partnered with an architecture firm to design and implement the skate park. The skate park helped reduce flooding during major rain events. The park was designed based on worst-case scenario - the skate park can hold almost 61,000,000 gallons of water.

Benches Can Pay Their Way: Austin, Tx

Benches are a relatively inexpensive amenity to add to parks. However, maintenance and installation can add up, as seen in cities such as Austin, Philadelphia, and New York City. In these cities they partnered with local individuals and groups who wished to sponsor a mark for a memorial or other reason. Benches were funded by people sponsoring them. Depending on the city, the cost of a bench ranges from \$900-\$2,000. Creating an adopt-a-bench program has allowed many cities to install new benches with no cost.

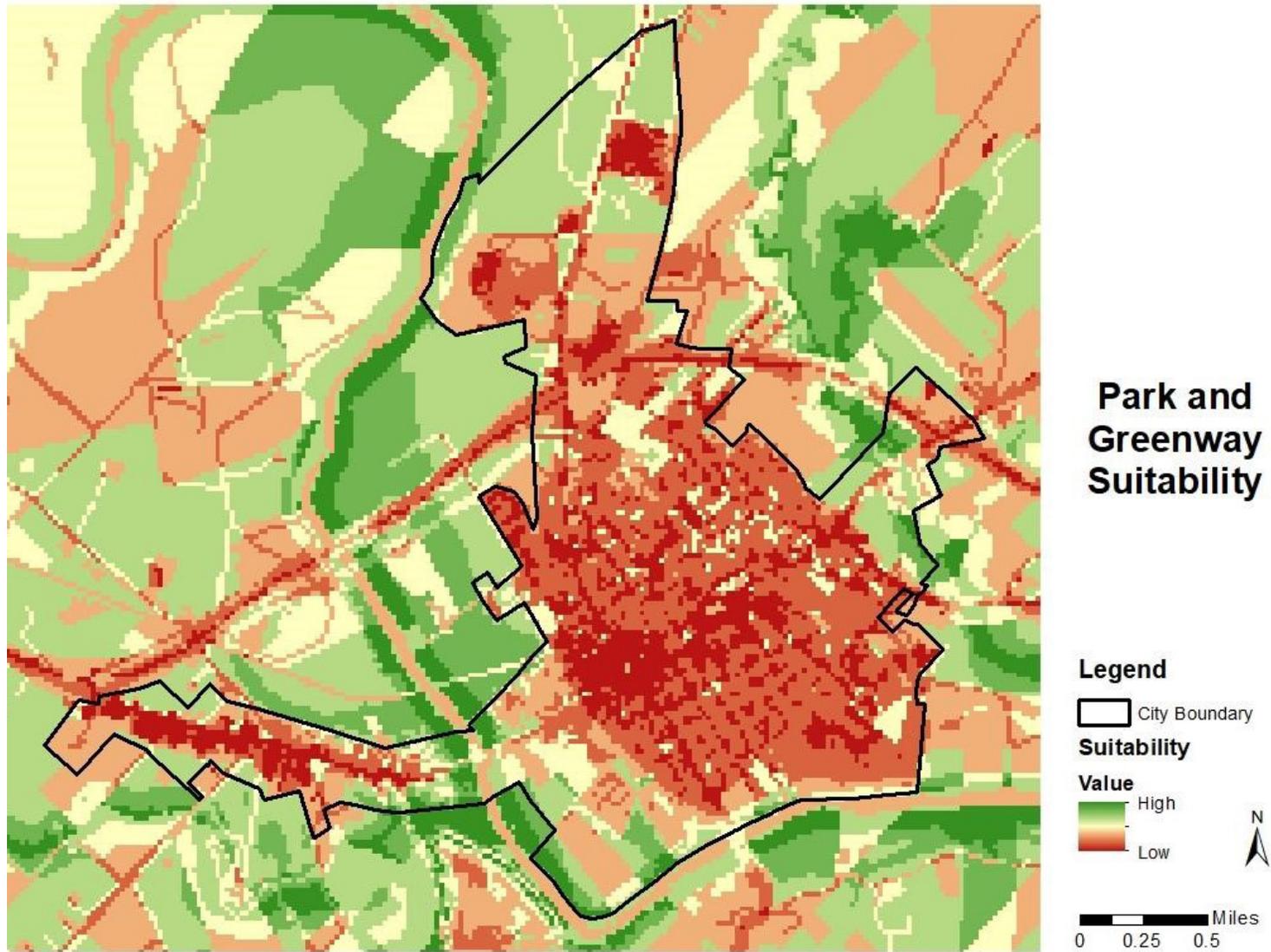


Figure 8-7: Park and Greenway Suitability Map

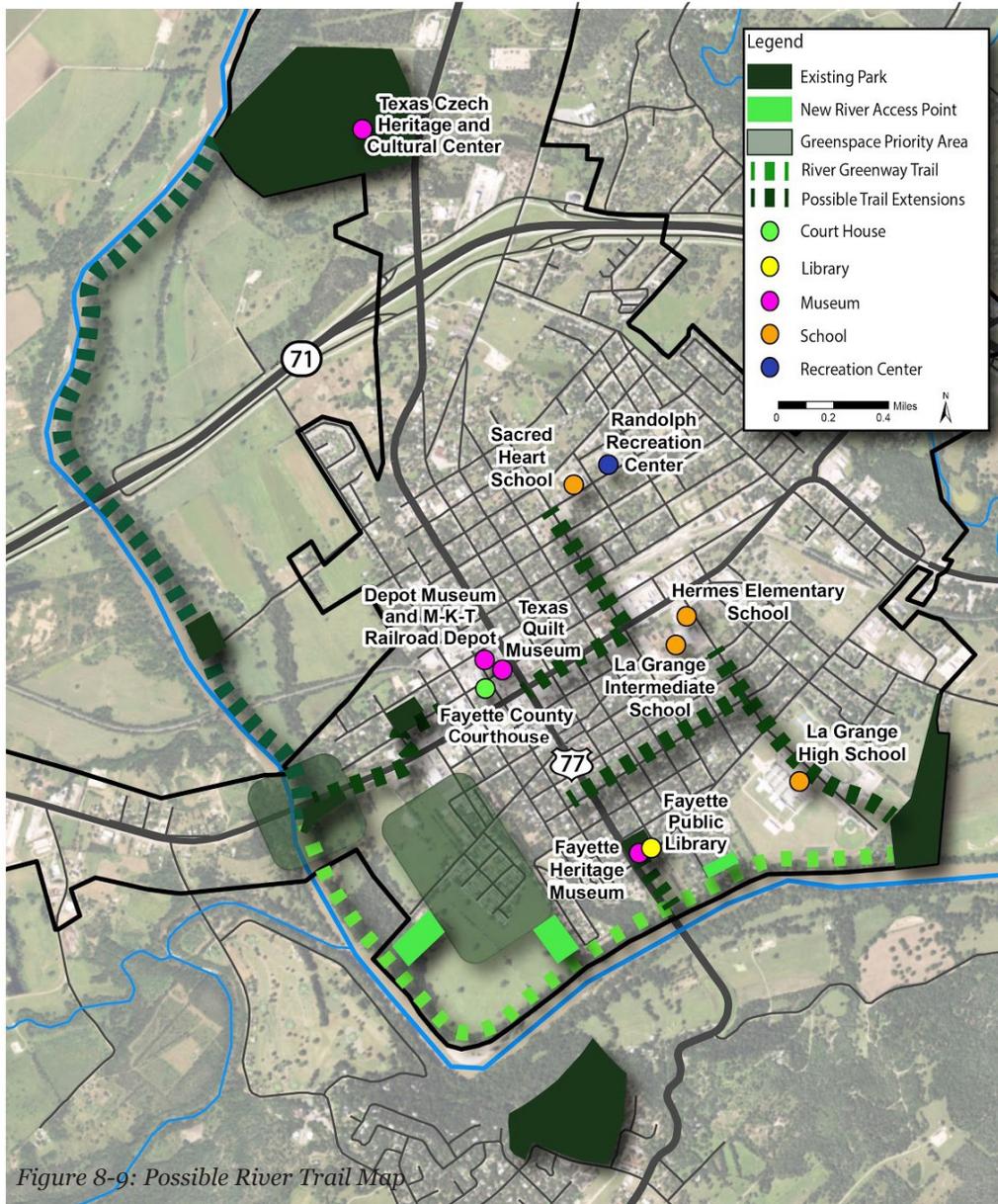


Figure 8-9: Possible River Trail Map



Figure 8-8: Example of a trail along the River

### River Greenway

#### Tuckasegee River Greenway: Sylva, North Carolina

The first section of an over 20 mile river trail connecting multiple towns was completed along the Tuckasegee River in Jackson County, North Carolina. The county led this project and partnered with local cities and individuals. A grant from the N.C. Parks and Recreation Trust Fund for \$435,000 was used to cover some of the construction costs. The county paid for the remaining \$865,000 with a greenway capital fund and other sources. The one mile section of trail and pedestrian bridge were completed in late 2015. The next summer saw over 5,000 visitors on the trail per month.

## EDUCATIONAL OPPORTUNITIES

The City values educational opportunities and preserving its beautiful landscapes. The City realizes that every opportunity to learn about ecological benefits is a major asset for people of all ages. To do so, the City should work closely with the Monarch Butterfly Waystation Program to educate visitors about the various animal habitats along the river trail. Additionally, the City should install bio swales and retention ponds in various areas to collect excess rainwater to reduce flooding near the river trails. The City should also develop a volunteer based program for maintenance, crime watch, and monthly trash pickups along the trails. The City is encouraged do this by developing public-private partnerships. The City should institute monthly public programs and activities along the river park. To ensure the continual success of these programs, the City should incorporate a multi-purpose outdoor classroom for uses such as school field

trips, outdoor concerts, and festivals. Furthermore, the City should work with organizations to install geocaching sites along the river to encourage youth participation in recreational activities.



Figure 8-10: Gazebo in La Grange. Outdoor space like this can be utilized for educational programs.

Sustainable Energy
Turbulent Micro Hydropower <sup>6</sup>
<p>Increasing the use of sustainable energy has become a growing trend. Turbulent Micro Hydropower is an innovative technology that not only produces enough energy to power close to 300 homes but is also friendly to nature. The decentralized hydropower plant can be installed on typologies and is designed to have easy installation and maintenance. The device does not obstruct the natural flow of the water and therefore does not cause flooding.</p>
<p>Figure 8-11: Turbulet Micro Hydropower Image Source: siamagazine</p>

## Goals & Objectives

### Goal 8.1

Inviting and functional parks.

8.1.1: Provide proper maintenance of parks and public open spaces by 2023 to raise all parks to the same level of appearance and usage.

### Goal 8.2

Develop a private-public partnership to develop a river trail that is accessible, preserves the natural environment, and is a prime source of educational advancement.

8.2.1: Provide educational opportunities for people of all ages to learn about the ecological benefits of the environment.

8.2.2: Make the river more accessible and user friendly.

8.2.3: Preserve natural environment.

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## Chapter 9 IMPLEMENTATION

## INTRODUCTION

The La Grange Comprehensive Plan 2018-2038 is a ‘living document’ that ought to be regularly visited. It should be used to make decisions in the City across the various aspects of city life. As many in government know, implementation is not just a list of action items, but a challenging process that will require various leaders in coordination to achieve the goals and objectives listed in the previous chapters. To better organize the various tasks, the Action Tasks table lists all action steps, which are broken down by chapter and associated with the goals and objectives identified in each chapter. The table provides guidance on the tasks which should be accomplished in the short-term or long-term, as well as the type of action. Actions cannot be achieved without ‘action leaders’, or groups that will be responsible for seeing the implementation of each task. To ease the financial burden of some actions, a list of funding sources and grant opportunities is also provided.

The City Government should work closely with the Task Force to set up subcommittees based on the various action leaders responsible for tasks. This collaboration should prepare an annual progress report to maintain transparency with the public and to hold agencies responsible for their assigned actions. This ensures there is accountability and a consistent compass toward achieving the goals set out in the plan. The Annual Progress Report should include:

- Accomplished actions over the last year, as well as the status of each action item
- Obstacles and problems in implementing the actions
- Proposed amendments to the action items
- Proposed additional action items

## INITIATE

To maintain progress toward these goals, implementation must be periodically evaluated.

To help evaluate La Grange's progress, an agreed-upon time frame is needed. The Action Tasks table contains information regarding the suggested time frame for each of the Action Steps, separated into four categories:

1. Short-term: 0 - 5 years
2. Medium-term: 5 - 10 years
3. Long-term: 10 - 20 years
4. Continuous ("ON-GOING")

## ACTION TYPE

### Capital Project

The Capital Project Action Type means there will be a significant investment in order to achieve the action item. Capital projects should be included in the Capital Improvement Program (CIP) for the City and can include infrastructure, drainage improvements, parks facilities, public buildings, etc.

### Program

The Program Action Type refers to routine activities, special projects, or initiatives taken on by the City or other organization. This can include community outreach efforts, special training, etc.

### Regulation or Standard

The Regulation or Standard Action Type refers to the local government policies that can be adopted as a part of development regulations, ordinances, and City standards. There are typically little to no costs associated with this action type and really are the 'low hanging fruit' for long-term success.

### Partnership or Collaboration

The Partnership or Collaboration Action Type refers to action steps that require additional partners or coordination with other agencies, organizations, or companies. In many ways this is the most critical action type and developing relationships with other partners will yield a connected and resilient community.

### More Targeted Planning

The More Targeted Planning 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 maintain transparency and create consistency across La Grange's various departments and organizations, codes have been created to identify responsible organizations and departments. Entities are classified as follows:

- ADM: City staff, courts, administration, secretary, human resources, and finance
- AGEX: AgriLife Extension Services
- BUS: Businesses and stakeholders
- CC: City Council
- CE: Code Enforcement
- COC: Chamber of Commerce
- COU: County
- EDC: Economic Development Corporation
- EM: Emergency Management
- FD: Fire Departments

- HS: Housing
- ISD: School Districts
- LB: Library
- MS: Main Street
- PD: Police Departments
- PO: Property Owner
- PR: Parks and Recreation
- PW: Public Works
- UT: Utilities

### FUNDING

Many funding sources, both internal and external, are available to assist La Grange 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 Action Tasks table provides suggestions for funding sources or grants for each of the action items.

<h1>Economic Development</h1>	<b>Initiate</b>			<b>Action Type</b>						<b>Action Leaders</b>	<b>Funding</b>
				◆ <b>Primary</b> ◇ <b>Secondary</b>							
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			

**Goal 4.1: Prosperous commercial and industrial development on the City’s periphery**

**Objective 4.1.1: Keep industrial development contained and along the periphery.**

<b>Action 4.1.1.1:</b> Update zoning map to include industrial development in specific locations near freight corridors.	X					◆			ADM; CC	Community Development Fund; Rural Community Development Initiative; CDBG
<b>Action 4.1.1.2:</b> Conduct a broad review of all zoning ordinances and update as needed.		X				◆			ADM; CC	

**Objective 4.1.2: Encourage larger retail and restaurants to develop along the highway.**

<b>Action 4.1.2.1:</b> Update zoning map to add large-scale commercial development along Highway 71.	X					◆			ADM CC	Community Development Fund
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**Goal 4.2: Promote an active and lively downtown for residents to encounter local heritage and businesses**

**Objective 4.2.1: Improve walkability in the downtown area.**

<b>Action 4.2.1.1:</b> Appoint a Downtown Walkability Committee (DWC) to address the task.	X						◆		CC ; MS	
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Economic Development	Initiate			Action Type						Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary							
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<b>Action 4.2.1.2:</b> Develop a scoring system and assess the current walkability conditions in and around the downtown area.		X			◆					MS	
<b>Action 4.2.1.3:</b> Create a plan for addressing current conditions and meeting the standards set by the committee.			X						◆	MS; ADM	
<b>Action 4.2.1.4:</b> Adopt financing and incentive tools to leverage funds within downtown for new improvements. A Municipal Management District (MMD) should be considered.			X	◆						MS; ADM	Municipal Management District, Texas Downtown Association Grant Awards
<b>Objective 4.2.2: Preserve small-town community feel and local heritage.</b>											
<b>Action 4.2.2.1:</b> Work with the cultural and heritage centers, museums, organizations to advertise to the surrounding area and draw visitors	ONGOING								◆	ADM; CC; MS	Local Historical Property Tax Incentive

Economic Development	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 4.2.2.2:</b> Enhance the visibility of historical facilities through wayfinding, promotion, and maps.	X				◆				MS	Certified Local Government Grants (CLG), Local Historical Property Tax Incentive
<b>Objective 4.2.3: Encourage more local businesses and restaurants to move into downtown.</b>										
<b>Action 4.2.3.1:</b> Create a Downtown Business-Owners' Advisory Council (DBAC) to provide a place for owners to exchange ideas and incubate new business ideas in downtown.	X						◆		CC; DBAC; COC	Small Business Administration; Small Business Innovation Research Program
<b>Action 4.2.3.2:</b> Create a loan pool for aspiring business-owners to be able to access more capital for upfront costs of starting a business.		X			◆				CC; DBAC	Small and Microenterprise Revolving Loan Fund
<b>Action 4.2.3.3:</b> Increase startups in La Grange that Capitalize on Local Culture and Artisans as well as create high paying jobs.		X			◆		◇		EDC, MS; CC	Small Business Innovation Research Program
<b>Objective 4.2.4: Create new opportunities for residents in downtown through an updated events schedule.</b>										

Economic Development	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 4.2.4.1:</b> Market city-wide calendar of events ( <a href="http://www.cityoflg.com/">http://www.cityoflg.com/</a> ) to build greater awareness of city-wide activities among community members.	ONGOING				◆		◇		ADM; MS	Rural Community Development Initiative
<b>Action 4.2.4.2:</b> Schedule regular music-style events downtown.	ONGOING						◆		ADM; MS	CDBG Grant
<b>Goal 4.3: Create programs to develop and support a skilled and competitive workforce</b>										
<b>Objective 4.3.1: Continue the partnership with the library to develop and support youth development program.</b>										
<b>Action 4.3.1.1:</b> Continue partnership with the library on the Youth Workforce Development program.	ONGOING						◇		ADM; ISD; LB; EDC; AGEX	
<b>Action 4.3.1.2:</b> Partner with local schools and the library to create teen/tween friendly evening events.	ONGOING								ADM; EDC; AGEX; LB; ISD; MS	Our Town Grant

<h1>Economic Development</h1>	<b>Initiate</b>			<b>Action Type</b>						<b>Action Leaders</b>	<b>Funding</b>
				◆ <b>Primary</b> ◇ <b>Secondary</b>							
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			

**Objective 4.3.2: Support skill development through scholarship assistance, career guidance, and mentorship programs.**

<b>Action 4.3.2.1:</b> Provide career guidance and assistance to residents by creating a center that supports job fairs, scholarship search assistance, professional attire rentals, etc.	ONGOING		◆			◇		ADM; EDC, LB; AGEX	Texas Workforce Commission’s Skills Development Program
<b>Action 4.3.2.2:</b> Support the ongoing program to fund police officer training.	ONGOING		◆			◇		ADM; EDC, PD	Texas Workforce Commission’s Skills Development Program
<b>Action 4.3.2.3:</b> Develop a succession plan for all the City departments and review the plan on an annual basis.	ONGOING		◆					ADM	

<h1>Transportation</h1>	<b>Initiate</b>			<b>Action Type</b>					<b>Action Leaders</b>	<b>Funding</b>
				◆ Primary    ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

**Goal 5.1: Provide and maintain an efficient road network for vehicles**

**Objective 5.1.1: Redesign current problem areas for traffic intersections or access problem areas, and fix connectivity and alignment issues in the current road patterns by 2024.**

<b>Action 5.1.1.1:</b> Organize a Transportation Workgroup of local transportation stakeholders and authorities.	X				◆		◆		CC; ADM	Community Facilities Direct Loan & Grant Program, Safety Improvements, Transportation Enhancements
<b>Action 5.1.1.2:</b> Compile a list of problem areas and alignment issues, and prioritize them.	X					◆		◆	ADM	Community Facilities Direct Loan & Grant Program, Safety Improvements, Transportation Enhancements

Transportation	Initiate			Action Type						Action Leaders	Funding
				◆ Primary ◇ Secondary							
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<b>Action 5.1.1.3:</b> Work with TxDOT and local agencies to address and prioritize project list.		X					◆	◆	ADM	Community Facilities Direct Loan & Grant Program, Safety Improvements, Transportation Enhancements	
<b>Action 5.1.1.4:</b> Continue to hold annual or biannual workgroup meetings to keep the project list up to date.	ONGOING						◆		CC; ADM	Community Facilities Direct Loan & Grant Program, Safety Improvements, Transportation Enhancements	
<b>Objective 5.1.2: Designate another east-west road to become a minor collector to provide better traffic flow in the east-west direction.</b>											
<b>Action 5.1.2.1:</b> Upgrade E. Roitsch Ln. on the thoroughfare plan to become a minor collector	X						◆	◆	CC; ADM	Community Facilities Direct Loan & Grant Program, Transportation Enhancements, National Complete Streets Coalition	

Transportation	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

**Objective 5.1.3: Prioritize bridge redesign projects to encourage fast bridge repair and community expansion for the future.**

<b>Action 5.1.3.1:</b> Work with TxDOT and county agencies to ensure that SH 71 and SH 77 bridge repairs and maintenance projects remain a priority.	ONGOING					◆		CC; ADM	Preventative Maintenance and Rehabilitation, Safety Improvements, Transportation Enhancements
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**Objective 5.1.4: Redesign parking in downtown square to provide more road space for through vehicles.**

<b>Action 5.1.4.1:</b> Redesign the central angled parking segment along Colorado St. between N Main St. and N Washington St. to expand road width.	X					◆	◆	ADM	Tax Increment Financing (TIF), Transportation Enhancements
<b>Action 5.1.4.2:</b> Submit downtown parking redesign project to the transportation work-group to be added to the prioritized.	X						◆	ADM; CC	Tax Increment Financing (TIF), Transportation Enhancements

Transportation	Initiate			Action Type						Action Leaders	Funding
				◆ Primary ◇ Secondary							
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<b>Action 5.1.4.3:</b> Create a Tax-Increment Financing (TIF) district to fund the proposed improvements.		X		◆					CC	Tax Increment Financing (TIF), Transportation Enhancements	
<b>Objective 5.1.5: Provide increased connectivity to Austin as the state continues to experience rapid population growth.</b>											
<b>Action 5.1.5.1:</b> Conduct a traffic analysis to assess current traffic conditions along SH 71 to Austin.		X				◆		◆	ADM	Safety Improvements	
<b>Action 5.1.5.2:</b> Address road expansion projects when conditions become too congested.	ONGOING						◆		CC	Safety Improvements	
<b>Action 5.1.5.3:</b> Encourage charter bus companies such as Megabus to consider La Grange as a stop along a route to major Texas cities.	X						◆		CC	Safety Improvements	

Transportation	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

**Goal 5.2: Provide and maintain pedestrian friendly space**

**Objective 5.2.1: Create more bicycle and pedestrian-friendly routes to and from schools by 2022.**

<b>Action 5.2.1.1:</b> Design final routes of the trail system between the parks.		X				◆	◆	ADM	Preventative Maintenance and Rehabilitation, Transportation Enhancements, Recreational Trails Program
<b>Action 5.2.1.2:</b> Build the final trail system and install adequate signage for wayfinding.			X			◆	◆	ADM	Preventative Maintenance and Rehabilitation, Transportation Enhancements, Recreational Trails Program
<b>Action 5.2.1.3:</b> Encourage bicycling among community members by implementing a bike share program.					◆			CC; ADM	Preventative Maintenance and Rehabilitation, Transportation Enhancements, Recreational Trails Program

Transportation	Initiate			Action Type						Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary							
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<b>Action 5.2.1.4:</b> Identify prime location for bicycle friendly infrastructure and add infrastructure throughout the city (i.e. bike racks)			X				◆	◆	ADM		
<b>Objective 5.2.2: Update and repaint sidewalks and crosswalks to and from downtown, and build mid-block crossings and planter boxes to encourage safe pedestrian crossings by 2024.</b>											
<b>Action 5.2.2.1:</b> Identify which schools have the most students walking or biking regularly	X				◆			◆	ADM	Transportation Enhancements, Walk Friendly Community (WFC)	
<b>Action 5.2.2.2:</b> Prioritize routes to schools that have the highest number of these students.	X				◆			◆	ADM	Transportation Enhancements, Walk Friendly Community (WFC)	
<b>Action 5.2.2.3:</b> Create signage and advertisements to showcase new routes, in addition to holding bicycle safety classes for students.		X				◆			CC	Transportation Enhancements	

Transportation	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 5.2.2.4:</b> Identify which crosswalks require repainting, as well as any intersections leading to downtown that should have one added.	X				◆			◆	ADM	Tax Increment Financing (TIF), Safety Improvements
<b>Action 5.2.2.5:</b> Create a Neighborhood Empowerment Zone (NEZ) district in downtown to fund these improvements.		X			◆				CC	Tax Increment Financing (TIF), Safety Improvements, Neighborhood Empowerment Zone (NEZ)
<b>Goal 5.3: Create an inventory list and maintenance schedule for all transportation infrastructure</b>										
<b>Objective 5.3.1: Conduct an inventory assessment of current transportation facilities by 2020.</b>										
<b>Action 5.3.1.1:</b> Conduct an inventory assessment to gather and categorize all transportation infrastructure facilities.	X				◆			◆	ADM	Community Facilities Direct Loan & Grant Program, Transportation Enhancements, Surface Transportation Block Grant (STBG), Pass-Through Financing

Transportation	Initiate			Action Type							Action Leaders	Funding
				◆ Primary ◇ Secondary								
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning				

**Objective 5.3.2: Create a maintenance schedule from the transportation inventory list by 2021.**

<p><b>Action 5.3.2.1:</b> Create an updated maintenance schedule that fits within the City’s budget as well as maintenance guidelines by infrastructure type.</p>	X					◆			◆	CC	Community Facilities Direct Loan & Grant Program, Transportation Enhancements, Surface Transportation Block Grant (STBG), Pass-Through Financing
<p><b>Action 5.3.2.2:</b> Continuously update the inventory and maintenance schedule to include all facilities and their most recent condition.</p>	ONGOING			◆	◆					ADM	Community Facilities Direct Loan & Grant Program, Transportation Enhancements, Surface Transportation Block Grant (STBG), Pass-Through Financing

<h1>Housing</h1>	<b>Initiate</b>			<b>Action Type</b>					<b>Action Leaders</b>	<b>Funding</b>
				◆ <b>Primary</b> ◇ <b>Secondary</b>						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

**Goal 6.1: Resilient, affordable, and equitable housing for all community residents**

**Objective 6.1.1: Increase workforce housing stock by 15% by the year 2040.**

<b>Action 6.1.1.1:</b> Create a credit reduce fee program and density bonus program for developers that build affordable housing.	X				◆		◇		ADM; BUS; HS	Impact fee, Tax Increment Financing, Density Bonus
<b>Action 6.1.1.2:</b> Annex additional land to accommodate future household needs.		X				◆	◆		CC; ADM	
<b>Action 6.1.1.3:</b> Recruit home builders and developers to build in La Grange.	X				◆		◇		ADM; HS	
<b>Action 6.1.1.4:</b> Mandate that all new apartment style housing developments must have a 30% minimum of affordable units.		X			◆		◇		ADM; BUS; HS	Impact fees, CDBG, HOME grants
<b>Action 6.1.1.5:</b> Establish a land acquisition fund and identify land within city limits and ETJ for infill housing trust development.			X	◇		◆	◇		ADM; HS; UT	Impact fees, grants, conservation futures tax

Housing	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 6.1.1.6:</b> Adopt standards for building and rehabilitating housing stock in order to meet standards that will qualify for energy efficiency grants and decrease monthly costs for city and resident.	X					◆			ADM; CC	
<b>Action 6.1.1.7:</b> Develop a homeowners program that incentivizes homeowners to regularly rent properties to reduce the housing shortage in La Grange.	X				◆				ADM	
<b>Action 6.1.1.8:</b> Redevelop vacant properties as well as abandoned properties into affordable housing or public open spaces.		X			◆	◇			ADM	Neighborhood Stabilization Program
<b>Objective 6.1.2: Implement and incentivize the use of Accessory Dwelling Units by 2022.</b>										
<b>Action 6.1.2.1:</b> Utilize existing ordinance to implement Accessory Dwelling Units (ADUs) in order to increase affordable housing choices with renovation loans.		X			◇	◆			ADM; BUS; HS	Renovation Loan

Housing	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 6.1.2.2:</b> Revise current building codes to comply with most recent State codes	X					◆			ADM;CE; EM; FD; PLAN	
<b>Objective 6.1.3: Ensure floodplain management with minimal risk to the impacts of natural hazards.</b>										
<b>Action 6.1.3.1:</b> Create a land acquisition fund and utilize the Community Development Block Grant program to finance land purchases.	X				◆		◇		ADM; HS; CC	CDBG
<b>Action 6.1.3.2:</b> Adopt and strengthen floodplain management regulations for development and redevelopment in the floodplain.	X				◇	◆	◆		ADM; EM; HS; FD; PLAN	
<b>Action 6.1.3.3:</b> Implement Transfer of Development Rights for properties in floodplain.			X			◆			ADM; EM; HS; FD; PLAN	Transfer of development rights, impact fees, conservation easement
<b>Action 6.1.3.4:</b> Rezone land in floodplain as rural residential or park/open space (lowest in hierarchy).		X				◆		◇	ADM; EM; HS; FD; PLAN	
<b>Action 6.1.3.5:</b> Adopt recovery ordinance.	X					◆			ADM;CC; EM; HS; FD; PLAN	

Housing	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 6.1.3.6:</b> Consider conservation easement for properties in the floodplain.		X				◆		◇	ADM; CC	
<b>Objective 6.1.4: Develop strategies to create housing in underutilized and vacant buildings in the downtown.</b>										
<b>Action 6.1.4.1:</b> Collaborate with property owners and create a list of buildings with vacant second floors in the downtown.	X				◆			◇	ADM; PO	
<b>Action 6.1.4.2:</b> Review and update zoning ordinances to allow housing in the downtown.	X					◆			ADM; CC	
<b>Action 6.1.4.3:</b> Create redevelopment grants and low-interest loan programs for downtown loft creations.	X				◆				ADM	Neighborhood Stabilization Program
<b>Action 6.1.4.4:</b> Consider providing density bonuses or tax abatements.	X				◆				ADM; CC	

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

**Goal 7.1: Reliable water, drainage, and sewer systems that serve the community equitably**

**Objective 7.1.1: By 2030, increase water supply by 10% for all usage to meet city growth.**

<b>Action 7.1.1.1:</b> Determine locations for new and deeper wells.	X						◆		ADM; COU	Clean Water State Revolving Fund (CWSRF), Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Rural Water and Wastewater Disposal Loan and Grant Program, Community Development Fund (Rural)
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Community Facilities & Infrastructure	Initiate			Action Type				Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary					
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration		
<p><b>Action 7.1.1.2:</b> Work with county, state, and other relevant entities to increase efficiency in the water supply.</p>		X			◇			ADM; COU; Region	Clean Water State Revolving Fund (CWSRF), Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Rural Water and Wastewater Disposal Loan and Grant Program, Community Development Fund (Rural)

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 7.1.1.3:</b> Replace water pipes with larger pipes.			X	◆		◇			ADM	Clean Water State Revolving Fund (CWSRF), Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Rural Water and Wastewater Disposal Loan and Grant Program, Community Development Fund (Rural)

Community Facilities & Infrastructure	Initiate			Action Type				Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary					
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration		
<p><b>Action 7.1.1.4:</b> Implement a wastewater recycling management program to decrease waste and increase sustainability.</p>			X	◆	◇			ADM; COU; Region	Clean Water State Revolving Fund (CWSRF), Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Rural Water and Wastewater Disposal Loan and Grant Program, Community Development Fund (Rural)

Community Facilities & Infrastructure	Initiate		Action Type					Action Leaders	Funding
			◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration		

**Objective 7.1.2: By 2030, upgrade old drainage and sewage pipes and expand pipe size, especially in downtown intersections**

**Action 7.1.2.1:** Establish a timeline for replacement of vitrified clay sewage pipes in the downtown area.

X				◆	◇			ADM	Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Regional Solid Waste Grants Program, Community Development Block Grant (CDBG), Small Towns Environmental Programs Fund (Rural)
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Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<p><b>Action 7.1.2.2:</b> Use timeline to complete upgrade to projects throughout the City.</p>			X	◆					ADM	Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Regional Solid Waste Grants Program, Community Development Block Grant (CDBG), Small Towns Environmental Programs Fund (Rural)

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<p><b>Action 7.1.2.3:</b> Build a public restroom facility downtown that can be used by residents for events and shopping.</p>		X		◆					ADM; MS; EDC	Regional Water Supply and Wastewater Facilities Planning Program, Water and Environmental Programs, Regional Solid Waste Grants Program, Community Development Block Grant (CDBG), Small Towns Environmental Programs Fund (Rural)

<h2>Community Facilities &amp; Infrastructure</h2>	<b>Initiate</b>			<b>Action Type</b>					<b>Action Leaders</b>	<b>Funding</b>
				◆ Primary    ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

<b>Goal 7.2: Well-connected and sustainable utility services throughout the community</b>										
<b>Objective 7.2.1: By 2030, provide high-speed internet service throughout the City.</b>										
<b>Action 7.2.1.1:</b> Explore and coordinate with ISPs to provide high-speed internet services.	X						◆		ADM	Rural Broadband Program, Electric and Telecommunications Program
<b>Action 7.2.1.2:</b> Create a high-speed internet infrastructure plan that includes installing wi-fi capabilities into public spaces (i.e. parks, downtown, outside the library).	X							◆	ADM	Rural Broadband Program, Electric and Telecommunications Program
<b>Action 7.2.1.3:</b> Implement installation of high-speed internet infrastructure and services.		X		◆					ADM	Rural Broadband Program, Electric and Telecommunications Program

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Objective 7.2.2: Coordinate with the housing and economic development departments to synchronize infrastructure expansions and improvements as needed.</b>										
<b>Action 7.2.2.1:</b> Generate an infrastructure improvement plan.	X							◆	ADM	Water and Environmental Programs , Community Development Fund (Rural), Planning Capacity Building Fund (Rural)
<b>Action 7.2.2.2:</b> Establish timeline for infrastructure improvements associated with new housing development(s).		X			◆	◇			ADM	Water and Environmental Programs , Community Development Fund (Rural), Planning Capacity Building Fund (Rural)

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<p><b>Action 7.2.2.3:</b> Implement new infrastructure improvement projects following the timeline.</p>			X	◆					ADM	Water and Environmental Programs , Community Development Fund (Rural), Planning Capacity Building Fund (Rural)
<p><b>Objective 7.2.3: By 2030, maintain current successful recycling strategies and improve services by 50% for businesses and schools.</b></p>										
<p><b>Action 7.2.3.1:</b> Implement a Low flow toilets program for all households within La Grange.</p>		X		◆					ADM	Rural Water & Waste Disposal Loan & Grant Program
<p><b>Action 7.2.3.2:</b> Implement Rainwater Harvesting Program.</p>		X		◆					ADM	Local Parks Grant
<p><b>Action 7.2.3.3:</b> Implement a Dry Landscape Rebate Program.</p>		X		◆					ADM	Keep Texas Beautiful Grants

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 7.2.3.4:</b> Implement single-stream, curbside commercial and public facility recycling program, specifically in areas that are commercial or contain schools.		X		◆					ADM; COU; Region	Regional Solid Waste Grants Program
<b>Action 7.2.3.5:</b> Develop a program that incentivizes residential community members to recycle at the County recycling facility.		X		◆			◇		ADM; COU	Community Facility Grant
<b>Goal 7.3: Safety facilities that serve all members of the community equitably and efficiently</b>										
<b>Objective 7.3.1: Ensure efficient and timely police enforcement, fire services, and EMS response by 2040.</b>										
<b>Action 7.3.1.1:</b> Evaluate emergency services and consider expansion of facilities west of town, across the river.		X		◆					Zoning and Commission Advisory Board FD; EM	Assistance to Fire-fighters Grants (AFG), Community Facilities Grants, Rural Community Development Initiative

Community Facilities & Infrastructure	Initiate			Action Type						Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary							
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<p><b>Action 7.3.1.2:</b> Identify funding opportunities to hire more police officers at competitive pay and incentives to stay and live in community.</p>			X	◆				◇	Zoning and Commission Advisory Board FD; EM	Assistance to Firefighters Grants (AFG), Community Facilities Grants, Rural Community Development Initiative	
<p><b>Action 7.3.1.3:</b> Continue supporting new police recruitment by funding police training.</p>	Ongoing			◆				◇	ADM; PD	Assistance to Firefighters Grants (AFG), Community Facilities Grants, Rural Community Development Initiative	
<p><b>Goal 7.4: Engaging facilities and programs that promote the welfare of residents of all ages</b></p>											
<p><b>Objective 7.4.1: Enhance the already present collaborative network devoted to recreation services.</b></p>											
<p><b>Action 7.4.1.1:</b> Establish a city-wide recreation services committee that services multiple generations, specifically youth (tweens and teens) and seniors.</p>	X				◇		◆		ADM	Community Facility Grant	

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 7.4.1.2:</b> Establish an online platform for City-wide volunteering, involvement, and information access included with City-wide calendar.	X				◆		◇		ADM	Rural Community Development Initiative
<b>Action 7.4.1.3:</b> Create a detailed inventory of existing facility types and assess the needs of each existing facility.	X				◆				ADM	Community Facilities Grants
<b>Action 7.4.1.4:</b> Regularly update all of the facilities websites to reflect current services.	ONGOING				◆		◆		ADM; MS; LB; PR; Museum	Community Facilities Grants
<b>Action 7.4.1.5:</b> Develop and plan for growth of new community facilities to be placed outside of the floodplain.			X		◆			◇	ADM; CC; MS;	Rural Community Development Initiative, Community Facilities Grants
<b>Action 7.4.1.6:</b> Develop and strategically plan to place recreational parks within the floodplain (i.e. soccer fields, football fields, basketball courts, baseball fields etc.).			X		◆			◇	ADM; CC; MS; PR	Rural Community Development Initiative, Community Facilities Grants

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 7.4.1.7:</b> Coordinate mental health services and identify gaps and areas for collaboration.		X		◆					ADM	Rural Community Development Initiative
<b>Objective 7.4.2: Identify and support multi-generational opportunities.</b>										
<b>Action 7.4.2.1:</b> Create a program that engages senior citizens through active exercise programming that operates 2-3 times a week, similar to Forever in Motion.		X			◆				ADM	Rural Community Development Initiative, Community Facilities Grants
<b>Action 7.4.2.2:</b> Develop an active living retirement community for those over the age of 65. (i.e. tiny home village).		X		◆					ADM; MS	Rural Community Development Initiative, Community Facilities Grants

Community Facilities & Infrastructure	Initiate			Action Type						Action Leaders	Funding
				◆ Primary ◇ Secondary							
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<p><b>Action 7.4.2.3:</b> Expand and diversify after-school and summer programming events for tweens and teens that encourage socialization. Activities could include photography, computer skills, coding, or cooking.</p>	X				◆				ISD, ADM	Rural Community Development Initiative; Rural Economic Development Program; Community Outdoor Outreach Program (CO-OP) grant	
<p><b>Action 7.4.2.4:</b> Utilize the park system for tween and teen activities, including zumba, canoeing, kayaking.</p>		X			◆				ISD, ADM	Community Facilities Grant; Rural Community Development Initiative;	
<p><b>Action 7.4.2.5:</b> Continue to collaborate and support the youth development program at the library.</p>	ONGOING				◆		◆		ADM; LB		

Community Facilities & Infrastructure	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<p><b>Action 7.4.2.6:</b> Identify, support and encourage spaces for tweens and teens to gather and congregate (movie theater, drive-in movie theater, skate park, downtown public space, etc.).</p>	X			◆		◇		ISD, ADM	Rural Community Development Initiative; Rural Economic Development Program; Community Outdoor Outreach Program (CO-OP) grant	
<p><b>Action 7.4.2.7:</b> Eliminate laws and rules that discourage youth congregation in places that are designed to attract youth participation.</p>		X			◆			ADM		
<p><b>Action 7.4.2.8:</b> Develop and expand transportation services to increase senior and youth mobility for City-wide events, programs, and activities. (i.e. extensive summer programs, Friday night live).</p>		X		◆				ADM; ISD	Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program	

<b>Parks &amp; Environment</b>	<b>Initiate</b>			<b>Action Type</b>					<b>Action Leaders</b>	<b>Funding</b>
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		

<b>Goal 8.1: Inviting and functional parks</b>										
<b>Objective 8.1.1: Provide proper maintenance of parks and public open spaces by 2023 to raise all City parks to the same level of appearance and usage.</b>										
<b>Action 8.1.1.1:</b> Complete an inventory and assessment of use on all parks.	X				◆	◇			ADM; PR	Dedication and Impact fees
<b>Action 8.1.1.2:</b> Increase monitoring of parks by establishing a maintenance schedule to improve functionality of all parks.	X				◆				ADM; PR	Local Parks Grant
<b>Action 8.1.1.3:</b> Create a separate fund for park maintenance.	X			◆					ADM; PR	Recreational Grants
<b>Action 8.1.1.4:</b> Collaborate with local organizations to fund upgrades to parks.	ONGOING						◆		ADM; PR	Recreational Grants
<b>Action 8.1.1.5:</b> Install new equipment in parks with inadequate facilities (restrooms trashcans, and seating).	X			◆				◇	ADM; PR	Local Parks Grant
<b>Action 8.1.1.6:</b> Redevelop Heritage Park with seating, technology and ADA accessibility.	X			◆					ADM; PR	Local Parks Grant

Parks & Environment	Initiate			Action Type						Action Leaders	Funding
				◆ Primary ◇ Secondary							
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning			
<p><b>Action 8.1.1.6:</b> Complete an assessment of use on other amenities at parks such as playgrounds, baseball fields, and swimming pools. If any currently existing amenities are not used, determine cost-benefit.</p>		X		◆				◇	ADM; PR	Dedication and Impact fees, Taxation	
<p><b>Goal 8.2: Develop a private-public partnership to develop a river trail that is accessible, preserves the natural environment, and is a prime source of educational advancement.</b></p>											
<p><b>Objective 8.2.1 Provide educational opportunities for people of all ages to learn about the ecological benefits.</b></p>											
<p><b>Action 8.2.1.1:</b> Program monthly activities along the river park to increase usage. Additionally, institute monthly public activities at lesser-used parks such as Northside Park and the fairgrounds. (i.e. MS 150 Bicycle Meet).</p>			X		◆			◇	◆	ADM; PR	Land and Water Conservation Fund, Taxation
<p><b>Action 8.2.1.2:</b> Identify and reach out to properties that would be a good fit for a conservation easement or dedicated open space along the river and within the floodplain.</p>		X				◆				ADM; PO	

Parks & Environment	Initiate			Action Type					Action Leaders	Funding
				◆ Primary ◇ Secondary						
	Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Action 8.2.2.3:</b> Build desired access points along the river and coordinate with the Lower Colorado River Authority.				◇			◇	◆	ADM; PR	Land and Water Conservation Fund, Taxation
<b>Action 8.2.2.4:</b> Develop a public private partnership to install a rental equipment facility for items such as kayaks, bicycles, fishing equipment, skateboards, etc.		X		◆			◇		ADM; PR; BUS	Community Facility Grants
<b>Action 8.2.2.5:</b> Create various workout stations along the river trail that are user-friendly to all ages. Install stationary recreational equipment.		X		◆					ADM; PR	Community Facility Grants
<b>Action 8.2.2.6:</b> Develop a public private partnership to install a bridge halfway down the river to connect one side of the river to the other. Build environmentally friendly bridges and trails that are both adaptable as well as permeable to flood waters. Convert existing vehicle bridge to pedestrian/bicycle crossing.		X					◆		PDM; PR; BUS	Governor's Community Achievement Awards, TEAs, Rec-reational Trails Program, TPWD Grants, Oaks and Prairies Joint Venture TPWD

Parks & Environment		Initiate			Action Type					Action Leaders	Funding
					◆ Primary ◇ Secondary						
		Short-term	Medium	Long-term	Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<p><b>Action 8.2.2.7</b> - Develop a public private partnership to design and implement wheeled-sports elements into recreational sights to encourage a safe place to skateboard, roller-blade, etc.</p>			X				◇	◆	ADM; PR	Community Facility Grants; Local Parks Grant	
<p><b>Action 8.2.2.8:</b> Place a map of the trail at all access points. Install mile markers.</p>		X				◆			ADM; PR	Community Facility Grants; Local Parks Grant	
<p><b>Action 8.2.2.9:</b> Develop a public private partnership to design and establish phases of trails connecting the Fayette County Fairgrounds, Northside Park, Buffalo Trail Park, and White Rock Park to schools, residences, and business.</p>		X					◇	◆	ADM; PR; BUS	Community Facility Grants; Local Parks Grant; Everybody Walk Micro Grant; Federal Transportation and Trails Funding	

Parks & Environment	Initiate			Action Type					Action Leaders	Funding
	Short-term	Medium	Long-term	◆ Primary ◇ Secondary						
				Capital Project	Program	Regulation or Standard	Partnership or Collaboration	More Targeted Planning		
<b>Objective 8.2.3: Preserve natural environment.</b>										
<b>Action 8.2.3.1:</b> Work closely with the Monarch Butterfly Waystation program to educate visitors about the habitat on the river trail.	X				◆				ADM; PR; BUS; AGEX	Community Facility Grants; Local Parks Grant
<b>Action 8.2.3.2:</b> Install bio swales and retention ponds in various areas to collect excess rainwater and reduce flooding near the river trails in various areas along the river to manage rainwater.			X	◆					ADM; PR	Community Facility Grants;
<b>Action 8.2.3.4:</b> Create a volunteer based program for maintenance or crime watch. Plan monthly trash pickups.	X				◆		◇		ADM; PR; PO; BUS	

APPENDIX - A

Climate

In La Grange, the temperature varies from 43°F to 96°F throughout the year. Summers are usually hot, whereas winters are cold and windy. Understanding of hourly average temperatures would help to propose ideal hours for different events in the downtown area. June, July and August are the hottest months of the year especially during day time, making it unfavorable for people to be outdoors (Refer Fig. A-1). If events happen during warm or hot hours of the day (Farmer’s Market on Square) a shading device could be included in design proposal. Temperature also affects tourism rates which determines favorable months of the year for tourists to visit.

The horizontal axis is the day of the year, the vertical axis is the hour of the day, and the color is the average temperature for that hour and day. Retrieved from: Weather Spark

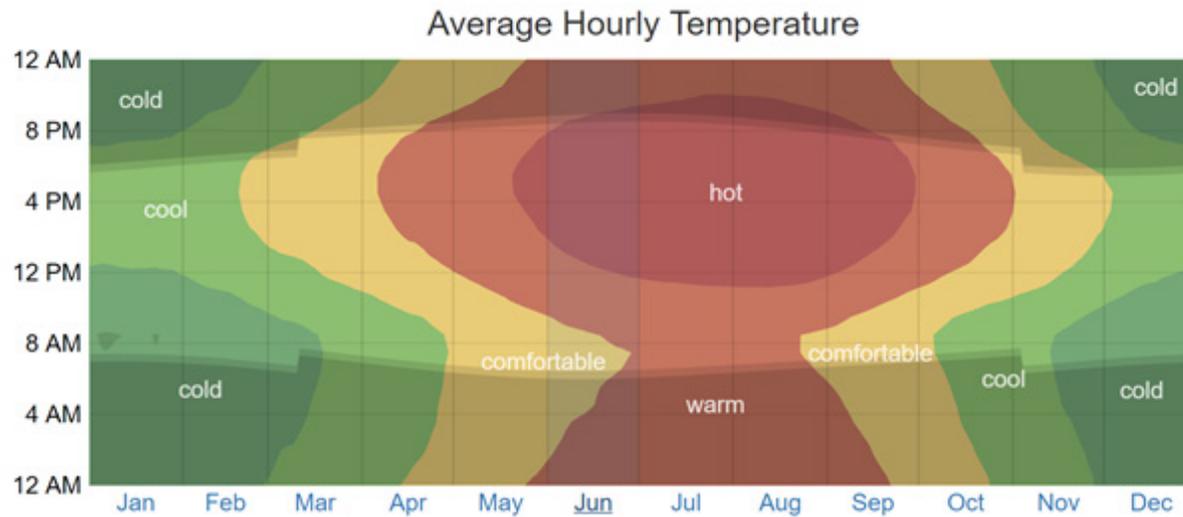


Figure A-1: Average Hourly Temperature of La Grange, Texas  
Source: Weather Spark

Wind direction and speed are important factors to be considered while studying the climate. La Grange’s windier part of the year lasts from October 25 to June 8, with an average speed of more than 9.1 miles per hour. Around this period the windiest day of the year is April 2, with an average hourly wind speed of 10.7 miles per hour. The calmer time of the year lasts from June 8 to October 25. The calmest day of the year is September 5, with an average hourly wind speed of 7.5 miles per hour. The average hourly wind direction in La Grange varies throughout the year. Wind flows from the southern direction during February 10 to December 4. Whereas during December 4 to February 10 wind flows from the northern direction. (Refer Fig. A-2)

The percentage of hours in which the mean wind direction is from each of the four cardinal wind directions (north, east, south, and west), excluding hours in which the mean wind speed is less than 1 mph. The lightly tinted areas at the boundaries are the percentage of hours spent in the implied intermediate directions (northeast, southeast, southwest, and northwest).

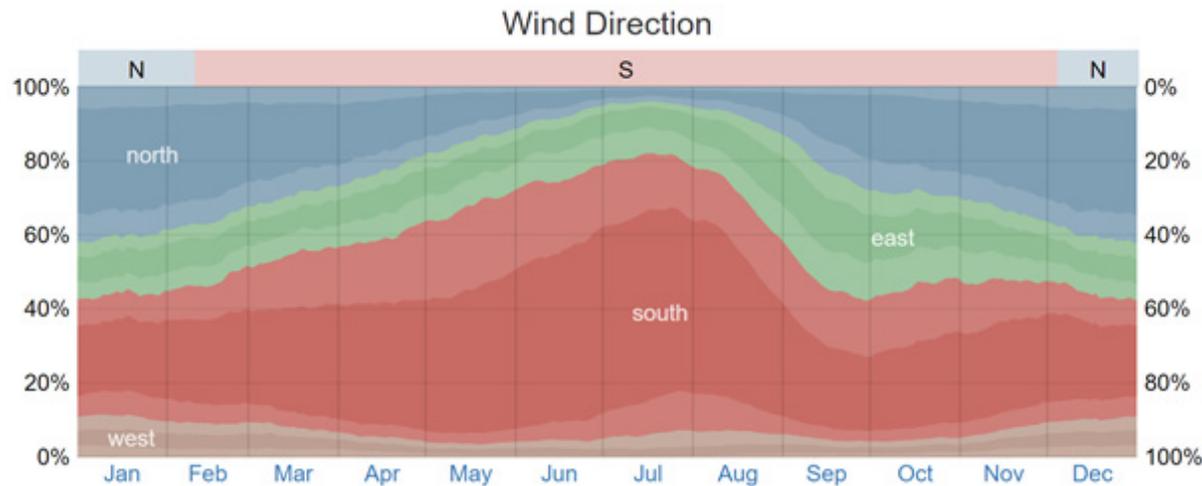


Figure A-2: Wind Direction at La Grange, Texas  
Source: Weather Spark

La Grange’s cloud coverage faces seasonal variations, with the sky being clear for almost 2.3 months starting from around September 16. The wetter season lasts from April 30 to October 22 with a 26% of chance per day of being a wet day. The drier season lasts from October 22 to April 30. The most common form of precipitation is rain. There is rainfall almost throughout the year at La Grange. Average rainfall accumulation in the month of May (highest) is 4.1 inches and in month of August (lowest) is 1.5 inches. (Refer Fig. 3)

From top to bottom: Overcast and Cloudiness, Precipitation and Rainfall, Humidity, Temperature,

Tourism Score.

Humidity is also a factor which faces seasonal variations in La Grange. The muggier (comfort level is oppressive) period of year lasts from April 5 to October 30, with July 15 being the muggiest day of the year (96% muggy). As mentioned earlier, temperatures directly affect the tourism of La Grange. Other factors like humidity and precipitation also play an important role. Hence, the months from late March to late May (tourism score: 6.4/10) and from mid-September to early November is the best time to visit La Grange depending on its climate. (Refer Fig. 3)

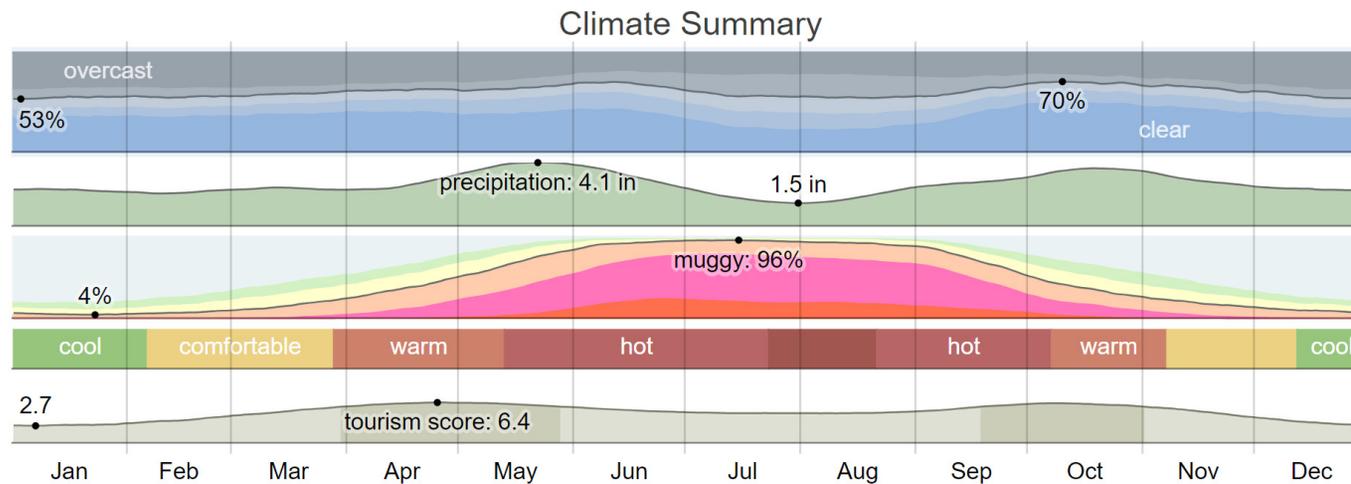
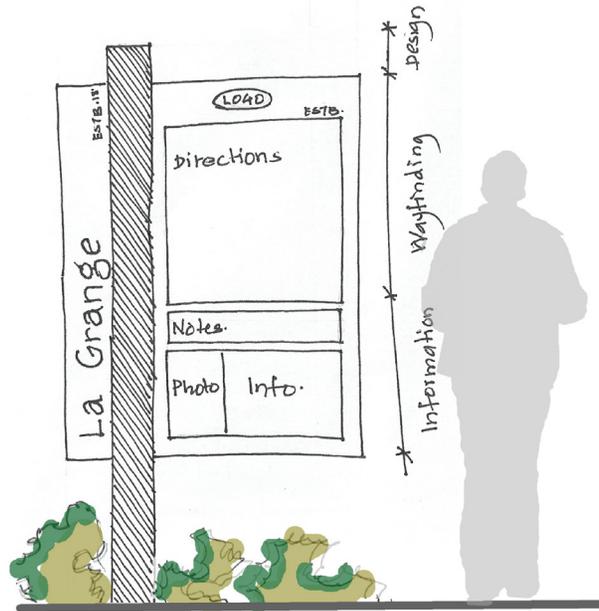


Figure A-3: Wind Direction at La Grange, Texas  
Source: Weather Spark

Following appendix contains design concepts, materials, colors and other background data during the process of designing the new Wayfinding System for the city of La Grange



COLOR PALETTE



WARM GREENS



WARM BROWNS

MATERIAL PALETTE



PINE

CEDAR

OAK

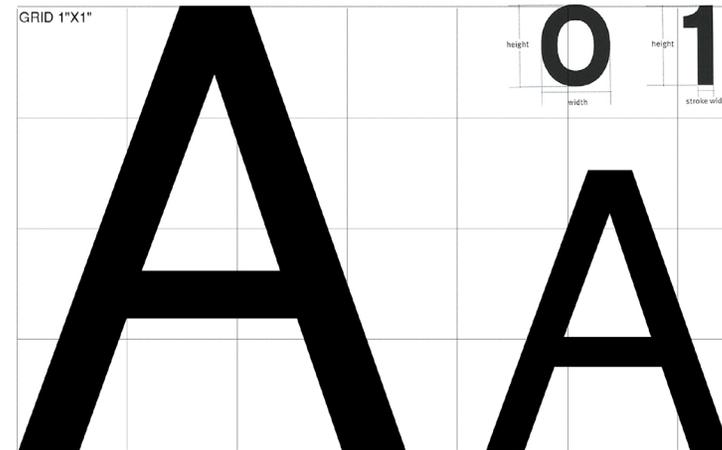
METALS



DISTRESSED BRASS

CORTEN STEEL

PATINA FINISH AL.



GARAMOND 012345

TRAJAN 012345

MS SERIF REFERENCE 012345

MS SANS SERIF 012345

FRANKLIN GOTHIC MEDIUM 012345

Potential locations for new signage (no existing signage)



Existing examples of signage throughout the city



## FUNDING SOURCES

## APPENDIX - B

### • Assistance to Firefighters Grant Program

- Grantor: Federal Emergency Management Agency (FEMA)
- Purpose: Is to enhance the safety of the public and firefighters with respect to fire-related hazards by providing direct financial assistance to eligible fire departments, nonaffiliated Emergency Medical Services organizations, and State Fire Training Academies.
- Eligibility: Fire departments, Nonaffiliated EMS organizations, State Fire Training Academies
- More information: <https://www.fema.gov/assistance-firefighters-grant#>

### • Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program

- Grantor: U.S. Department of Transportation
- Purpose: For investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.
- More Information: <https://www.transportation.gov/BUILDgrants>

### • Bus Livability Initiative

- Grantor: Department of Transportation
- Purpose: Provide funding to transit agencies to replace, rehabilitate, and purchase buses and related equipment, as well as construct or rehabilitate bus facilities.
- Eligibility: Transit agencies or other public transportation providers, States and Indian Tribes.
- Limitations: \$125 million total fund
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

### • Business & Industry Program

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

- **Capacity Building for Community Development and Affordable Housing Grants**

- Grantor: U.S. Department of Housing and Urban Development
- Purpose: for intermediary organizations to assist HUD in providing technical assistance to community development corporations and community housing development organizations to carry out community development and affordable housing activities that benefit low-income families.
- Eligibility: Community development financing institutions (CDFIs)
- Limitations: \$49.4 million
- More Information: <http://portal.hud.gov/hudportal/HUD?src=/hudprograms/capacitybuilding>

- **Certified Local Government Grants (CLG)**

- Grantor: U.S. Department of the Interior, National Park Service
- Purpose: Support and strengthen local preservation activities by encouraging communities to develop an action plan. CLG are mainly grants for the development of historic preservation programs, but they can also be used for the preparation of architecture drawings, façade studies, and condition assessments.
- More Information: <https://www.nps.gov/clg/>
- <https://www.nps.gov/preservation-grants/community-grants.html>

- **CDBG program**

- Grantor: U.S. Department of Housing and Urban Development
- Purpose: to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities.
- Eligibility: principally for persons of low- and moderate-income.
- Limitations: The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons over a one-, two-, or three-year time period selected by the State.
- More information can be found at <https://www.hudexchange.info/programs/cdbg-state/>

- **Choice Neighborhoods Implementation Program**

- Grantor: U.S. Department of Housing and Urban Development
- Purpose: to revitalize severely distressed public and/or HUD-assisted multifamily housing in distressed neighborhoods into viable, mixed-income communities with access to well-functioning services, high quality educational programs, public transportation, and jobs.
- Eligibility: Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity.

- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

- **Choice Neighborhoods Planning Grants**

- Grantor: U.S. Department of Housing and Urban Development
- Purpose: support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan.
- Eligibility: Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity. Preferred Sustainability Applicants receive an additional two bonus points.
- More Information: [https://www.hud.gov/program\\_offices/public\\_indian\\_housing/programs/ph/cn/planninggrants](https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/planninggrants)

- **Community Development Fund**

- Grantor: Texas Department of Agriculture
- Purpose: Assist in the development of essential community facilities. Most funds are used for Public Facilities (water/wastewater infrastructure, street and drainage improvements and housing

activities), there are numerous other activities for which these funds may be used.

- Eligibility: Eligible applicants are non entitlement general purpose units of local government including cities and counties that are not participating or designated as eligible to participate in the entitlement portion of the federal Community Development Block Grant Program (CDBG).
- More information: [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx)

- **Community Facilities Grants**

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

- **Community Outdoor Outreach Program (CO-OP) grant**

- Grantor: Texas Parks and Wildlife Department
- Purpose: Provides funding to local governments and non-profit organizations for programming that introduces under-served populations to environmental and conservation programs as well as TPWD mission oriented outdoor activities.
- Eligibility: Grants are awarded to non-profit organizations, schools, municipalities, counties, cities, and other tax-exempt groups.
- Limitations: This is not a land acquisition or construction grant; this is only for programs.
- More information: <https://tpwd.texas.gov/business/grants/recreation-grants/community-outdoor-outreach-program-co-op-grants>

- **Connect America Fund (CAF)**

- Parts of La Grange and Fayette County are included in the Federal Communications Commission (FCC)'s Phase II of the Connect America Fund (CAF) as of 2017. This is a multi-year program in which ISPs must provide reasonably fast wireless internet to rural areas at rates comparable to urban areas.
- More information: <https://www.fcc.gov/consumers/guides/connect-america-fund-phase-ii-faqs>.

- **Cool & Connected Program**

- Grantor: EPA
- Cool & Connected is a planning assistance program that helps community members develop strategies and an action plan for using broadband to create walkable, connected, economically vibrant main streets and small town neighborhoods that improve human health and the environment. Communities can combine broadband service with other local assets such as cultural and recreational amenities to attract investment and people, including young people, and diversify local economies.
- More information: <https://www.epa.gov/smart-growth/cool-connected>

- **Economic Impact Initiative Grants**

- Grantor: U.S. Department of Agriculture
- Purpose: Provides funding to assist in the development of essential community facilities in rural communities with extreme unemployment and severe economic depression.
- Eligibility Rural areas including; cities, villages, townships, towns and federally-recognized Tribal Lands, with no more than 20,000 residents that have a "Not Employed Rate" greater than 19.5%
- Limitations: Populations restrictions
- More information: <https://www.rd.usda.gov/programs-services/economic-impact-initiative-grants>

- **Electric and Telecommunications Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Provide financial aid through direct and guaranteed loans for electric and telecommunications services.
- Eligibility: Electric- rural areas defined by the U.S. census. Telecommunications- rural populations with 5,000 or less.
- Limitations: Populations restrictions
- More information: Electric- <http://www.rd.usda.gov/programs-services/electric-infra-structure-loan-loan-guarantee-program> Telecommunication- <http://www.rd.usda.gov/programs-services/telecommunications-infra-structure-loans-loan-guarantees>

- **Energy Efficiency and Conservation Loan Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Provides loans to finance energy efficiency and conservation projects for commercial, industrial, and residential consumers.
- Eligibility: businesses (utility systems) that have direct or indirect responsibility for providing retail electric service to persons in a rural area. In general, a rural area for EECLP purposes is a town, or unincorporated area that has a population not greater than 20,000 inhabitants, and any area within a service area of a borrower for which a borrower has an outstanding loan.

- More information: <https://www.rd.usda.gov/programs-services/energy-efficiency-and-conservation-loan-program>

- **Every Body Walk! Micro Grant**

- Purpose: Provides funds that support grassroots efforts aimed at getting communities walking and creating safer, accessible, and enjoyable places to walk and be physically active.
- Up to \$1,500.00 can be awarded for projects that aim to increase walking and walkability. The application for the grant asks questions about the demographics of the city, and key points about pedestrian activity or challenges faced by the residents, and what the city thinks it can benefit from the grant.

- **Federal Community Development Block Grant funds**

- Grantor: Texas department of Agriculture
- Purpose: develop viable communities by providing decent housing and suitable living environments, and expanding economic opportunities. Eliminate conditions hazardous to the public health and of an emergency nature.
- Eligibility: 51 percent low- to moderate-income persons, which are defined as those who earn equal to or less than 80% of the area median family income, or earn equal to or less than less than 80% of the statewide non-metropolitan median family income figure.
- More information: [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/About.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/About.aspx)

- **Federal Historic Preservation Tax Incentives**

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

- **Governor's Community Achievement Awards (GCAA)**

- Grantor: Texas Department of Transportation, Keep Texas Beautiful
- Purpose: Awarded to organizations with grass-roots environmental programs. Funding comes from money set aside by TxDOT for landscaping needs. The funds are used for landscaping projects along local rights-of-way.
- Eligibility: All Texas communities
- More Information: <https://www.ktb.org/gcaa>

- **Homeowner's Rehabilitation Assistance Program**

- Grantor: Texas Department of Housing and Community Affairs.
- Purpose: This program provides the following services:

- Rehabilitation or reconstruction of owner-occupied housing on the same site
- New construction of site-built housing on the same site to replace an existing owner occupied Manufactured Housing Unit (MHU).
- Replacement and relocation of existing housing located in a floodplain to a new MHU or new construction of housing on an alternative site.
- New construction or a new MHU to replace a housing unit that has become uninhabitable as a result of disaster or condemnation by local government
- If allowable under the Notice of Funding Availability (NOFA), refinance of existing mortgages meeting federal requirements.

- Eligibility: Organizations must now apply and receive HOME funds under the CHDO set-aside in order to be certified as a CHDO.

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

- **Homebuyer Assistance (HBA) Program**

- Grantor: general local governments, public housing authorities, local mental health authorities, and nonprofits
- Purpose: To provide-
  - Down payment and closing cost assistance

for homebuyers; and

- Rehabilitation for accessibility modifications of single family housing units as necessary.
- More information: <https://www.tdhca.state.tx.us/home-division/hba.htm>

• **Housing Preservation Grants**

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

• **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 program-

ming; film production; and interactive multimedia programming.

- Eligibility: Nonprofit organizations and state and local governmental entities
- More Information: <https://www.humanitiestexas.org/grants>

• **Intermediary Relending Program**

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

• **Land and Water Conservation Fund (LWCF)**

- The LWCF matches grants to local governments for the acquisition and development of public outdoor recreation areas and facilities. This fund has provided over 40,000 grants and over \$16.7 billion. Also, 75% of the total funds in the past have gone to local projects to provide opportunities that are readily accessible to youth, adults, senior citizens, and the physically or mentally challenged.

- **Local Historic Property Tax Incentives**

- Grantor: U.S. Department of the Interior
- According to the Texas Property Code Section 11.24, “Historic Sites grants the governing body of a taxing unit the authority to exempt from taxation part or all of the assessed value of a structure and the land necessary for access to the structure if the structure is a Recorded Texas Historical Landmark or designated as historically significant and in need of tax relief to encourage its preservation.” Thus, communities that do not currently have historic tax incentives programs should consider adopting them as permitted by Texas law.
- More information: <http://www.thc.texas.gov/preserve/projects-and-programs/preservation-tax-incentives/about-preservation-tax-incentives#Local>

- **Local Parks Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: Assist with the acquisition and/or development of public recreation areas and facilities
- Eligibility: local units of government
- Limitations: The Program provides 50% matching grants on a reimbursement basis to eligible applicants. All grant assisted sites must be dedicated as parkland in perpetuity, properly maintained and open to the public.
- More information <https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants>

- **Low-Income Housing Tax Credit (LIHTC)**

- Grantor: U.S. Treasury Department via the Internal Revenue Code
- Purpose: directing private capital toward the development and preservation of affordable rental housing for low-income households.
- Eligibility: Private for-profit and nonprofit developers. Tenants earning up to 60% of the area median family income (AMFI), which varies by area.
- More information can be found at <http://www.huduser.org/portal/datasets/lihtc.html>

- **Multi-Family Housing Loan Guarantees**

- Grantor: U.S. Department of Agriculture
- Purpose: to increase the supply of moderately-priced housing in rural areas
- Eligibility: be a U.S. citizen(s) or legal resident(s), a U.S. owned corporation, a limited liability corporation (LLC) or a partnership in which the principals are U.S. citizens or permanent legal residents.
- Limitations: The maximum loan to value is 90% for for-profit entities and 97% for non-profit entities.
- More Information: <http://www.rd.usda.gov/programs-services/multi-family-housing-loan-guarantees>

- **Mutual Self-Help Housing**

- Grantor: U.S. Department of Agriculture (USDA) & Rural Development
- Purpose: Provides grants to qualified organizations to help them carry out local self-help housing construction projects. Grant recipients supervise groups of very-low- and low-income individuals and families as they construct their own homes in rural areas.
- Eligibility: Government non-profit organization, federally-recognized Tribes, private non-profit organizations
- Limitations: Technical assistance and supervision of group of labors, non-profit

More information: <http://www.rd.usda.gov/programs-services/mutual-self-help-housing-technical-assistance-grants>

- **The National Complete Streets Coalition**

- Grantor: Smart Growth America
- Purpose: promoting the design and operation of road- ways to provide safe, comfortable, and convenient access for all users, from motorists to bicyclists and pedestrians of all ages and abilities.
- More Information: <http://www.smart-growthamerica.org/complete-streets>

- **Neighborhood Stabilization Program (NSP)**

- Grantor: U.S. Department of Housing and Urban Development
- Purpose: to 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
- Limitations: Varies
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department**

- Grantor: Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department
- Purpose: This organization provides assistance in obtaining conservation easements.
- More information: [http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd\\_bk\\_w7000\\_1220.pdf](http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd_bk_w7000_1220.pdf) ; <http://www.nature.org/about-us/private-lands-conservation/conservation-easements/all-about-conservation-easements.xml>

- **Pass-Through Financing program**

- Grantor: Texas Department of Transportation
- Purpose: stretch already limited tax highway dollars and to allow local communities to fund upfront costs for constructing a state highway project.
- Eligibility: Projects must be on the state highway system
- More Information: <http://www.txdot.gov/inside-txdot/office/innovative-finance/pass-finance.html>

- **Pedestrian and Bicycle Safety Program**

- Grantor: Department of Transportation
- Purpose: Conduct research and develop guidelines, tools and safety countermeasures to reduce pedestrian and bicycle fatalities.
- Eligibility: State/MPO allocated
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **Planning and Capacity Building Fund**

- Grantor: Texas Department of Agriculture
- Purpose: provides grants for local public facilities and housing planning activities.

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

- **Planning and Local Technical Assistance Programs**

- Grantor: EDA
- Purpose: Assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. Supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS). The Local Technical Assistance program strengthens the capacity to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies.
- Eligibility: State governments, County govern-

ments, City or township governments, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Nonprofits, Private institutions of higher education

- More Information: <https://www.eda.gov/funding-opportunities/index.htm>

- **Public Lands Highways**

- Grantor: Department of Transportation
- Purpose: Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.
- Eligibility: State DOTs, Federal Land Management Agencies, State government agencies, metropolitan planning organizations, local governments, and tribal governments – must apply through DOTs
- Limitations: Livability is a criteria that will be considered in the selection of projects.
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **PWD Reservation Funds for HBA/Rehab, HRA, and TBRA**

- Grantor: general local governments, public housing authorities, local mental health authorities, and nonprofit entities
- Purpose: assist households that include a person with a disability.
- Eligibility: Eligible applicants may access the persons with disabilities set-aside by submitting a request for access to the set-aside on the application. Administrators with an existing Reservation System Agreement (RSA) may request an amendment to their agreement to access the persons with disabilities set-aside.
- More Information: <https://www.tdhca.state.tx.us/htf/index.htm>

- **Recreational Trail Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.
- Eligibility: Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

- Limitations: The grants can be up to 80% of project cost with a maximum of \$200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants (call 512-389-8224 for motorized trail grant funding availability).
- More information: <https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants>

- **Recreational Trails Program (RTP)**

- Grantor: Department of Transportation
- Purpose: Funding for maintenance and new construction of recreational trails and related facilities.
- Eligibility: State/MPO allocated
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **Real Estate Development**

- Grantor: Texas Department of Agriculture
- Purpose: Provides a zero-interest loan to fund real estate acquisition or improvements to create or retain permanent jobs in primarily rural communities and counties.
- Eligibility: Non-Entitlement city or county governments

- Eligible Uses: Purchase of land and/or buildings, construction of buildings and/or site improvements, and rehabilitation of existing buildings.

Improvements are intended to be owned by the applicant community and leased to the business. Real estate improvements require full repayment. Real Estate assistance is provided to purchase, construct, or rehabilitate real estate

- More Information: <http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/TexasCapitalFund/RealEstateDevelopment.aspx>

- **Rural Broadband Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Provides financing to telecommunications providers in rural areas where traditional financing is not otherwise available.
- Eligibility: Rural communities with a population of 20,000 or less
- Limitations: Interest rate set at US Treasury rate, to provide up to 80% of principal
- More information: <http://www.rd.usda.gov/programs-services/farm-bill-broadband-loans-loan-guarantees>

- **Rural Business Enterprise Grant Program**

- Grantor: USDA
- Purpose: The RBEG program provides grants for rural projects that finance and facilitate develop-

ment 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.
- Limitations: Generally grants range \$10,000 up to \$500,000.
- More Information: <http://www.rd.usda.gov/programs-services/rural-business-development-grants>

- **Rural Business Opportunity Grants (RBOG)**

- Grantor: U.S. Department of Agriculture
- Purpose: promotes sustainable economic development in rural communities with exceptional needs through provision of training and technical assistance
- Eligibility: Rural public bodies, rural nonprofit corporations, rural Indian tribes, and cooperatives with primarily rural members.
- Limitations: The maximum grant for a project serving a single state is \$50,000. The maximum grant for a project serving two or more states is \$150,000.
- More Information: [http://www.usda.gov/wps/portal/usda/usdahome?contentid=kyf\\_grants\\_rd2\\_content.html](http://www.usda.gov/wps/portal/usda/usdahome?contentid=kyf_grants_rd2_content.html)

- **Rural Community Development Initiative**

- Grantor: U.S. Department of Agriculture
- Purpose: To develop the capacity and ability of private, nonprofit community-based housing and community development organizations, and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.
- Eligibility: Rural and rural area--Any area other than (i) a city or town that has a population of greater than 50,000 inhabitants; and (ii) the urbanized area contiguous and adjacent to such city or town.
- More Information: <https://www.rd.usda.gov/programs-services/rural-community-development-initiative-grants>

- **Rural Cooperative Development Grant Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Helps improve the economic condition of rural areas by helping individuals and businesses start, expand or improve rural cooperatives and other mutually-owned businesses through Cooperative Development Centers.
- Eligibility: Nonprofit corporations and institutions of higher education are eligible to apply for this program.
- Limitations: Public bodies, for-profit business and individuals are not eligible.

- More Information: <https://www.rd.usda.gov/programs-services/rural-cooperative-development-grant-program>

- **Rural Economic Development Loan and Grant (REDLG)**

- Grantor: U.S. Department of Agriculture
- Purpose: provides grant funds to local utility organizations, which use the funding to establish revolving loan funds.
- Eligibility: A not-for-profit utility that is eligible to receive assistance from the Rural Development Electric or Telecommunication Program or a current Rural Development Electric or Telecommunication Programs Borrower.
- Limitations: Eligibility restrictions apply.
- More Information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>

- **Rural Economic Development Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Finance economic development and job creation in rural areas
- Eligibility: Any area excluding cities with populations over 50,000
- Limitations: up to \$300,000 in grants, up to \$1 million in loans, 10 years at 0%

- More information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>

- **Rural Energy for America Program Renewable Energy Systems & Energy Efficiency Improvement Guaranteed Loans & Grants**

- Grantor: U.S. Department of Agriculture (USDA) & Rural Development
- Purpose: Provides guaranteed loan financing and grant funding to agricultural producers and rural small businesses for renewable energy systems or to make energy efficiency improvements.
- Eligibility: Businesses must be in an area other than a city or town with a population of greater than 50,000 inhabitants and the urbanized area of that city or town. Check eligible business addresses. Agricultural producers may be in rural or non-rural areas.
- Limitations: Applicants must provide at least 75% of the project cost if applying for a grant only.

Applicants must provide at least 25% of the project cost if applying for guaranteed loan, or guaranteed loan and grant combination. Projects greater than \$200,000 require a technical report. Energy efficiency projects require an energy audit or assessment.

- More information: <https://www.rd.usda.gov/programs-services/rural-energy-america-program-renewable-energy-systems-energy-efficiency>

- **Rural Transit Assistance Program (5311b3)**

- Grantor: Department of Transportation
- Purpose: provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in no urbanized areas.
- Eligibility: States, local governments, and providers of rural transit services.
- Limitations: Apportioned to States by a formula
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>
- More Information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>

- **Rural Water & Waste Disposal Loan & Grant Program**

- Grantor: U.S. Department of Agriculture (USDA)
- Purpose: Provides funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage to households and businesses in eligible rural areas.
- Eligibility: Rural areas, cities, and towns with a population up to 10,000
- Limitations: quarterly interest rates, maximum repayment period 40 years

- More information: <http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-grant-program>

- **Rural Water & Waste Disposal Loan Guarantees**

- Grantor: U.S. Department of Agriculture (USDA)
- Purpose: private lenders provide affordable financing to qualified borrowers to improve access to clean, reliable water and waste disposal systems for households and businesses in rural areas.
- Eligibility: Rural areas, cities, and towns with a population up to 10,000
- Limitations: 90% private lender
- More information: <http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-guarantees>

- **Safe Routes to School**

- Grantor: Department of Transportation
- Purpose: Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.
- Eligibility: Determined by state DOT
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **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 a 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: <http://www.rd.usda.gov/programs-services/single-family-housing-repair-loans-grants>

- **Smart Growth Implementation Assistance (SGIA) Program**

- The purpose of this program is to focus on complex or cutting-edge issues, such as storm water management, code revision, transit-oriented development, affordable housing, infill development, corridor planning, green building, and climate change. Tribes, states, regions, and local governments, as well as nonprofits that have a partnership with a government entity qualify for the program.
- More Information: <https://www.epa.gov/smart-growth/smart-growth-implementation-assistance>

- **Surface Transportation Program - Transportation Enhancement**

- Grantor: Department of Transportation
- Purpose: expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.
- Eligibility: State/MPO allocated
- Limitations: Apportioned to States by a formula
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **Transportation Planning Capacity Building Program (TPCB)**

- Grantor: Department of Transportation
- Purpose: Provides training, technical assistance, and support to help decision makers, transportation officials, and staff resolve complex transportation needs in their communities.
- Eligibility: State, metropolitan, rural and small communities, tribal and public lands planning opportunities are available.
- More Information: <http://www.reconnectin-gamerica.org/resource-center/federal-grant-opportunities/>

- **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, 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>

- **Walk Friendly Community (WFC)**

- Grantor: U.S. Department of Transportation Federal Highway Administration.
- Purpose: helps to promote safe walking environments in cities.
- Limitations: By applying will receive specific suggestions and resources on how to make needed changes for pedestrian safety.
- More Information: [http://www.walkfriendly.org/get\\_started.cfm](http://www.walkfriendly.org/get_started.cfm).

## **OTHER FUNDING OPPORTUNITIES**

### **Capital Improvement Plans (CIP)**

A CIP contains all the individual capital projects, equipment purchases, and major studies for a local government; in conjunction with construction and completion schedules, and in consort with financing plans. It coordinates strategic planning, financial capacity, and physical development. There are many benefits of developing a CIP, including coordination of capital and operating budgets, systematic evaluation of demand, linking the comprehensive plan with fiscal capacity, and informing the public about the government’s investments in infrastructure. CIPs typically include a list of projects, equipment, and rankings; financing plan and timeline; project justification; and classification and explanation of project expenditures. More information can be found at <https://opengov.com/article/capital-improvement-plans-101>.

### **Fundraising Campaigns**

Community facility projects can often achieve equitable contributions and reflect community support through a fundraising campaign. A wide variety of activities can engage the community to support a campaign, from bake sales to silent auctions. This type of funding mechanism has been especially important in rebuilding from Hurricane Harvey. In addition to the fundraising campaigns, volunteers have also contributed to the successful rebuilding of many of the damaged facilities in La Grange.

### **Leadership in energy and Environmental Design (LEED)**

A high priority for the City could include achieving low operational costs through water and energy efficiency. New and renovated buildings could incorporate LEED strategies and requirements to construct energy and resource-efficient buildings when feasible and appropriate. Energy conservation can be encouraged through the site, design, and construction of the facilities.

### **Public-Private Partnerships (PPP)**

A public-private partnership (PPP) is a “long-term contract between a private party and a government entity for providing a public asset or service, in which the private party bears significant risk and management responsibility and remuneration is linked to performance” (PPP Knowledge Lab). The resources and expertise of the private industry can help bring new solutions to aging or inefficient infrastructure and allow the local government to focus on other projects while the private company works on the project. PPPs take on a variety of forms and more information can be found at the PPP Knowledge Lab <https://pppknowledgelab.org/>).

### **Dedication and Impact fees**

“A park dedication fee requires that a portion of any housing or commercial/industrial development be dedicated to public use, in the form of parks, recreation facilities, playgrounds, etc. Alternatively, the development may pay cash in lieu of a land dedication, which would be put in a special fund and used for future park acquisition.” Throughout Texas, there are 48 cities who have parkland dedication ordinances (Compton, 2010).

When there is new development in a community, it is mandated that the developers dedicate land for a park or pay a fee-in-lieu to the government to acquire lands for parks. The purpose is because new development generates a need for additional parkland and amenities, so the developers should be responsible for paying the cost of those new amenities. Dedications and fees follow market conditions. For example, if there is less development and fewer people moving to the area, there should be less demand for new parks.