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1 COMMUNITY GOALS & OBJECTIVES

Comprehensive Planning

A comprehensive plan is a document that expresses a community's visions for its future and establishes goals and objectives to help achieve that vision. It provides guidance to local government, decision-makers, and leaders, as well as property owners, businesses, and developers.

A comprehensive plan:

- Provides detailed information about what a city looks like and how it functions
- Articulates a future vision for the city based on the community's needs and desires
- Identifies specific goals and objectives to help achieve the vision
- Provides a framework for policy decisions and physical development
- Covers a long-term time frame of 10-to-20 years
- Is integrated with other planning documents, studies, and initiatives carried out by local and regional government

Texas cities are not legally required to adopt a comprehensive plan but communities all around Texas are increasingly seeing comprehensive planning as an important resource.

By defining a city's goals and objectives, comprehensive plans provide a guide from which to make decisions about the policies that shape local development and community character, as well as the legal and political support for those regulations. Defined goals and objectives also support strategic, financial decision-making by providing key information for budgeting and capital improvements programs.

Once complete, a comprehensive plan represents not only a sophisticated set of data about a city but also a set of priorities and specific projects established by the community that local leadership can use to move the city into the future.

1.1 Developing a Vision

Community goals and objectives guide the recommendations throughout this comprehensive plan.

Bellmead's goals and objectives were developed through input from a community survey and a public planning workshop and correspondence with municipal staff. The community survey was posted online using Survey Monkey from July 8th to August 5th, 2022. The City of Bellmead Council hosted the planning workshop at City Hall on July 12, 2022.

Input from the community survey and planning workshop can be expressed as a community vision statement that describes residents' hopes for what Bellmead might be like in 2032:

CITY OF BELLMEAD COMMUNITY VISION STATEMENT

In 2033, Bellmead will be an affordable and attractive community that provides excellent services. The city will be characterized by:

- *A family-oriented, pedestrian-friendly feel,*
- *A local economy that allows residents to meet many of their needs in Bellmead,*
- *Improved street conditions supported by a well-maintained storm drainage system, and*
- *Parks and recreation facilities that provide a variety of activities for residents of all ages and abilities.*

1.2 Planning Workshop

The planning workshop gathered information from attendees using an effective, established process known as the Goals Grid Method,¹ which structures conversation around four general questions:

1. What are you trying to achieve?
2. What are you trying to preserve?
3. What are you trying to avoid?
4. What are you trying to eliminate?

¹ Nichols, Fred (2000) The Goals Grid: A Tool for Clarifying Goals and Objectives

The following points summarize key areas of conversation during the workshop.

Preserve / Achieve

- Economy
 - Attract more local, non-chain businesses to Bellmead Drive
 - Help maintain existing local businesses
 - Renovate and fill vacant lots and buildings
 - Look for grants to support downtown improvements
 - Expand family-friendly events or festivals
 - Talk with businesses about what they would like to see/have in a Central Business District
- Accessibility and Safety
 - Increase ADA compliant sidewalks and accessible ramps
 - Improve lighting along streets and in parks
 - Ensure cyclists and pedestrians have safe access to parks and businesses
 - Continue and expand use of city amenity wayfinding signs
- Recreation and Open Space
 - Desired facilities:
 - Hiking / jogging / biking trails
 - Outdoor picnic area
 - Additional playgrounds
 - More sidewalks
 - Recreation center
 - Develop facilities on existing undeveloped parkland
 - Maintain the existing wooded picnic feel of Brame Park
 - Preserve the facilities currently available for little league baseball / softball
- Drainage Infrastructure
 - Increase maintenance of existing system
 - Replace in-city roadside ditches with curb and gutter system
 - Digitally map existing storm drainage system

Eliminate / Avoid

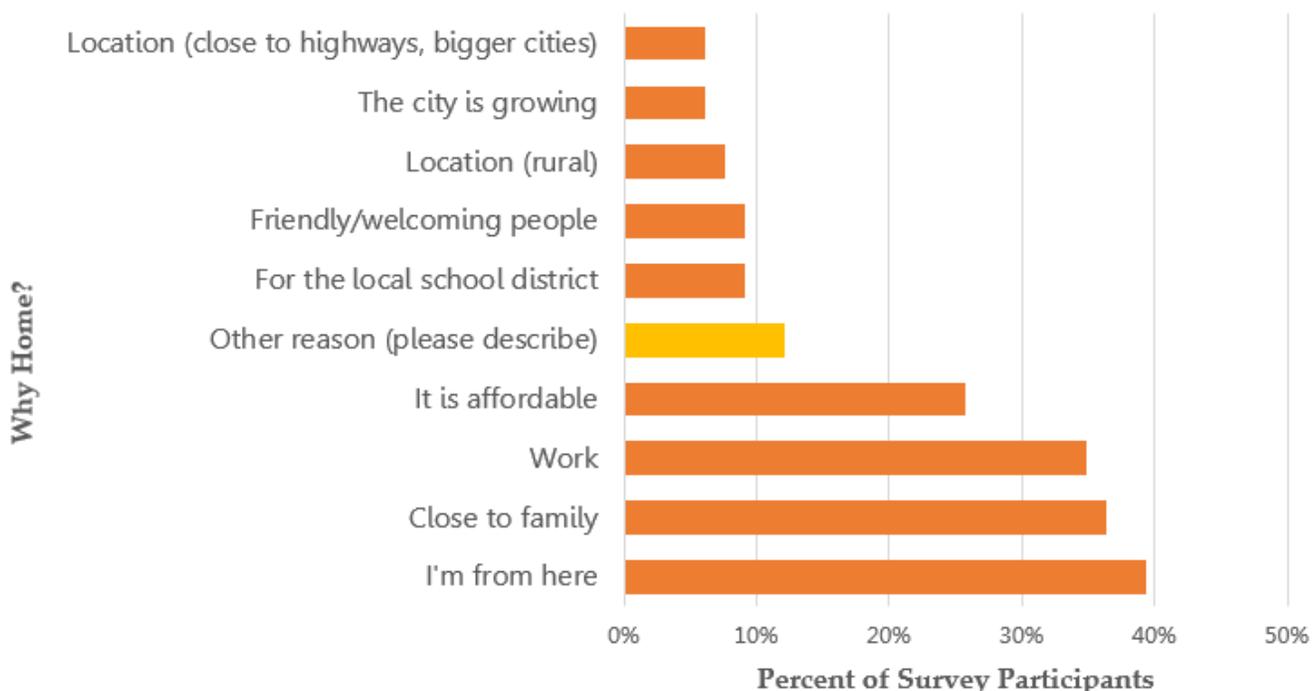
- Drainage problems – flooding – poor street conditions
 - Mitigate problem flooding areas along Concord Road
 - Clean debris and vegetation in roadside ditches
 - Fix streets
- Substandard or vacant commercial buildings and lots
 - Shipping containers and semi-truck trailers used as storage on Bellmead Drive
 - Vacant buildings blighting the area, attracting crime
 - Buildings not well maintained by property owners
- Economy
 - Repetition of same type of businesses, need more diversity and choice

1.3 Survey Summary

Sixty-six (66) participants filled out Bellmead’s 17-question community planning survey.

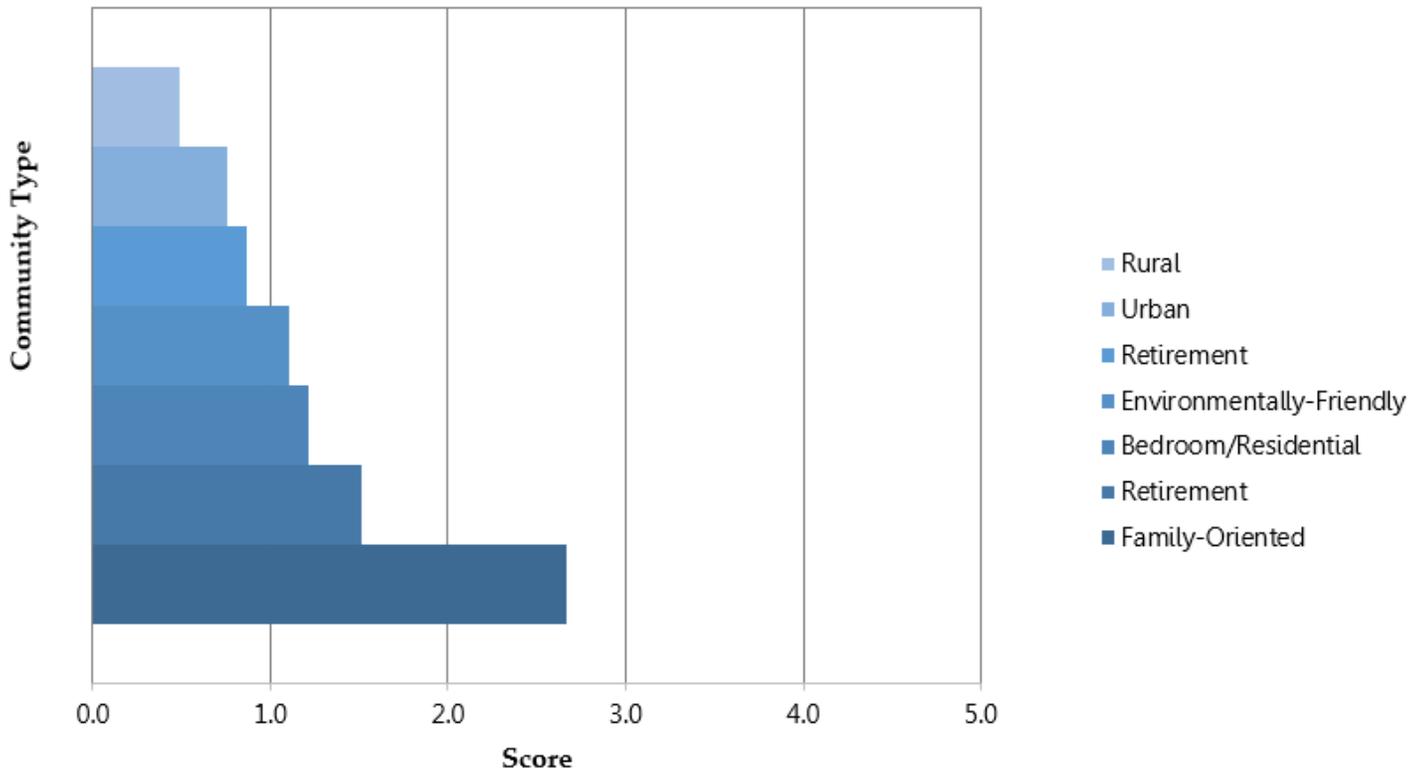
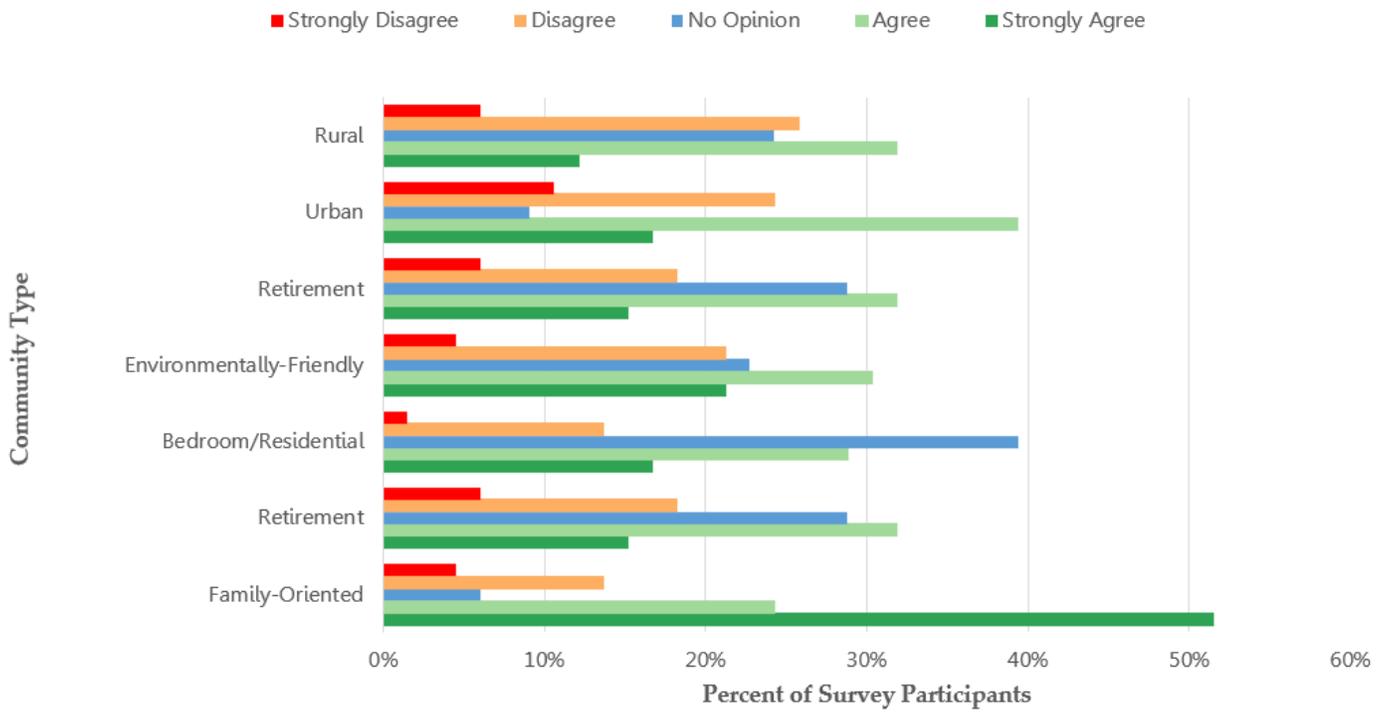
The following charts summarize survey responses. To the extent possible, alternative responses and open-ended comments were consolidated into additional categories.

1. Why is Bellmead your home?

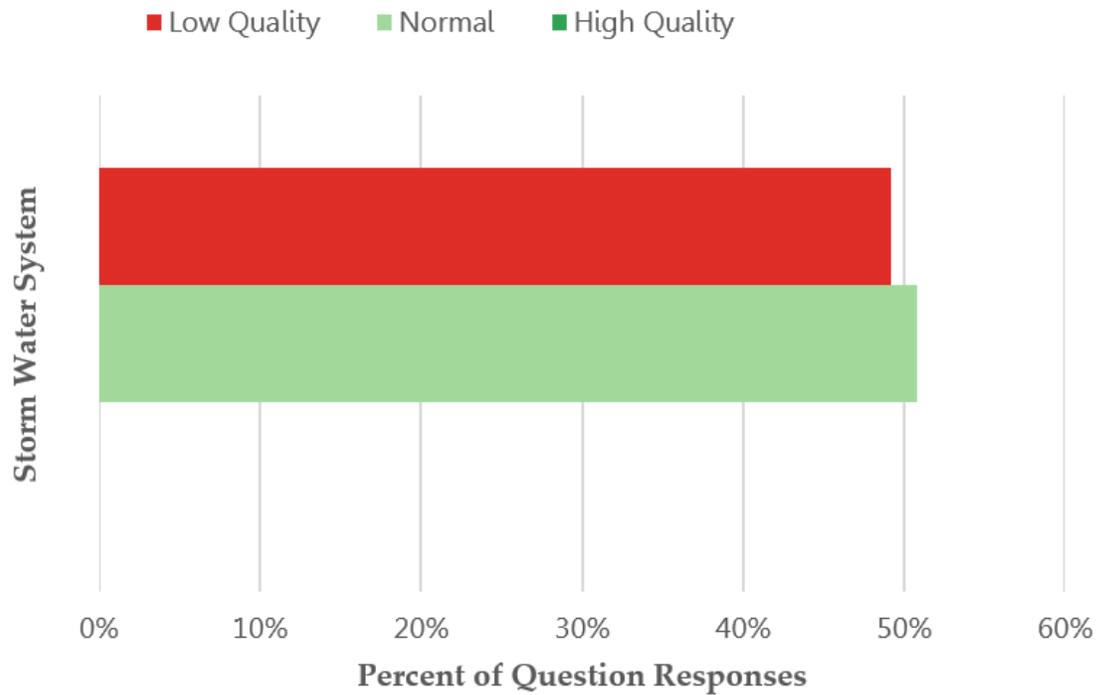


Majority of respondents that chose other stated that they work in Bellmead, but do not live in the city. Others stated that they originally moved to Bellmead for affordability, but it is no longer as affordable as it used to be.

2. How much do you agree or disagree with the following statements about the kind of community Bellmead should be?



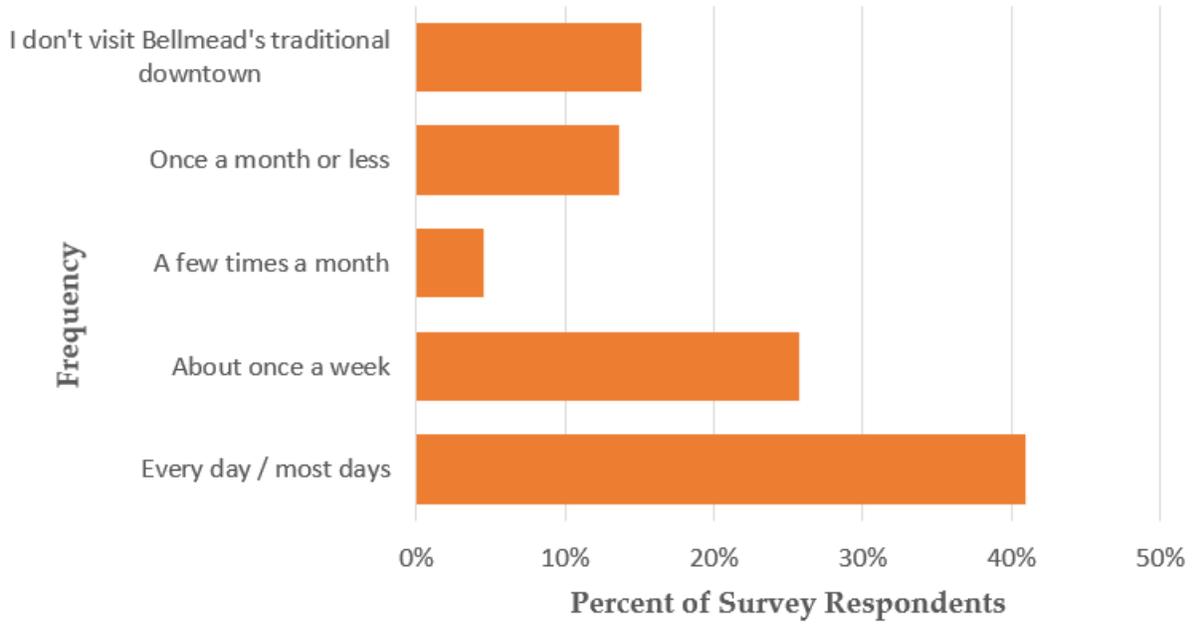
3. How would you rate the storm water drainage system in Bellmead?



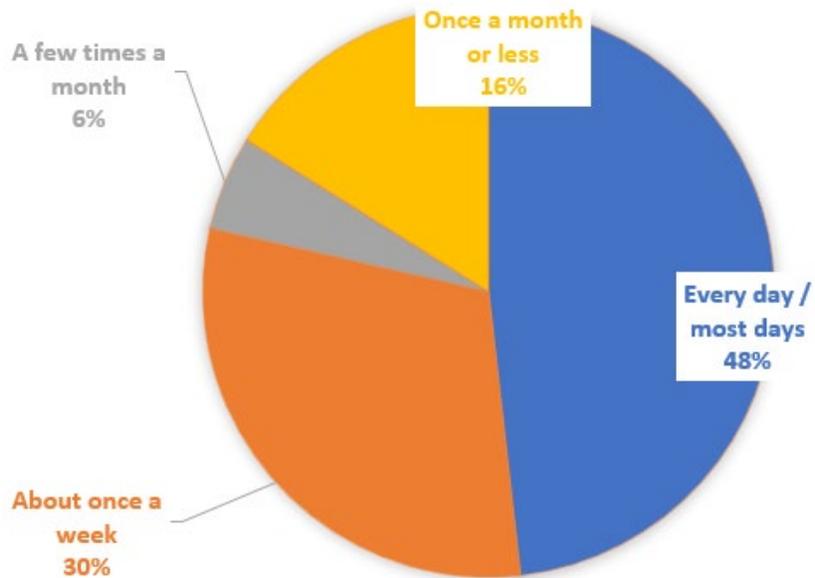
Reasons for Low Quality Ranking, summarized:

- Drainage ditches are filled with downed trees and debris
- Roads that flood after a heavy rain event
- Standing water on properties for long periods of time after a heavy rain event
- Drainage system did not keep up with development over time

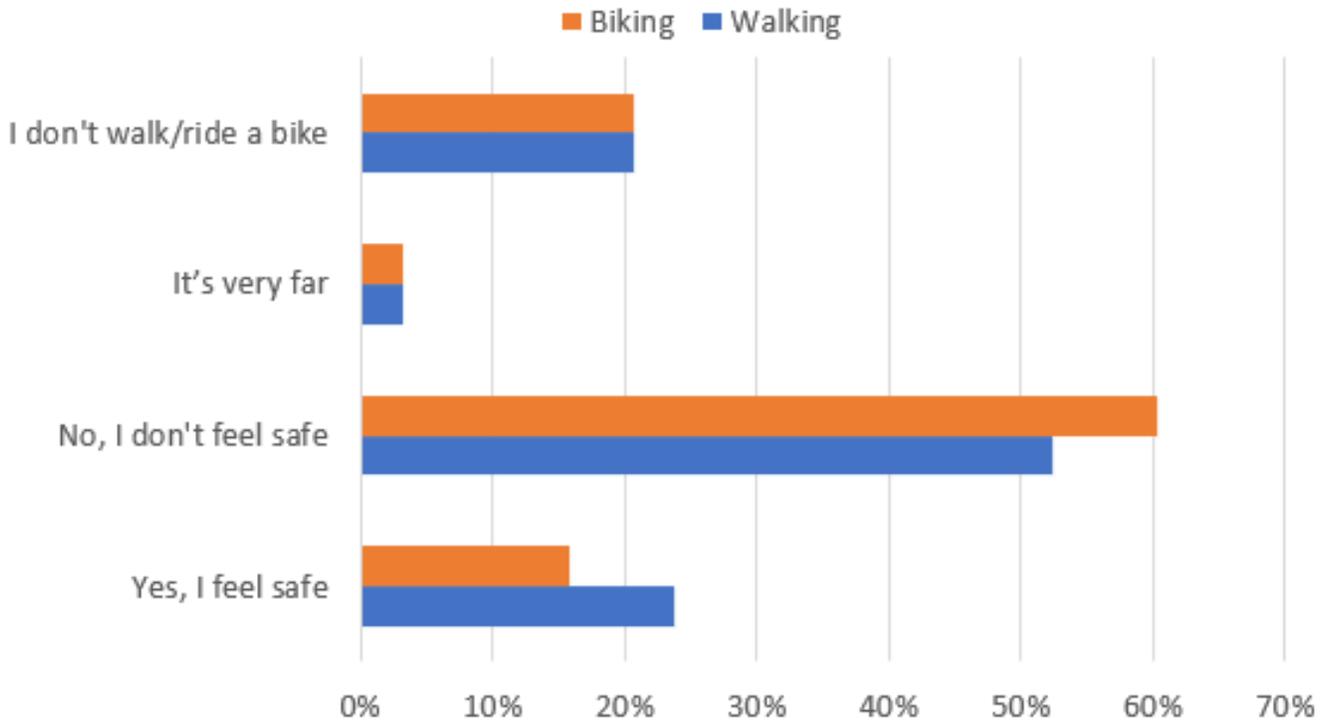
4. How often do you visit Bellmead's traditional downtown (area around City Hall)?



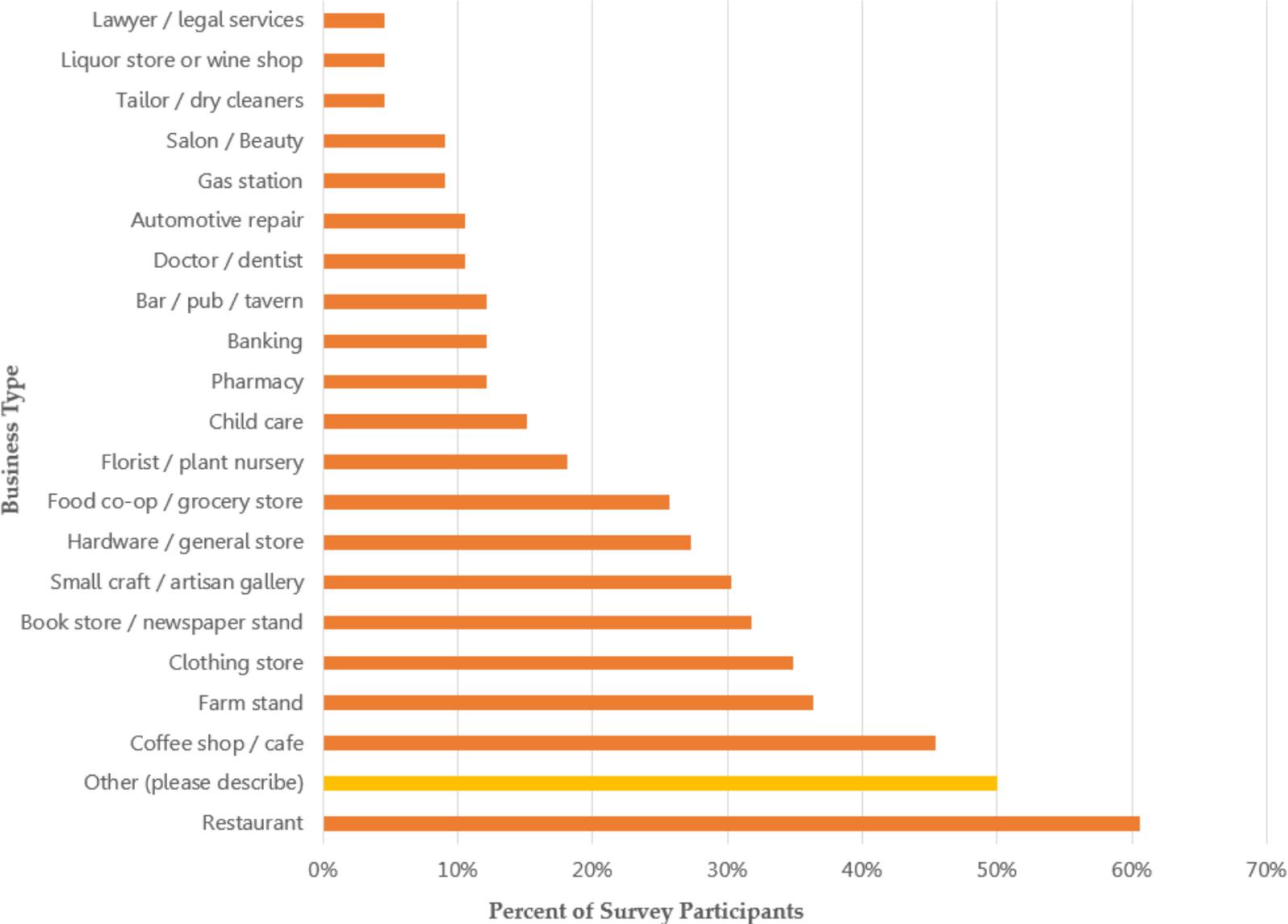
Of those that visit Bellmead's traditional downtown:



5. Do you feel safe walking or riding a bike to Bellmead's traditional downtown?



6. Which of the following businesses would you like to have, or have more of, in Bellmead?



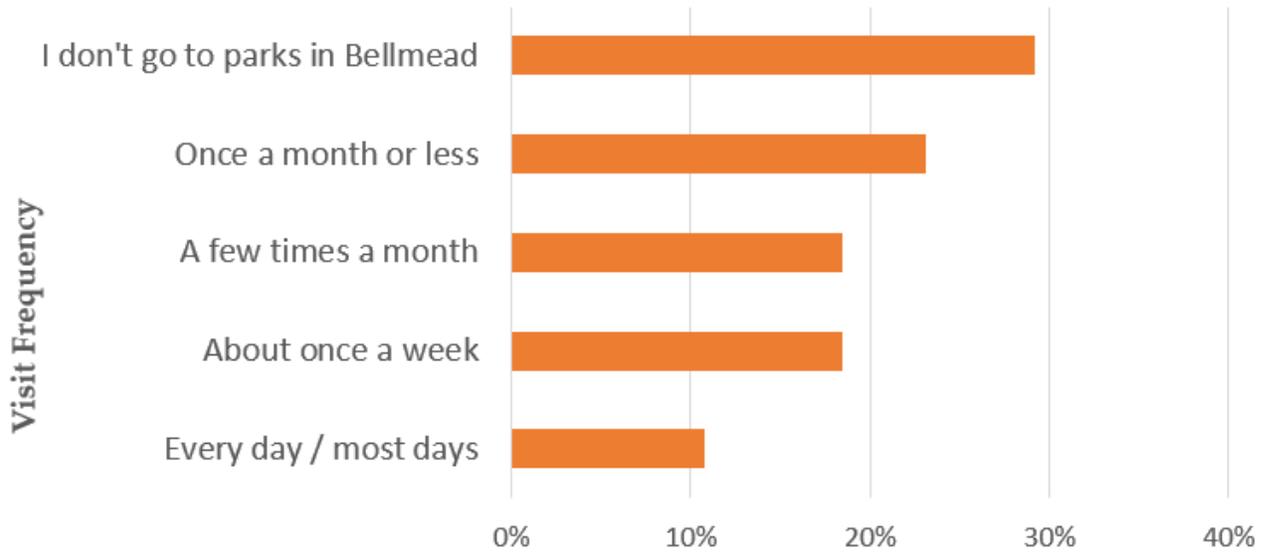
6 (continued). Respondents who selected 'other', summarized:

- Movie theatre, bowling alley, or other family fun entertainment
- Gym or recreation center
- Food truck park
- Game store / café
- Sensory sensitivity-friendly center / educational center
- Medical offices, dentists, and veterinary clinics
- Professional office buildings, co-working spaces
- Library

7. List one change that would lead you to visit Bellmead's traditional downtown more often?

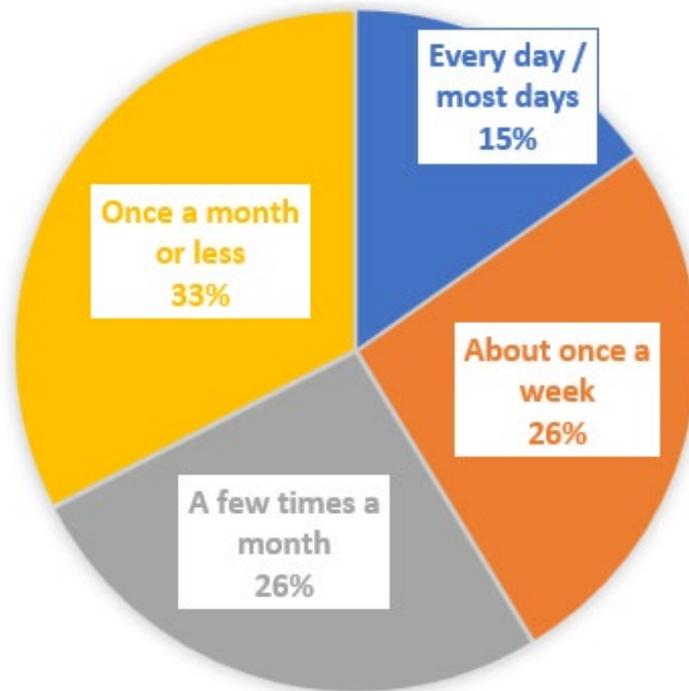
- Summary of responses:
 - More diverse restaurants and shopping options
 - More landscaping, lighting, and scenery
 - Increased safety and safer sidewalks, crosswalks, and streets
 - Updated / fixed business facades
 - More family-friendly entertainment and events
 - A library, bookstore, or coffee shop to work from

8. How often do you visit a park in Bellmead?



Percent of Survey Participants

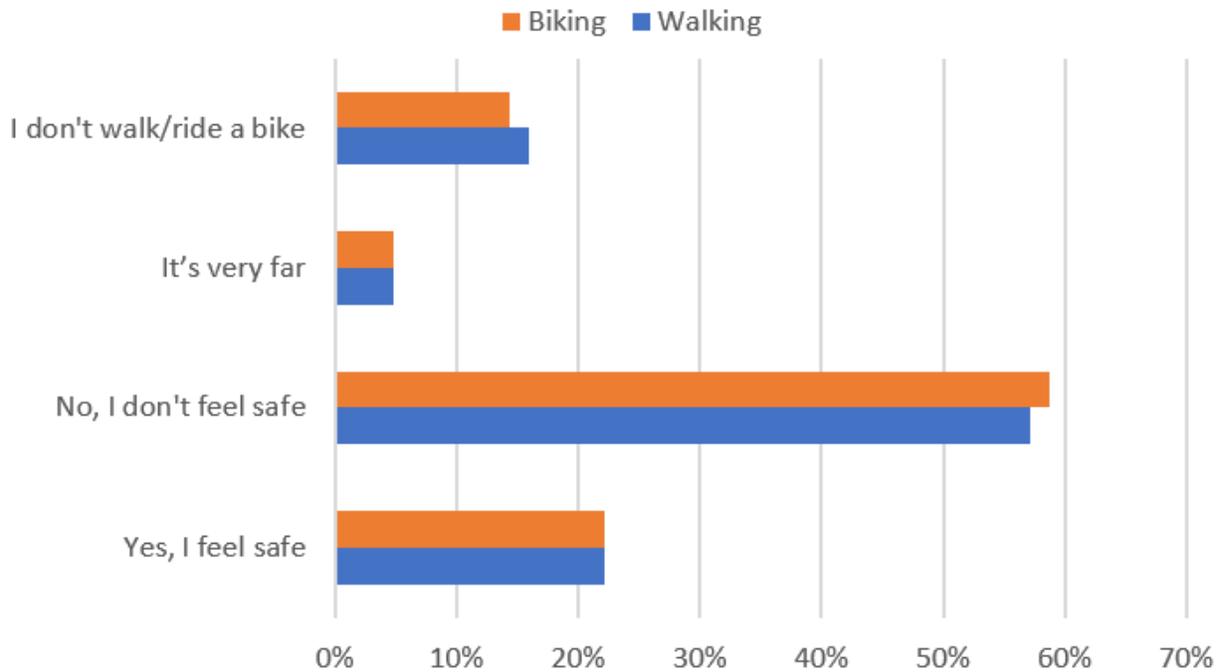
Of those that visit parks in Bellmead:



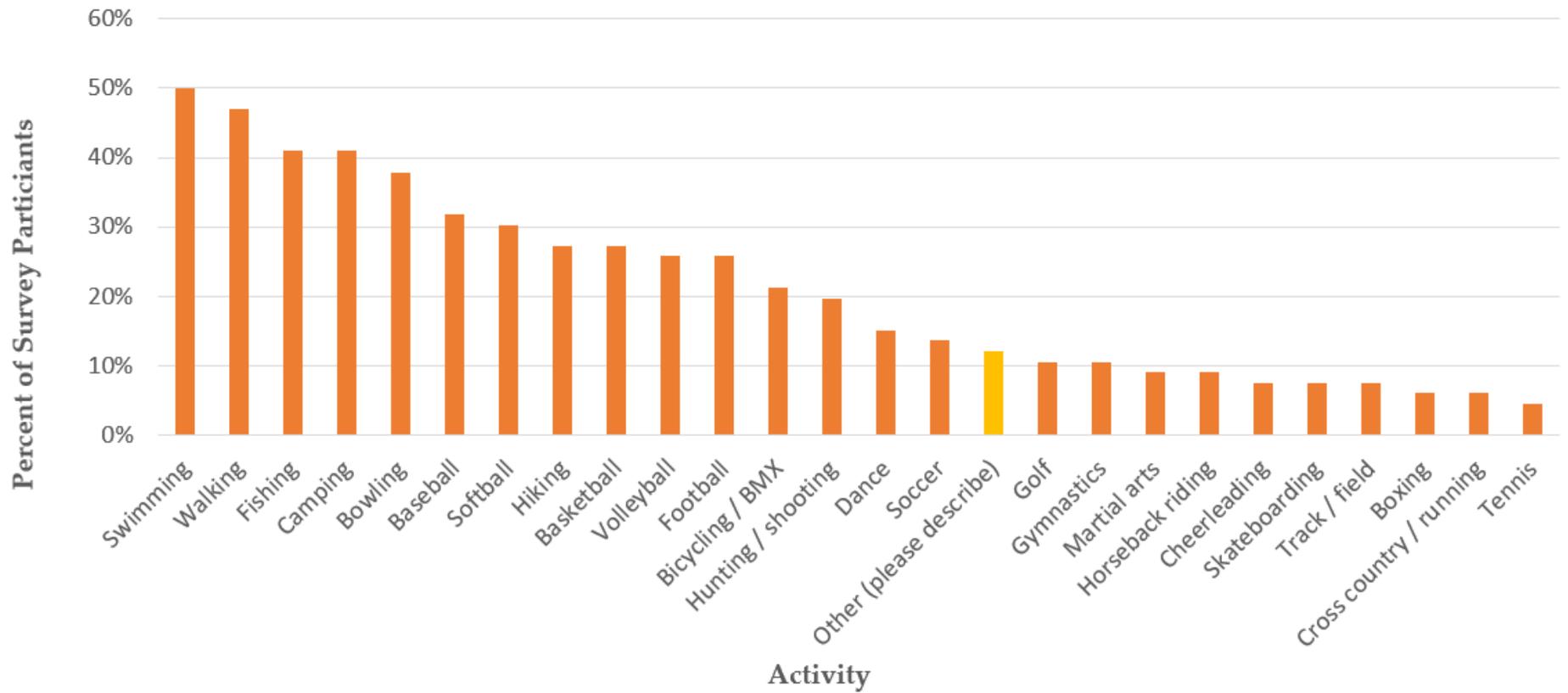
9. Where do you and your family play?



10. Do you feel safe walking or riding a bike to parks Bellmead



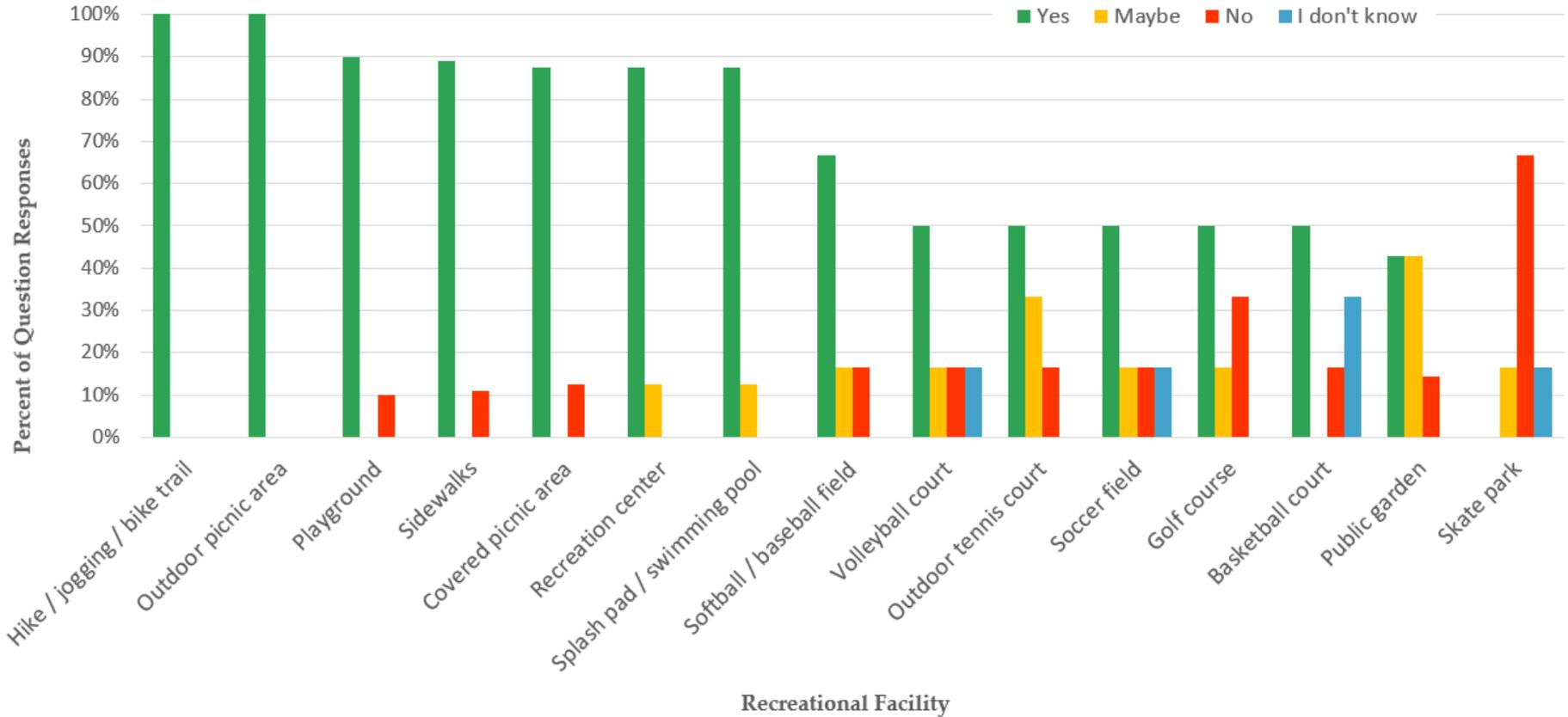
11. What sports do you and your family like to do?



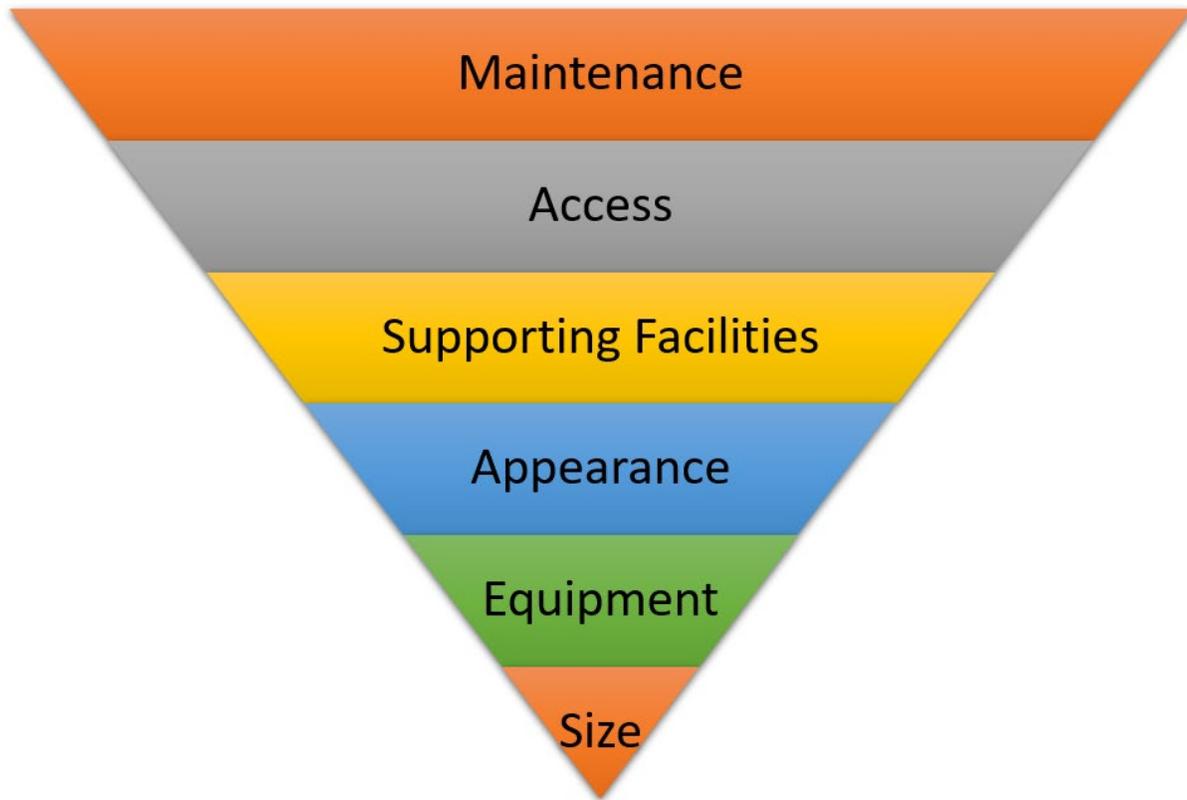
11 (Continued). Respondents who answered 'other', summarized:

- E-sports center
- Disc golf course
- Art and sensory play area
- Pickle ball court
- Auto-sports facilities
- Wrestling facilities
- Cornhole, horseshoe

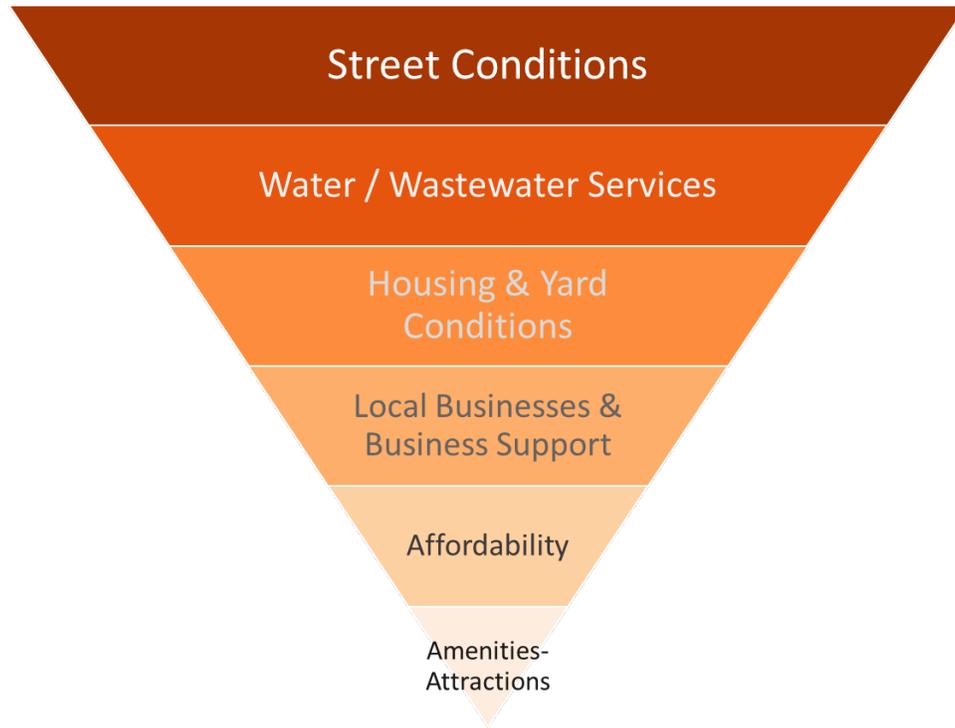
12. Which of the following facilities would you like to have in Bellmead?



13. What should Bellmead's park priorities be?



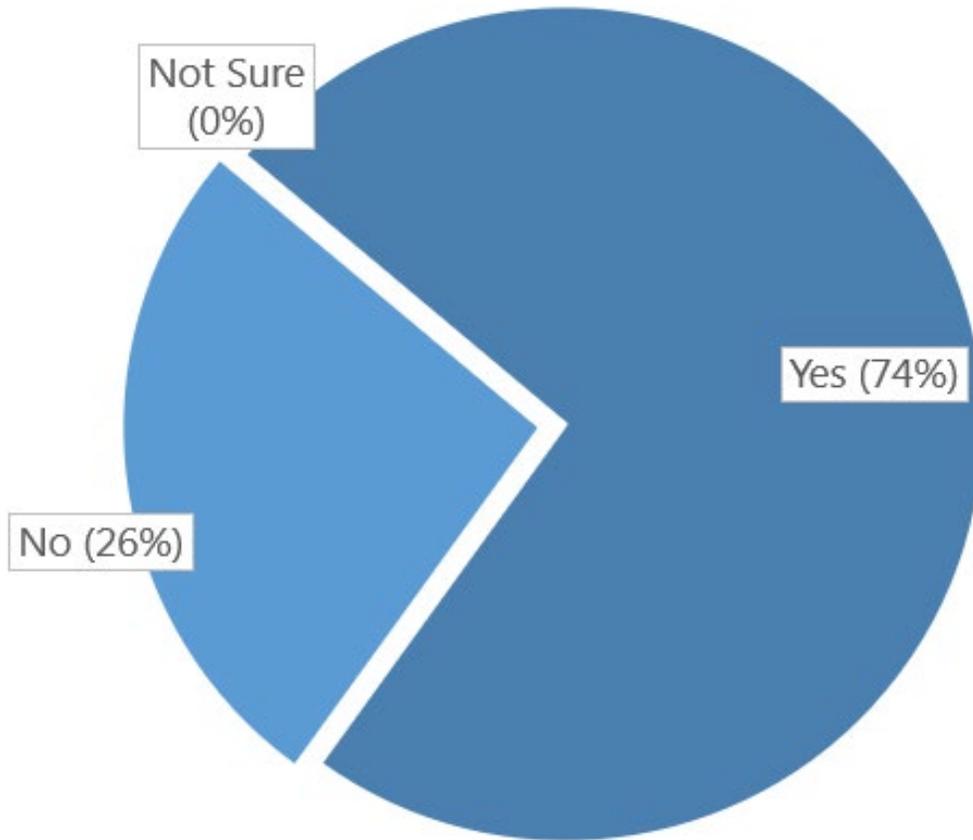
14. What are Bellmead's key challenges?



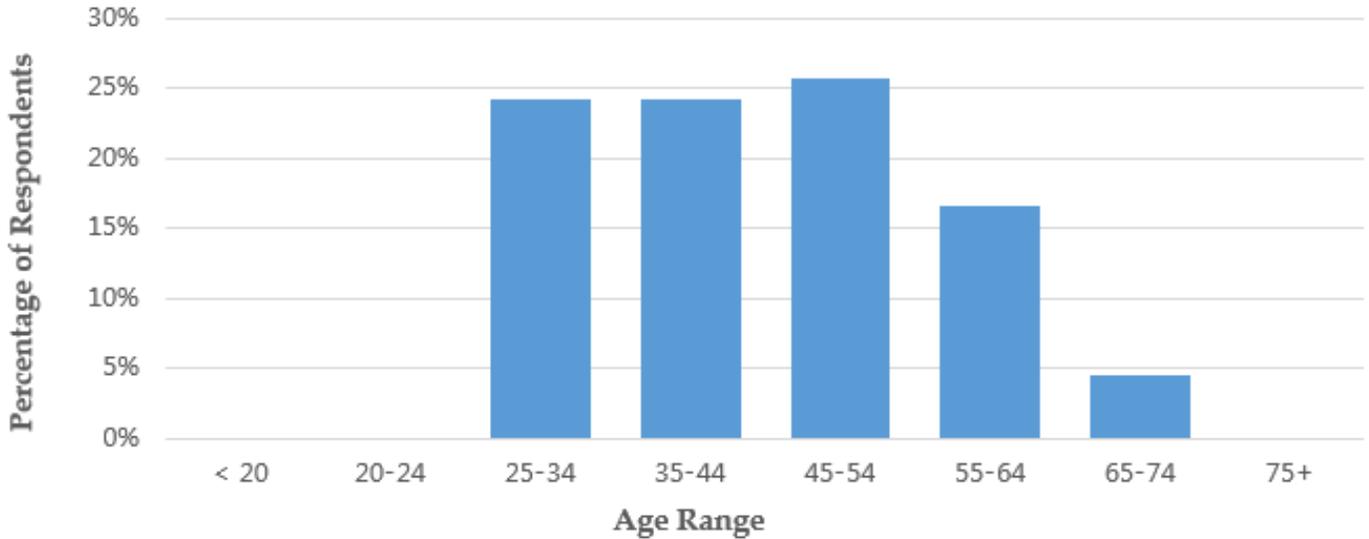
15. What are Bellmead's key strengths?



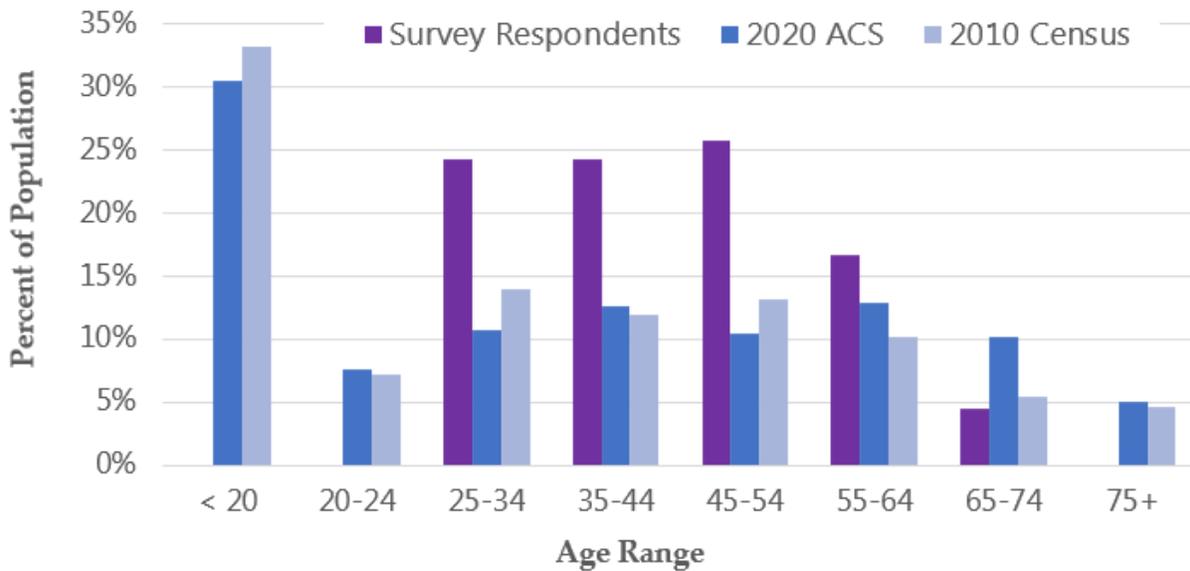
16. Do you live in Bellmead?



17. How old are you?



Comparing survey respondents to 2010 census data and 2020 ACS data², the age distribution of survey respondents is not consistent with historic and current population distributions of Bellmead.



² Source: <https://data.census.gov/cedsci/all?q=Bellmead%20city,%20Texas>

1.4 Implementation: Goals & Objectives Framework

Planning workshop and community survey input were used in conjunction with fieldwork findings and background research to define specific implementation plans for each area of this comprehensive plan. Each implementation plan contains long-term goals and specifically defined objectives, timelines, involved parties, and estimated costs.

1.5 Commitment to Fair Housing

In recognition of fair housing as important to all aspects of community planning, the studies in this plan include analyses of protected classes in Bellmead and of how Bellmead policies, procedures, and investments impact protected classes in the city.

2 STORM DRAINAGE SYSTEM STUDY

Storm drainage facilities prevent or minimize damage resulting from overland flows or pooling of water during and following periods of rainfall. They collect and channel the runoff from heavy rainfalls or other surface water into a natural stream course or other body of water. A community's storm drainage system might include creeks, rivers, canals, reservoirs, lakes, marshes or wetlands, channels, culverts, enclosed pipe storm sewers, and ditches.

A comprehensive plan was conducted in 2012 but did not include a storm drainage system study. There are no known maps of Bellmead's roadside ditch network. The fieldwork associated with this plan will produce a map of the roadside ditches, curb and gutter sections, and channels in the city.

This plan recommends that the City of Bellmead try to obtain funding for problem drainage mitigation projects, establish a routine program to clean out culverts, grade ditches, regularly maintain drainage facilities, replace selected damaged culverts, replace undersized culverts, re-grade associated ditches where necessary, and adopt a streets and drainage construction manual/ordinance.

2.1 Storm Drainage System Inventory

From June 27 - July 1, 2022, GrantWorks Inc. conducted a field survey of the stormwater drainage system in the city of Bellmead. The survey identified the location, type, size, condition, and level of blockage or damage (when applicable) for all the drainage features including curb and gutter (if applicable), channels and roadside ditches, bridges, and culverts.

Map 2A: Existing Drainage System illustrates the collected information.

The drainage system elements that serve the city of Bellmead are controlled by three separate entities: McLennan County, the Texas Department of Transportation (TxDOT), and the City of Bellmead. Drainage system capabilities are subject to the jurisdiction of those three entities, so the City of Bellmead does not control all decisions related to the scope, location, or timing of drainage system improvements. The City of Bellmead is responsible for some of the roadside ditch, culvert, and curb and gutter maintenance and major structures that are located within the city limits on roads and properties maintained by the City.

The county is responsible for maintaining the drainage channels in the ETJ that are not located on US highways or on farm-to-market roads. TxDOT maintains the roadside drainage system along US 84, US 90 US 77, US 290, SL 271, SH 35, SH 302, and TX 340.

Drainage systems typically consist of curb and gutter, pipes, ditches, and bridges that use the natural topography or grade of the land to facilitate the movement of stormwater out of the community's developed areas. Drainage in the city of Bellmead relies on a system of curb and gutter, culvert pipes, roadside ditches, channels, and creeks to control excess stormwater and convey it to Cottonwood Creek-Brazos River and its tributaries.

The different types of culvert pipes found throughout Bellmead and the ETJ include Corrugated Metal Pipe (CMP), Reinforced Concrete Pipe (RCP), Reinforced Concrete Box Culvert (RCBC), High Density Polyethylene (HDPE), and Iron. The field survey recorded 150 culverts within the city limits and ETJ. Of those culverts, 140 were located within the City's corporate boundaries. Bellmead is not responsible for maintaining any culverts utilized for the drainage of TxDOT or County maintained rights-of-way. Altogether, TxDOT and McLennan County are responsible for maintaining 10 of the 150 culverts located throughout the Bellmead municipal region.

In addition to culverts and drainage channels, stormwater is removed from the community by approximately 199,700 linear feet of curb and gutter, 50 identified area inlets, 121 identified curb inlets. The curb-and-gutter system appears to be in fair condition and to function properly. Underground storm drains may be in some areas of town where curb inlets were mapped. In other locations the inlets are assumed to drain into adjacent channels or roadside ditches. Mapping of any underground pipes was not available for the system. However, storm sewer inlets were inventoried and are shown on *Map 2A: Existing Drainage System*.

2.2 Storm Drainage System Analysis

Geographic Context

Located in the Middle Brazos-Lake Whitney and Brazos River Basins, Bellmead's natural drainage occurs in a southwest direction, except for the city's east-central corner which slopes to the northern and eastern peripheries. The city's highest elevation is 480' above sea level and the lowest is 410' above sea level. This equates to a drop of 70' or less over the entire city.

The city drains into two main drainage ditches. The city's east section drains into a poorly defined channel leading along Williams Road crossing in a north to south direction. The southwest section drains into a poorly drained area that runs to the west and the south from Beale Street to Fenton Street.

Existing Drainage Facilities

Bellmead’s drainage system developed over the course of the city’s growth. The system does not function well in some areas in its present configuration. The existing roadside ditches and culverts serve as the primary roadway drainage infrastructure in the city. In some cases, these ditches do not have adequate capacity to convey runoff during average rainfall events and many do not drain well after the event. The inadequate ditches also do not provide positive drainage for the pavement resulting in pavement subgrade and surface deterioration. Moreover, localized flooding occurs due to the lack of ditches and culverts alongside local streets. The sections below examine the state of each type of drainage facility in more detail.

Roadside Ditches/Drainage Channels

Table 2A lists the types and extents of drainage channel/ditches in Bellmead. Roadside drainage ditches line state roads and local streets within Bellmead. The roadside ditches within the city and its ETJ are maintained by TxDOT, McLennan, and the City.

Table 2A: Drainage Channel Type & Length, City Limits & ETJ

Drainage Channel Type	Linear Feet (LF)
Roadside Ditch	147,800
Natural Lined Channel	10,800
Concrete Lined Channel	6,721

Source: 2021 Fieldwork



Figure 2A: Roadside Ditch & Concrete Culvert Example



Figure 2B: Roadside Ditch Example

Underground Storm Drainage System

According to the best information available at this time, the underground storm drains, if any, are likely located along TxDOT-maintained US 84, US 90 US 77, US 290, SL 271, SH 35, SH 302, and TX 340 within the City. No maps of the underground systems are available at this time. *Map 2A: Existing Drainage System* illustrates the location of curb and gutter in the city, as well as any damage sections. Curb inlet markings indicate where underground storm drainage may be handling stormwater.



Figure 2C: Example Inlet

Culverts

The most significant problems with culvert facilities in Bellmead are inadequate sizing in some locations and lack of maintenance. However, as with the ditch system, the maintenance of some of the culverts located in the vicinity are TxDOT's and McLennan County's responsibility. Of the 140 City-maintained culverts 12 are damaged and 56 are mostly blocked. None of the damaged culverts have a headwall or safety end treatment to prevent damage.

The most frequent problem encountered with culvert pipes is blockage from the accumulation of silt, vegetation, and other debris, or from damaged ends from vehicle traffic. The reduction in stormwater movement caused by the blocked culverts may lead to standing water and mosquito problems for residents.

Culvert damage can result from several factors including but not limited to insufficient turning radii of pavement sections at intersections; insufficient pavement width at intersections; high velocities of the runoff in the ditches, channels, and streams; and the absence of protective headwalls or end treatments for the culvert pipes. Those factors cause vehicular traffic, particularly truck traffic, to pass over and crush the unprotected ends of pipes while turning. High water velocities within the ditches, channels, and streams can cause erosion and undermining of the culvert pipes, which can damage or significantly reduce their bearing capacity.



Figure 2D: Damaged Culvert Example



Figure 2E: Undamaged Culvert Example

Drainage Problem Areas

According to City staff, property flooding and nuisance ponding occur primarily in the central area of town, mainly in areas east of Cloverleaf Drive as it traverses the city from northeast to southwest and in the southwestern corner of Bellmead. There are occasional cases of nuisance ponding throughout the city during average rainfall events that result in minor property damage and standing water is always detrimental to road surfaces (see *Map 2A*). A few areas of concern are:

- Wheeler Street from Crestline to Stephanie
- La Clede Street and Parrish Street
- Harrison Street from Maxfield to the railroad tracks
- Railroad yard on Katy Lane in southwest Bellmead
- Lions Park
- Duggar Field

The City of Bellmead has established priorities and/or procedures for responding to routine flooding.

Major Flood Preparedness

Disaster preparedness refers to measures taken to anticipate and attempt to reduce the damage caused by disaster events, such as a major or extreme flood event. Communities can take the following key steps to support disaster preparedness:

- Identify and understand potential vulnerabilities in the event of a disaster
- Designate someone responsible for emergency management prior, during, and after a disaster
- Coordinate with other government emergency managers/local utility providers to prepare for a potential disaster
- Ensure that residents know emergency procedures in the event of disaster

The City of Bellmead has designated a local emergency management coordinator and has a Disaster Preparedness and Response Plan for a major flood event.

National Flood Insurance Program

The National Flood Insurance Program (NFIP) is a FEMA program that provides federally backed flood insurance to members of communities that carry out measures to reduce the risk of flood damage. While NFIP participation is voluntary, federally backed flood insurance is not available for structures in non-participating communities, and disaster assistance as well as federal grants and loans are not available for structures in FEMA designated special flood hazard areas (SFHAs) of non-participating communities. Various requirements and caveats apply to the obligations of lenders and property owners with respect to flood insurance and specific questions should be addressed to FEMA or the Texas Water Development Board NFIP division.

The City of Bellmead participates in the National Flood Insurance Program (NFIP). Among many other services, the U.S. National Flood Insurance Program provides flood insurance rate maps that depict the 100-year and 500-year special flood hazard areas (SFHA's) for many communities, including the City of Bellmead. A significant portion of the city lies in the 100-year floodplain. The effective date of the most recent Flood Insurance Rate Map (FIRM) for Bellmead is December 20, 2019 (480457B). *Map 2A: Existing Story Drainage System* illustrates special flood hazard areas in Bellmead.

Appendix 2A contains more detailed information concerning the NFIP and the benefits that a community can receive through active participation. More detailed information regarding all aspects of the program can also be found through the TWDB (www.twdb.state.tx.us/wrpi/flood/nfip.htm) and FEMA (www.fema.gov/nfip/) websites.

Appendix 2B contains information on how to score points through the Community Rating System, which is a set of actions participating communities can take to reduce flood insurance rates for property owners.

Community Rating System recommended actions related to the Bellmead Comprehensive Plan include:

- Adopting the Comprehensive Plan
- Adopting a subdivision ordinance that includes erosion and sedimentation control requirements during construction in addition to establishing standards for drainage facilities for new construction
- Educating residents whose properties are located within floodplains about floodplain building regulations
- Purchasing property in the floodplain, zoning for open space, or otherwise restricting the use of parcels in the floodplain

These actions increase the credits homeowners receive on flood insurance premiums. The amount of premium reduction is based on the percentage of special flood hazard area preserved as open space.

Flood Prevention Ordinance

The City has adopted a Flood Damage Prevention Ordinance, effective November 24, 1987. The ordinance is a comprehensive ordinance that sets forth rules and regulations for development within the community that meets and satisfies CFR Section 60.3C of the NFIP Regulations.

2.3 Storm Drainage System Improvement Projects

This report is an evaluation, analysis, and planning report rather than a design study; detailed design data for individual construction projects has not been developed as a part of the report. The construction of improvements to the storm drainage system should be preceded by a detailed engineering design analysis, plans, and specifications. This report is intended solely to provide the City of Bellmead with guidance in the planning of future storm drainage improvements.

Prioritized Problems

City staff and consulting engineers have identified the following areas of concern with regard to Bellmead's storm-water system.

1. Alleviate flooding along Wheeler Drive from sedimentation build up
2. Provide a new drainage system for Lions Park

3. A need to maintain ditches and control erosion and sedimentation build-up that impedes the function of drainage infrastructure
4. A need to make Bellmead more resilient against flooding.

Like many rural cities, Bellmead faces a difficult predicament with respect to drainage problems. There is little grant money available to make improvements to the drainage systems of rural towns. Routine maintenance is the only viable route available to many cities to address various drainage problems.

Cities may also look towards adopting landscaping standards within their building code to address growing storm drainage and flooding issues. Increasing landscaping on developed lots can reduce localized flooding, standing water, and damage to drainage systems during heavy weather events. Preserving open space to allow for natural stormwater drainage also greatly benefits the health and functionality of stormwater systems in Bellmead. The following plan framework outlines a specific set of actions to meet Bellmead's drainage system needs with local resources.

Goals & Objectives for Storm Drainage System

Goal 1: The city-wide drainage system prevents flooding of private property.

Objective 1.1: Mitigate all nuisance ponding areas over the planning period.

Policy 1.1.1: Between 2023 and 2033 determine if nuisance ponding areas can be addressed as water and sewer improvements are made.

Policy 1.1.2: Continue to communicate regularly with TxDOT and McLennan County to provide for on-going, semi-annual routine maintenance of all culvert pipes, drainage channels, and roadside ditches by removing silt, debris, and vegetation that impede the flow of water.

Objective 1.2: By 2025, commission and adopt a basic street and drainage construction manual/ordinance specifying required width and depth of drainage channels and diameter of culverts for use by current and future City staff and contractors hired to construct improvements.

Goal 2: The City maintains a functional city-wide drainage system that limits sedimentation loading to nearby creeks.

Objective 2.1: Improve drainage system between 2023 and 2033 to alleviate nuisance ponding areas.

Objective 2.2: Decrease opportunities for introducing sediment into the city's drainage system.

Policy 2.2.1: Educate City public works staff on and increase annual funding to the public works department to construct properly sized drainage channels and culverts.

Goal 3: Bellmead responds quickly and efficiently to flood events and pursues strategies to reduce the impact of flooding on the community.

Objective 3.1: Maintain a clear organizational framework to respond to flood events.

Policy 3.1.1: Coordinate with other government emergency managers and local utility providers about priorities/procedures before, during, and after an extreme flood event.

Policy 3.1.2: Disseminate and inform residents of emergency procedures in the event of a major flood.

Objective 3.2: Reduce impact of flood events on Bellmead.

Policy 3.2.1: Incorporate targeted projects to eliminate/mitigate flooding vulnerabilities in capital improvements projects.

Policy 3.2.2: Adopt land-use policies that prevent/reduce flooding vulnerabilities.

Policy 3.2.3: Adopt regulations that emphasize open space and park preservation to support the stormwater drainage system

Proposed System Improvements – Planning Period 2023-2033

The following section describes a series of proposed improvements to the existing drainage infrastructure. The improvement projects are presented as phased improvements that are suggested for implementation over the 10-year planning period encompassed by this comprehensive plan.

The projects are listed in a sequence that represents just one of several possible avenues, all of which should lead to the achievement of the long-term goals adopted by the City of Bellmead for the maintenance of the drainage infrastructure. The sequence shown in this plan is a logical, step-by-step process intended to increase the safety and efficiency of the drainage infrastructure. The sequence is intended only as a suggested program of phased improvements; alternative sequences are recommended if funding availability requires significant changes to this proposed infrastructure improvements program.

Table 2B (Section 2.4) contains the proposed schedule for each phase of the improvements program during the 10-year planning period. These costs are based on current costs of record for similar projects in the same geographical area of the state. Every effort has been made to include appropriate cost factors such as inflation, variations in the market, and advances in stormwater technology.

These cost estimates are predicated on several assumptions related to the scope of each phase. These assumptions are as follows:

- Culvert pipe replacements costs are based on using Reinforced Concrete Pipe (RCP)

- Culvert replacements are estimated for a pipe size increase of one standard size over the existing size. Standard sizes are defined as those sizes that are readily available from a local supplier.
- The culverts that are identified as damaged are assumed to require 100% replacement.
- For City maintained culverts, the addition of a standard TxDOT-type Safety End Treatment (SET) at each end of the pipe is assumed for culverts scheduled for replacement.
- The cost estimates include grading to “daylight” at each end in order to ensure positive drainage.
- Culvert replacement includes driveway and pavement repair assuming a pavement cut of 4’ in width, ROW width minus 20’ in length, and a 2” depth of HMAC pavement placement.
- New and existing roadside ditches assumes a full-depth excavation with a triangular cross-section of a 3.0’ top width and a 1.0’ depth at center.
- Existing drainage channel maintenance assumes a one-half depth excavation with a trapezoidal cross-section of a 7.0’ top width, 1.0 bottom width, 3.0’ depth at center, and 1:1 side slope.
- Engineering & Surveying – Engineering and surveying services are estimated at 20%-35% of the estimated construction costs of an element as described above.

These costs are based on current costs of record for similar projects in the same geographical area of the state. Every effort has been made to include appropriate cost factors such as inflation, variations in the market, and advances in stormwater technology.

The proposed phases of future drainage system improvements are as follows:

- ✓ **Phase 1 (2023-2025):** Obtain funding to replace approximately 1,500 LF of inadequate and undersized storm lines along Wheeler Street from Crestline Street to Stephanie Street. The project includes pavement repair, administration, and Engineering & Surveying services.
- ✓ **Phase 2 (2027-2033):** Obtain funding to maintain approximately 4,500 LF of roadside ditch along Concord Street, clean out and maintain catch basins along Harrison Street from Maxfield Street to the railroad tracks and replace the storm pipe located at La Clede Street and Parrish Street. The project will also include feasibility study for street improvements incorporating valley gutters and crowning of streets to improve drainage in southwest Bellmead near Sam’s and the Railroad Yard and construction of a retention pond in the Duggars Field area, pavement repair, administration, and Engineering & Surveying services.

2.4 Implementation Plan

Like many rural cities, the City of Bellmead faces a difficult predicament with respect to drainage problems. There is little grant money available to make improvements to the drainage systems of rural towns. Routine maintenance is the only viable route available to many cities to address various drainage problems. The following plan framework outlines a specific set of actions to meet the city's drainage system needs. The estimated costs for the actions and improvement projects are as follows:

Table 2B: Drainage System Improvement Plan Projects: 2023 - 2033

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2026	2027-2029	2030-2033			
Goal 2.1 <i>Develop a city-wide drainage system that prevents flooding of private property</i>						
Phase 1: Obtain funding to replace approximately 1,500 LF of inadequate and undersized storm lines along Wheeler Street from Crestline Street to Stephanie Street. The project will include pavement repair, administration, and Engineering & Surveying services.	X			City	\$431,800	GEN; TxCDBG; TWDB; USDA; FMA; TxCDBG-DR
Phase 2: Obtain funding to maintain approximately 4,500 LF of roadside ditch along Concord Street, clean out and maintain catch basins along Harrison Street from Maxfield Street to the railroad tracks and replace the storm pipe located at La Clede Street and Parrish Street. The project will also include feasibility study for street improvements incorporating valley gutters and crowning of streets to improve drainage in southwest Bellmead near Sam's and the Railroad Yard and construction of a retention pond in the Duggars Field area, pavement repair, administration, and Engineering & Surveying services.		X	X	City	\$250,000	GEN; TxCDBG; TxDOT; TWDB; USDA; FMA; TxCDBG-DR
Adopt a basic street and drainage construction manual/ordinance specifying required width and depth of drainage channels and diameter of culverts for use by current and future city staff and contractors hired to construct improvements		X		City	\$2,000 (Legal, Engineers)	TxCDBG; USDA

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2026	2027-2029	2030-2033			
Goal 2.2 Maintain a functional city-wide drainage system that limits sedimentation loading to nearby creeks.						
Improve drainage system between 2023 and 2033 to alleviate nuisance ponding areas.	X	X	X	City	Variable	GEN
Educate City public works staff on and increase annual funding to the public works department to construct properly sized drainage channels and culverts.	X	X	X	City	Variable	GEN
Goal 2.3 Respond quickly and efficiently to flood events and pursue strategies to reduce the impact of flooding on the community						
Disseminate and inform residents of emergency procedures in the event of a major/extreme flood	X	X	X	City	Variable	GEN
Coordinate with regional partners to maintain a Disaster Preparedness Response Plan for major/extreme flood events	X	X	X	City; County; COG	Variable	GEN
Adopt land-use policies that prevent/reduce flooding vulnerabilities	X	X	X	City	Variable	GEN
Adopt regulations that emphasize open space and park preservation to support the stormwater drainage system	X	X	X	City	Variable	GEN

Source: **FMA**=Flood Mitigation Assistance program through the TWDB for NFIP members only; **GEN** = Municipal fund; **Private**=Land donation; **FHWA**=Federal Highway Administration; **TWDB**=Texas Water Development Board Flood Protection Planning; **TxCDBG**=Texas Community Development Block Grant program if area is involved in project where street/curb and gutter repair is required; **TxCDBG-DR**=TxCDBG Disaster Relief funds; **TxDOT**=Texas Department of Transportation; **USDA**=USDA Rural Development

Notes on Estimates: * Negotiate a cost-sharing agreement that provides equipment, labor, and materials for drainage maintenance. ** Refer to NFIP information concerning available funding through the program.

2.5 Appendix 2A: National Flood Insurance Program

The following describes regulations set by FEMA with which NFIP members must comply. The text derives primarily from NFIP Legislation and Regulation Guidance Documents (sections 59-61, available at <http://www.fema.gov/guidance-documents-other-published-resources>)

Federal “100-year” Standard: The NFIP has used a comprehensive study by a group of experts to advise the agency as to the best standard to be used as the basis for risk assessment, insurance rating, and floodplain management for the Program. After extensive study and coordination with Federal and State agencies, this group recommended the one percent-annual-chance flood (also referred to as the 100-year or “Base Flood”) be used as the standard for the NFIP. The -percent-annual-chance flood was chosen on the basis that it provides a higher level of protection while not imposing overly stringent requirements or the burden of excessive costs on property owners. The one-percent-annual-chance flood (or 100-year flood) represents a magnitude and frequency that has a statistical probability of being equaled or exceeded in any given year, or, stated alternatively, the 100-year flood has a 25 percent (or one-in-four) chance of occurring over the life of a 30-year mortgage. The regulatory flood plains cover areas that would most likely be inundated by the largest storm events that typically occur in the area. While these storm events are referred to as 100-year or 500-year events, the designation actually refers to the probability of a storm of that particular magnitude occurring in any given year. As mentioned before, the “100-year” storm has a 1% chance of occurring in any given year, and the “500-year” storm has a 0.2 percent chance of occurring in any given year.

Identifying and Mapping Flood-Prone Areas: Under the NFIP, Flood Hazard Boundary Maps (FHBM), which delineated the boundaries of the community’s Special Flood Hazard Areas (SFHAs), have been prepared using approximate methods prior to completion of a community’s Flood Insurance Study (FIS). These methods identify on an approximate basis a one-percent-annual-chance floodplain, but do not include the determination of Base Flood Elevations (BFEs) (100-year flood elevations), flood depths, or floodways. The Flood Hazard Boundary Map is intended to assist communities that do not have current FIRMs in managing floodplain development, and to assist insurance agents and property owners in identifying those areas where the purchase of flood insurance was advisable.

FISs that use detailed hydrologic and hydraulic analyses to develop BFEs and designate floodways and risk zones for developed areas of the floodplain have been subsequently produced for most NFIP communities. Once more detailed risk data was provided to communities, the community could then enter the Regular Program whereby the community is required to adopt more comprehensive floodplain management requirements and owners of structures could purchase higher amounts of insurance.

An FIS usually generates the following flood hazard information:

- BFEs are presented as either water-surface elevations or average depths of flow above the ground surface. These elevations and depths are usually referenced to either the National Geodetic Vertical Datum of 1929 (NGVD29) or the North American Vertical Datum of 1988 (NAVD88).
- Water-surface elevations for the 10-year (10-percent-annual-chance), 50-year (2-percent-annual-chance), 100-year (1-percent-annual-chance), and 500-year (0.2-percent-annual-chance) floods.
- Boundaries of the regulatory 100-year floodway. The regulatory floodway is defined as the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the entire Base Flood (100-year flood) discharge can be conveyed with no greater than a 1.0-foot increase in the BFE.
- The boundaries of the 100- and 500-year floodplains. The 100-year floodplain is referred to as the Special Flood Hazard Area (SFHA).

Floodplain Management: The Congressional Acts that created the NFIP prohibit the Federal Emergency Management Agency (FEMA) from providing flood insurance to property owners unless the community adopts and enforces floodplain management criteria established under the authority of Section 1361(c) of the Act. These criteria are established in the NFIP regulations at 44 CFR §60.3. The community must adopt a floodplain management ordinance that meets or exceeds the minimum NFIP criteria. Under the NFIP, “community” is defined as:

“Any State, or area or political subdivision thereof, or any Indian tribe or authorized tribal organization, or Alaska Native village or authorized native organization, which has authority to adopt and enforce floodplain management regulations for the areas within its jurisdiction.”

The power to regulate development in the floodplain, including requiring and approving permits, inspecting property, and citing violations, is granted to communities under a state’s police powers. FEMA has no direct involvement in the administration of local floodplain management ordinances.

Minimum NFIP Floodplain Management Requirements: Under the NFIP, the minimum floodplain management requirements that a community must adopt depend on the type of flood risk data (detailed FIS and FIRMs with BFEs or approximate A Zones and V Zones without BFEs) that the community has been provided by FEMA. Under the NFIP regulations, participating NFIP communities are required to regulate all development in SFHAs. “Development” is defined as:

“Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.”

Before a property owner can undertake any development in the SFHA, a permit must be obtained from the community. The community is responsible for reviewing the proposed development to ensure that it complies with the community's floodplain management ordinance. Communities are also required to review proposed development in SFHAs to ensure that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, such as 404 wetland permits from the Army Corps of Engineers or permits under the Endangered Species Act.

Under the NFIP, communities must review subdivision proposals and other proposed new development, including manufactured home parks or subdivisions to ensure that these development proposals are reasonably safe from flooding and that utilities and facilities servicing these subdivisions or other development are constructed to minimize or eliminate flood damage.

In general, the NFIP minimum floodplain management regulations require that new construction or substantially improved or substantially damaged existing buildings in A Zones must have their lowest floor (including basement) elevated to or above the Base Flood Elevation (BFE). Non-residential structures in A Zones can be either elevated or dry-floodproofed. In V Zones, the building must be elevated on piles and columns and the bottom of the lowest horizontal structural member of the lowest floor of all new construction or substantially improved existing buildings must be elevated to or above the BFE. The minimum floodplain management requirements are further described below:

- For all new and substantially improved buildings in A Zones:
- All new construction and substantial improvements of residential buildings must have the lowest floor (including basement) elevated to or above the BFE.
- All new construction and substantial improvements of non-residential buildings must either have the lowest floor (including basement) elevated to or above the BFE or dry-floodproofed to the BFE. Dry floodproofing means that the building must be designed and constructed to be watertight, substantially impermeable to floodwaters.
- Buildings can be elevated to or above the BFE using fill, or they can be elevated on extended foundation walls or other enclosure walls, on piles, or on columns.
- Because extended foundation or other enclosure walls will be exposed to flood forces, they must be designed and constructed to withstand hydrostatic pressure otherwise the walls can fail, and the building can be damaged. The NFIP regulations require that foundation and enclosure walls that are subject to the 100-year flood be constructed with flood-resistant materials and contain openings that will permit the automatic entry and exit of floodwaters. These openings allow floodwaters to reach equal levels on both sides of the walls and thereby lessen the potential for damage. Any enclosed area below the BFE can only be used for the parking of vehicles, building access, or storage.

In addition, to the above requirements, communities are required to select and adopt a regulatory floodway in riverine A Zones. The area chosen for the regulatory floodway must be designed to carry the waters of the one percent-annual-chance flood without increasing the water surface elevation of that flood more than one foot at any point. Once the floodway is designated, the community must prohibit development within that floodway which would cause any increase in flood heights. The floodway generally includes the river channel and adjacent floodplain areas that often contain forests and wetlands. This requirement has the effect of limiting development in the most hazardous and environmentally sensitive part of the floodplain.

Ordinance Adoption: Once FEMA provides a community with the flood hazard information upon which floodplain management regulations are based, the community is required to adopt a floodplain management ordinance that meets or exceeds the minimum NFIP requirements. FEMA can suspend communities from the Program for failure to adopt once the community is notified of being flood-prone or for failure to maintain a floodplain management ordinance that meets or exceeds the minimum requirements of the NFIP. The procedures for suspending a community from the Program for failure to adopt or maintain a floodplain management ordinance that meets or exceeds the minimum requirements of the NFIP are established in the NFIP regulations at 44 CFR §59.24(a) and (d).

Prior to filing an application for NFIP participation, the community would have to adopt a resolution stating it wishes to become an NFIP participant and designating a Floodplain Administrator. The 77th Legislature of the State of Texas amended Subchapter I, Chapter 16, Water Code, by adding Section 16.3145 to read as follows:

"The governing body of each city and county shall adopt ordinances or orders, as appropriate, necessary for the city or county to be eligible to participate in the National Flood Insurance Program..., not later than January 1, 2001".

Model ordinances and sample permit forms are available online at www.twdb.state.tx.us/wrpi/flood/nfip.htm. Flood prevention ordinances often require or encourage appropriate development in flood prone areas and/or set zoning standards for areas to restrict the use or density of floodplain development. They also vest a designated Flood Administrator with the responsibility of delineating areas of special flood hazard; providing information about inhabited floodplain areas; maintaining FEMA flood maps; and cooperating with federal, state and local officials and private firms in undertaking to study, survey, map and identify floodplain. The Administrator is also to assist with the development and implementation of floodplain management measures.

Community Rating System: The NFIP's Community Rating System (CRS) provides discounts on flood insurance premiums in those communities that establish floodplain management programs that go beyond NFIP minimum requirements. Under the CRS, communities receive credit for more restrictive regulations, acquisition, relocation, or floodproofing of flood-prone buildings, preservation of open space, and other measures that reduce flood damages or protect the natural resources and functions of floodplains.

Under the CRS, flood insurance premium rates are adjusted to reflect the reduced flood risk resulting from community activities that meet the three goals of the CRS:

1. Reduce flood losses, i.e.
 - a. Protect public health and safety,
 - b. Reduce damage to property,
 - c. Prevent increases in flood damage from new construction,
 - d. Reduce the risk of erosion damage, and
 - e. Protect natural and beneficial floodplain functions;
2. Facilitate accurate insurance rating; and
3. Promote the awareness of flood insurance.

There are 10 CRS classes: Class 1 requires the most credit points and gives the largest premium reduction; Class 10 receives no premium reduction. CRS premium discounts on flood insurance range from 5% for Class 9 communities up to 45% for Class 1 communities. The CRS recognizes 18 creditable activities, organized under four categories: Public Information, Mapping and Regulations, Flood Damage Reduction, and Flood Preparedness.

For example, credits are provided for use of future conditions hydrology and more restrictive floodway standards, prohibiting fill in the floodway, and adopting compensatory storage regulations, innovative land development criteria, storm water management regulations, other higher regulatory standards, and local floodplain management plans. Credits are also provided in the CRS for preserving open space in their natural state and for low-density zoning and for acquiring and clearing buildings from the floodplain and returning the area to open space. The 2002 *CRS Coordinator's Manual* includes a new section, "Land Development Criteria," which specifically credits community land development regulations that limit development in the floodplain or provide incentives to limit floodplain development. Communities receive credits for adopting smart growth land development criteria and for creating open space through their land development process.

2.6 Appendix 2B: NFIP Community Rating System

The National Flood Insurance Program Community Rating System

Information from: <https://www.fema.gov/floodplain-management/community-rating-system>

The Community Rating System (CRS) is a part of the NFIP. The CRS reduces flood insurance premiums to reflect what a community does beyond the NFIP's minimum standards for floodplain regulation. The objective of the CRS is to reward communities for what they are doing, as well as to provide an incentive for new flood protection activities. The reduction in flood insurance premium rates is provided according to a community's CRS classification, as shown in the chart.

Community participation in the CRS is VOLUNTARY.

To apply for CRS participation, a community submits documentation that shows what it is doing and that its activities deserve at least 500 points. The documentation is attached to the appropriate worksheet pages in this CRS Application. The application is submitted to the ISO/CRS Specialist. The ISO/CRS Specialist is an employee of the Insurance Services Office, Inc. (ISO). ISO works on behalf of the Federal Emergency Management Agency (FEMA) and the insurance companies to review CRS applications, verify the communities' credit points, and perform program improvement tasks.

The 2017 CRS manual is included in the *Digital Appendix* and available at <https://www.fema.gov/floodplain-management/community-rating-system#manual>

A Quick Check of a Community's Potential CRS Credit

a. Purpose

A minimum of 500 points is needed to receive a CRS classification of Class 9, which will reduce premium rates. This quick check provides some basic information for local officials to determine if their communities will have enough points to attain Class 9.

If a community does not qualify for at least 500 points, it may want to initiate some new activities in order to attain Class 9. For example, some of the public information activities can be implemented for a very low start-up cost. The quick check can identify where points can be earned for new activities.

b. Quick Check Instructions

The section numbering system is used throughout all CRS publications. Sections 300 through 600 describe the 18 creditable activities. Activity 310 (Elevation Certificates) is required of all CRS communities and Activity 510 (Floodplain Management Planning) is required of designated repetitive loss communities. The rest of the activities are optional. Only the elements most frequently applied for are listed.

If the activity is applicable, the average community score (which is in parentheses) should be entered in the blank to the left to provide a rough estimate of the community's initial credit points.

c. Minimum Requirements

Section 211 (Prerequisites): The community must be in the Regular Phase of the NFIP and be in full compliance with the minimum requirements of the NFIP. The application must include a letter from the Federal Emergency Management Agency (FEMA) Regional Office confirming that the community is meeting all of the latest NFIP requirements.

Activity 310 (Elevation Certificates): All CRS communities must maintain FEMA's elevation certificates for all new and substantially improved construction in the floodplain after the date of application for CRS classification.

Sections 501–503 (Repetitive Loss Areas): A community with properties that have received repeated flood insurance claim payments must map the areas affected. Communities with 10 or more such properties must prepare, adopt, and implement a plan to reduce damage in repetitive loss areas. The FEMA Regional Office can tell whether this applies to any given community.

d. Other Activities

If the activity is applicable, the average community score (which is in parentheses) should be entered in the blank at left to provide a rough estimate of the community's initial credit points.³

Public Information Activities (Series 300)

- ___ (38) 310 (Elevation Certificates) Maintain FEMA elevation certificates for all new construction. Maintaining them after the date of CRS application is a minimum requirement for any CRS credit.
- ___ (73) 320 (Map Information) Respond to inquiries to identify a property's FIRM zone and publicize this service.
- ___ (87) 330 (Outreach Projects) Send information about the flood hazard, flood insurance, and flood protection measures to flood-prone residents or all residents of the community.
- ___ (14) 340 (Hazard Disclosure) Real estate agents advise potential purchasers of flood-prone property about the flood hazard; or regulations require a notice of the flood hazard.
- ___ (38) 350 (Flood Protection Information) The public library maintains references on flood insurance and flood protection.
- ___ (55) 360 (Flood Protection Assistance) Give inquiring property owners technical advice on protecting their buildings from flooding, and publicize this service.
- ___ (39) 370 (Flood Insurance Promotion) Assess current flood insurance coverage; develop and implement a plan to improve coverage; and provide technical advice to property owners about flood insurance.

Mapping and Regulatory Activities (Series 400)

- ___ (60) 410 (Flood Hazard Mapping) Develop new flood elevations, floodway delineations, wave heights, or other regulatory flood hazard data for an area that was not mapped in detail by the flood insurance study; or have the flood insurance study's hydrology or allowable floodway surcharge based on a higher state or local standard.

³ Figures are based on communities that have received verified credit under the 2013 CRS Coordinator's manual, as of October 2016. The Maximum points available are based on the 2013 *Coordinator's Manual*. Growth adjustments are not included.

- ___ (509) 420 (Open Space Preservation) Guarantee that a portion of currently vacant floodplain will be kept free from development.
- ___ (270) 430 (Higher Regulatory Standards) Require freeboard; require soil tests or engineered foundations; require compensatory storage; zone the floodplain for minimum lot sizes of 1 acre or larger; regulate to protect sand dunes; or have regulations tailored to protect critical facilities or areas subject to special flood hazards (e.g., alluvial fans, ice jams, or subsidence).
- ___ (115) 440 (Flood Data Maintenance) Keep flood and property data on computer records; use better base maps; or maintain elevation reference marks.
- ___ (132) 450 (Storm water Management) Regulate new development throughout the watershed to ensure that post-development runoff is no worse than pre-development runoff

Flood Damage Reduction Activities (Series 500)

- ___ (175) 510 (Floodplain Management Planning) Prepare, adopt, implement, and update a comprehensive plan using a standard planning process.
- ___ (195) 520 (Acquisition and Relocation) Acquire and/or relocate flood-prone buildings so that they are out of the floodplain.
- ___ (73) 530 (Flood Protection) Document floodproofed or elevated pre-FIRM buildings.
- ___ (218) 540 (Drainage System Maintenance) Conduct periodic inspections of all channels and retention basins and perform maintenance as needed.

Warning and Response (Series 600)

- ___ (254) 610 (Flood Warning and Response) Provide early flood warnings to the public and have a detailed flood response plan keyed to flood crest predictions.
- ___ (157) 620 (Levee Safety) Maintain levees that are not credited with providing base flood protection.
- ___ (35) 630 (Dam Safety) All communities in a State with an approved dam safety program receive credit.

___ **TOTAL ESTIMATED POINTS FOR THE COMMUNITY**

3 THOROUGHFARES STUDY

The Thoroughfares Study analyzes the ability to move people and goods safely and efficiently. The study examines traffic types, volumes, and generators to identify key thoroughfares, specify their functional role(s) in circulating traffic, and assesses the system's traffic controls. Because not all travelers can or want to drive, the study also assesses opportunities for multimodal travel within the city and, as appropriate, along key thoroughfares. Based on this information, the study recommends initial improvements to enhance existing thoroughfares, as well as standards and approaches that should be incorporated into the city's future development plans. A good thoroughfare plan considers not only the ability of the system's infrastructure to move vehicles, but also the relationship between street construction, land development, and quality of life. The result should be a pleasing and efficient transportation system for both residents and visitors.

3.1 Highlights

Interstate 35, US Highway 84, and Texas Highway Loop 340 form the foundation of Bellmead's thoroughfare system. These major roads have the capacity to accommodate vehicle traffic moving through Bellmead at the current scale of development. In western Bellmead, traffic capacity is managed by local streets, which are laid out in a general grid pattern. The grid system disperses traffic through neighborhoods, which gives drivers many options for travel to their destination, reduces road wear, and limits congestion. This flexibility also increases safety during disasters.

Investing in multimodal infrastructure can expand travel capacity without the challenges and high costs often associated with road widening. While road connectivity is high in western Bellmead, options for comfortable multimodal travel are limited. There are approximately 3.7 miles of sidewalk in the city, but sections are scattered and, aside from travel along I-35, few connect sufficiently to provide pedestrian routes. Residents expressed interest in expanding Bellmead's existing sidewalk system to allow for additional travel. Priority should be placed on connecting key activity centers in western Bellmead (schools, parks, the Central Business District). The City should also consider placing markings/signage to designate shared use lanes for cyclists along the same key connections.

Development outside of western Bellmead lacks the connectivity found in established neighborhoods. Without additional internal connections within these areas and direct connections to other neighborhoods most trips will require travel on an arterial road, leading to increased congestion, future development limitations, and reduced evacuation options. Adopting heightened subdivision requirements may be the most effective and efficient strategy to improve road connectivity outside of western Bellmead, as large lots still characterize much of this area.

Residents also expressed a desire to attract visitors. Development along Bellmead's thoroughfares serves as publicity for the city and determines the first impression of potential residents and investors. To enhance Bellmead's visual appeal, the City should adopt design standards for development along key thoroughfares and invest in landscaping and other aesthetic improvements in the public right-of-way.

Bellmead's traffic control system functions adequately and is generally in scale with the city size. However, the City should install additional STOP signs near Brame Park to deter speeding in this key pedestrian area. The City should also install additional signage to further limit regional and local freight traffic outside of designated routes. Freight traffic poses a potential safety risk for pedestrians and cyclists and accelerates road deterioration. The City can further support traveler safety by installing additional street lighting along neighborhood roads (street lighting is currently limited primarily to intersections).

The Institute of Transportation Engineers' *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities* (CSS manual) establishes standards to support transportation projects that serve all users and are compatible with the community and environment through which they pass. CSS guidelines, modified slightly to serve Bellmead's character and local conditions, are considered throughout this study to ensure that the City of Bellmead plans for accessibility by all methods and all populations.

3.2 Context: History & Community Input

Current Context of Thoroughfare Planning

Early transportation planning focused on moving the maximum number of vehicles at the maximum speed and reflected the belief that all traffic congestion can be solved by newer, wider roads. Beginning in the 1990's, transportation engineers realized that new construction could not stay ahead of car use and that the financial cost of road and highway expansion was unsustainable. They also began to recognize the social costs of land use patterns that require car use, such as isolation of the youth and elderly unable to drive or walk from their neighborhoods and dispersal of residents from the central city. As travel became restricted to those who could drive, and as families moved out of central cities, local businesses and community activities suffered.

As a result of these findings, the Institute of Transportation Engineers (ITE) in cooperation with the Federal Highway Administration, the Environmental Protection Agency, and the Congress for New Urbanism worked together to incorporate alternative transportation solutions into national design standards. In 2006, the ITE's *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities* (the Context Sensitive Solutions or CSS manual) was released.⁴ The ITE officially adopted this report as recommended practice in 2010 and Texas was the first state to formally adopt the CSS manual in department of transportation project design and review processes.

Previous Studies

The most recent study of Bellmead's thoroughfares was completed by Freese and Nichols, Inc. in 2012 as part of a larger comprehensive planning effort for the City of Bellmead. Key plan goals include:

- Promote walkable, safe, and active neighborhoods
- Improve local economic development, tourism, and community image
- Address aging and inadequate infrastructure and transportation issues
- Encourage environmentally friendly development

In 2010, The Waco Metropolitan Planning Organization (MPO) developed *Connections 2035; The Waco Metropolitan Transportation Plan* (MTP). The MTP was adopted to develop recommendations and policies to secure funding for transportation projects in McLennan County through 2035. The MTP was updated and adopted in January 2020 to include projects through 2045. Several proposed MTP projects focus on TxDOT roads within the Bellmead city limits and ETJ (summarized in *Table 3A, next page*). The City of Bellmead should continue communication with the MPO about upcoming and planned projects.

⁴ A free copy of the CSS manual can be found at <https://www.epa.gov/sites/production/files/2015-11/documents/rp036.pdf>

Table 3A: Waco MPO Proposed Projects in the Bellmead Area

Short Term Priorities (2020-2030)	
Facility	North Loop 340 , IH-35 to Union Pacific RR Overpass
Issue/Need	Current unsignalized intersections with no pedestrian facilities. Need to reduce total crashes due to vehicles turning left or going straight at both intersections and address lack of safe pedestrian crossing of Loop 340.
Scope	1) Install traffic signals at Bank Dr and Research Blvd 2) Install pedestrian crosswalks and refuge islands at both intersections 3) Construct continuous sidewalk along south side of road
Facility	East Loop 340 , SH 6 / Loop 484 (Marlin Hwy) to US 84 (Bellmead Dr)
Issue/Need	Current two-lane principal arterial with shoulders. Need to address unacceptable traffic conditions forecasted for 2045 and provide additional capacity for designated IH-35 alternative route and primary Fort Worth to Bryan & Houston route.
Scope	Widen to four lanes divided
Long Term Priorities (2031-2045)	
Facility	IH-35 , Vicinity of Bellmead Wal-Mart
Issue/Need	Need to reduce high number of fatalities resulting from pedestrian crossing of IH-35 main lanes, address lack of pedestrian crossings of IH-35 between Loop 340 and Behrens Circle, and provide better transit connection to Bellmead Wal-Mart shopping district
Scope	1) Construct pedestrian overpass over IH-35 main lanes and frontage roads 2) Construct bus stop on Wal-Mart side of overpass or provide pedestrian connection to Bus Rapid Transit station at North Loop 340
Facility	US Business 77 , Behrens Circle to Spring Lake Rd
Issue/Need	Current four-lane hybrid boulevard with discontinuous frontage roads. Frontage roads do not meet current design standards and are not necessary to accommodate future traffic volumes. Intersections at FM 2417 and Craven require better traffic control to reduce probability of future crash problems.
Scope	1) Remove frontage roads and convert to standard boulevard design with bicycle and pedestrian path 2) Construct roundabouts at intersections with FM 2417 (Crest Dr) and Craven Ave

Community Input

Bellmead resident's top thoroughfares priorities include additional traffic control, including increased regulation of freight traffic, and increased safety for pedestrians and cyclists.

Community input related to thoroughfares in *Chapter 1: Community Goals & Objectives* includes:

Achieve/Preserve	Avoid/Eliminate
<ul style="list-style-type: none">■ Add traffic calming on high-traffic streets■ Increase street lighting■ Increase maintenance of city infrastructure■ Improve ADA accessibility along thoroughfares■ Build & maintain sidewalks, crosswalks, and bike infrastructure	<ul style="list-style-type: none">■ Semi-truck traffic on local streets■ Semi-truck & trailer parking on local streets and thoroughfares■ Dangerous speeding■ Poorly maintained infrastructure

See also summarized community survey results in *Chapter 1: Community Goals & Objectives*.

3.3 Inventory & Existing Conditions

Regional Routes

Evacuation Routes

TxDOT designates specific routes for safe and timely evacuation of coastal areas in the event of a hurricane. TxDOT may use *contraflow* (reversal of inbound lanes to outbound lanes) or *evaculanes* (use of the road's shoulder) to facilitate evacuation along these regional routes. State Highway 6 (SH 6) intersects with US 79/190 (also a designated evacuation route) southeast of Bellmead. SH 6 connects traffic from US 290, allowing for northwestern travel from the Houston Area (see *Figure 3A*).

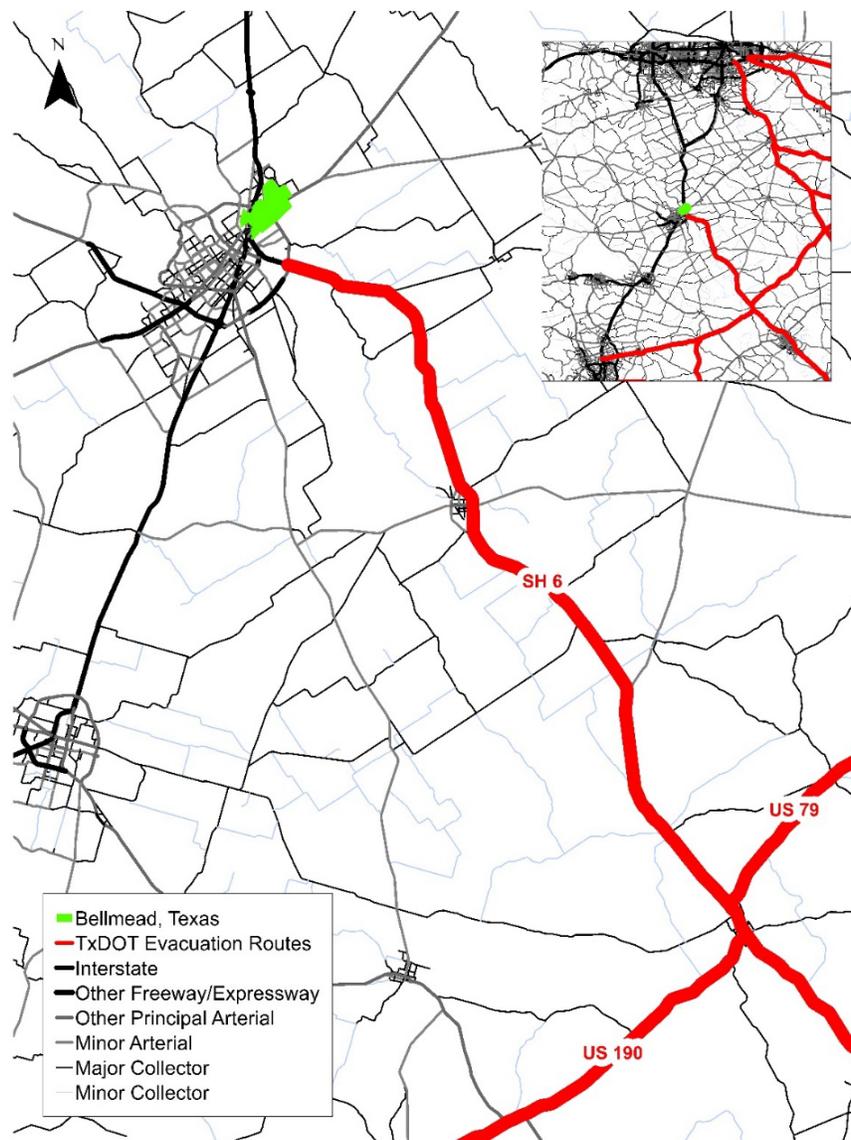


Figure 3A: TxDOT Evacuation Routes

Freight Routes

I-35, a major north-south interstate connecting Laredo, Texas on the US-Mexico border to Duluth, Minnesota, crosses through western Bellmead (see *Figure 3B*). The interstate is part of the Primary Highway Freight System (PHFS) in the National Highway Freight Network (NHFN). The PHFS is a network of highways identified as the most critical highway portions of the US freight transportation system. Several roads in the Texas Department of Transportation's (TxDOT) Texas Highway Freight Network (THFN) also cross through Bellmead (see *Figure 3B*). Building on the Texas portion of the NHFN, the state network identifies additional highways considered critical to freight movement (determined as part of TxDOT's Texas Freight Mobility Plan 2017).



Figure 3B: National & State Freight Network Routes

Local System

Connectivity

System connectivity refers to how transportation systems link users with the places they need to go. Areas with low connectivity are often characterized by long blocks, many dead-ends, and few connections between neighborhoods. Residents of such areas frequently depend on arterials to enter or exit their neighborhoods. In contrast, areas with high connectivity are characterized by short blocks and many connections between local neighborhood streets and interlocal arterial/collector streets. Such areas provide multiple routes between locations, so residents are not dependent on arterials.

Bellmead's street system layout has been determined by the still-active rail lines (pink line in *Figure 3C*), as well as several TxDOT-maintained and County-maintained roads (e.g., IH 35, Loop 340, US 84) (black lines). Local streets in western Bellmead extend from these roads to form general grids. Connections across the railroad tracks and highways are limited, but the primarily grid-like system allows residents to easily access adjacent attraction on arterial roads.



Figure 3C: Bellmead Street Footprint

Outside of western Bellmead, however, connectivity is significantly lower (see *Figure 3D, next page*). As *Figure 3D* shows, the street network is limited in these areas. *Figure 3D* also shows that, in some cases, the limited street network is due to the presence of large parcels (parcels over three acres).



Figure 3D: Limited-Connectivity Areas

Traffic Generators & TxDOT Traffic Counts

Traffic generators are uses which attract substantial visitors at both predictable and irregular times of the day and week, often causing traffic congestion. Common major traffic generators include drive-thrus, gas stations and convenience markets, hardware stores, business/office parks, government offices, and service shops, but generators can also include uses like parks, schools, and larger apartment complexes.

Table 3B and Figure 3E (next page) identify and describe key traffic generators in Bellmead. Appendix 3A explains the methodology for trip generation calculations.

Table 3B: Major Traffic Generators

Site	Units	Unit Type	Trip Rate Basis	Avg. Daily Traffic
Walmart Supercenter	210	KSF ²	102.24	21,470
Bellmead CBD	400	KSF ²	42.70	17,080
Sam's Club	141	KSF ²	102.24	14,416
HEB Grocery Store	123	KSF ²	102.24	12,576
Eastgate Shopping Center	140	KSF ²	42.70	5,978
Harbor Freight / Dollar General	92	KSF ²	42.70	3,928
Home Depot	98	KSF ²	30.74	3,013
La Vega High School	186	KSF ²	12.89	2,398
HP Miles Middle School	120	KSF ²	13.78	1,654
La Vega Primary School	70	KSF ²	15.43	1,080
La Vega Elementary	65	KSF ²	15.43	1,003
Eagle Crest Apartment	149	DU	6.65	991
Bordeaux XI Apartments	120	DU	6.65	798
Atrium of Bellmead Retirement Home	126	Beds	2.74	345

DU = Dwelling Unit

KSF² = Units of 1,000 Square feet

Source: GrantWorks Field Survey, 2021, including facility size (approximate from building footprint); Institute of Transportation Engineers, 9th edition Trip Generation Report

Figure 3E (next page) also illustrates the most recent TxDOT traffic counts (2021) for roads in Bellmead. As the figure shows, several of these roads provide access to key traffic generators. Traffic has fluctuated but increased overall since 2011 along all thoroughfares, with the exception of one station along IH-35, where traffic did not increase in the last year (2020-2021).

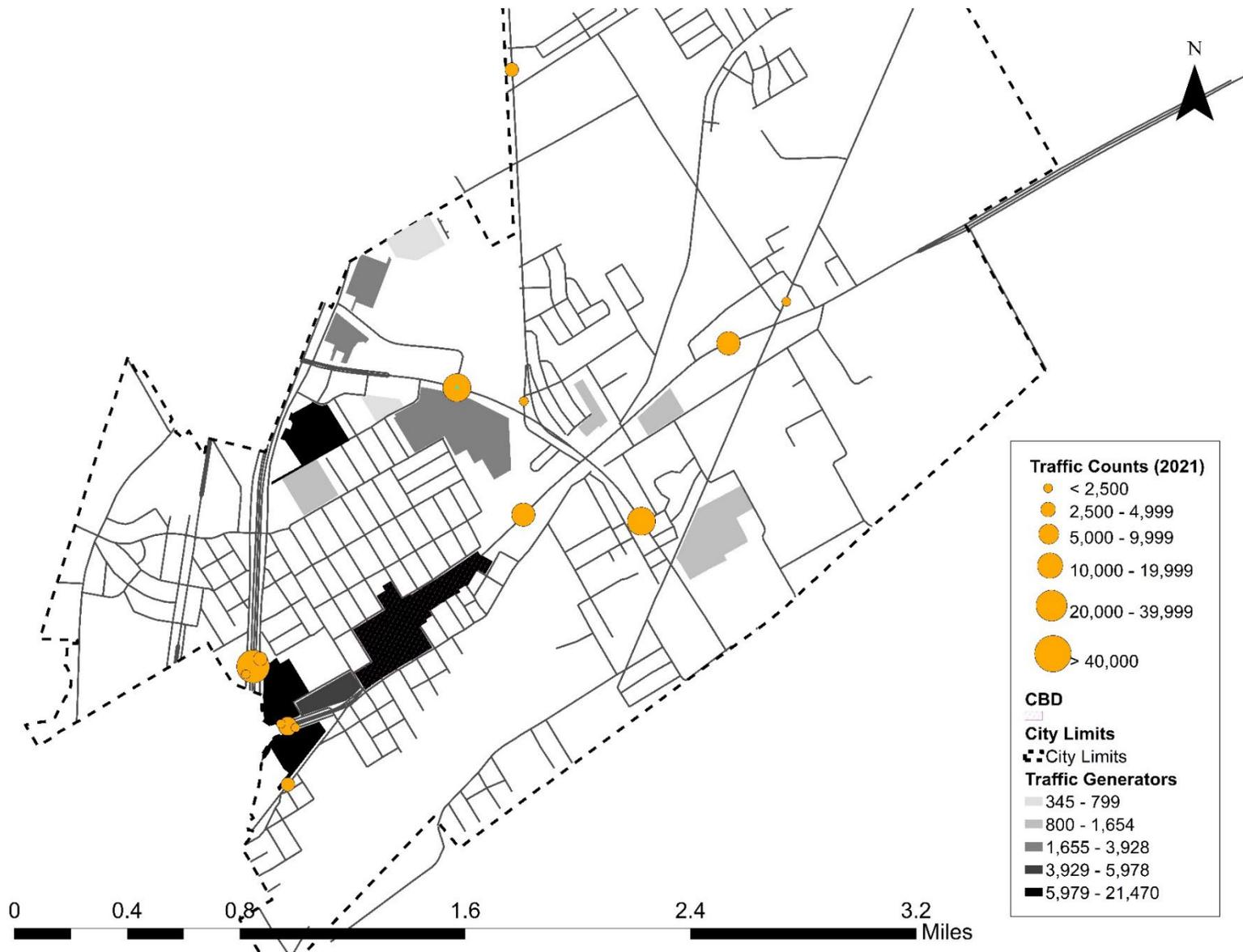


Figure 3E: Daily Traffic Counts & Traffic Generator Estimates

Designation & Classification of Thoroughfares

Figure 3F classifies key thoroughfares in the Bellmead area according to function (see also *Map SA: Existing Thoroughfare System*). Generally, while arterial roads provide greater speed and capacity, collector roads provide greater access to properties. As the figure shows, for the most part, traffic generators which create the highest number of trips at various peak periods during the day are located on or near thoroughfares that can move heavier traffic volumes to local destinations. At its current level of development, Bellmead's thoroughfares have enough capacity and are located at appropriate intervals to circulate residents between home, work, and shopping areas, as well as business vehicles in and out of the city.

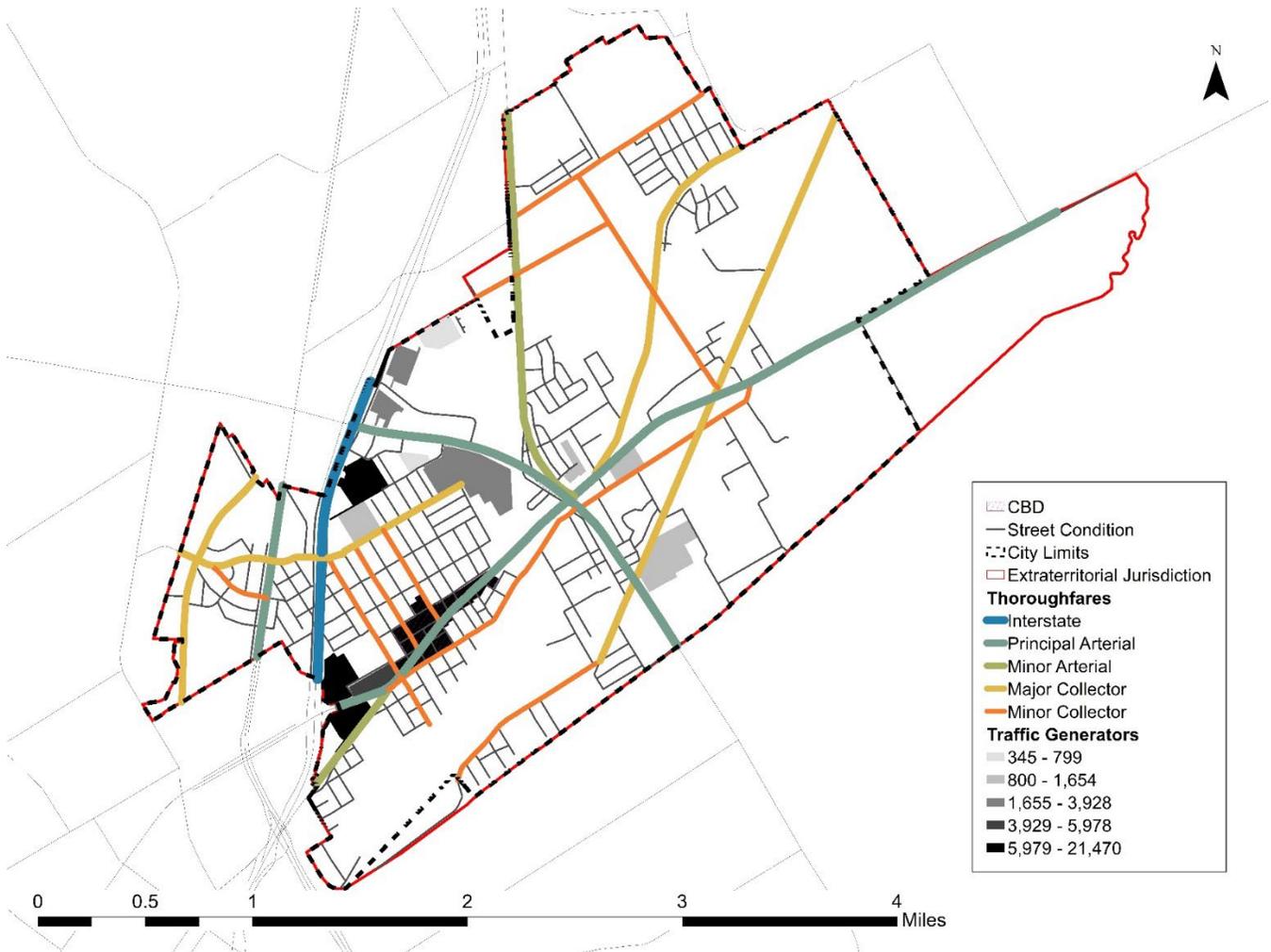


Figure 3F: Bellmead Thoroughfares System & Classifications

Bellmead’s thoroughfares are classified based on TxDOT’s adopted standards and on factors such as traffic generators, 2021 TxDOT traffic counts (the most recent available), and TxDOT Roadway Inventory (2021) roadway width and right-of-way measurements.

Table 3D (page 3-19) lists key thoroughfares by type and provides detailed information about each road including peak traffic counts, traffic generators impacting the specified road, and in-city speed limits, as well as road characteristics (number of lanes, width, presence of sidewalks, etc.).

Thoroughfare Traffic Control

Traffic movement is primarily controlled by speed limits, traffic lights, STOP signs, and YIELD signs.

Within the city, speed limits on local thoroughfares range from 20-to-75 mph, but speed is limited to 30 mph on more than 60% of roads (see *Figure 3G, next page*).

Speed limits reduce on thoroughfares proximate to local schools including:

- A portion of Wheeler Street (20 mph), by La Vega Elementary School
- A portion of Loop 340 (35 mph), by La Vega High School
- A portion of Harrison Street (20 MPH), by La Vega Primary School
- A portion of Loop 340 (35 mph), by HP Middle and La Vega Intermediate Schools

Traffic lights control movement at several key intersections along I-35, US 84, and Loop 340 (see *Figure 3G, next page*). Elsewhere, STOP signs generally provide thoroughfare traffic the right-of-way. YIELD signs provide thoroughfare traffic the right-of-way in a few residential areas (see *Table 3C, page 3-16*).

One-way streets are limited to the I-35 frontage roads and a section of Beale Street between Maxfield and Hogan Streets (see *Table 3C, page 3-16*). One-way streets create the potential for higher traffic flow and speeds, at appropriate speeds one-ways can improve the efficiency and safety of student drop off and pick up,

There are no designated local truck routes established in Bellmead

. “No Trucks” signs direct truck traffic away from Scroggins Drive while entering off Loop 340.

On-shoulder parking is not permitted on any TxDOT maintained roads, and on-street parking is prohibited on several streets in western Bellmead (see *Figure 3H, page 3-15* and *Table 3C, page 3-16*).

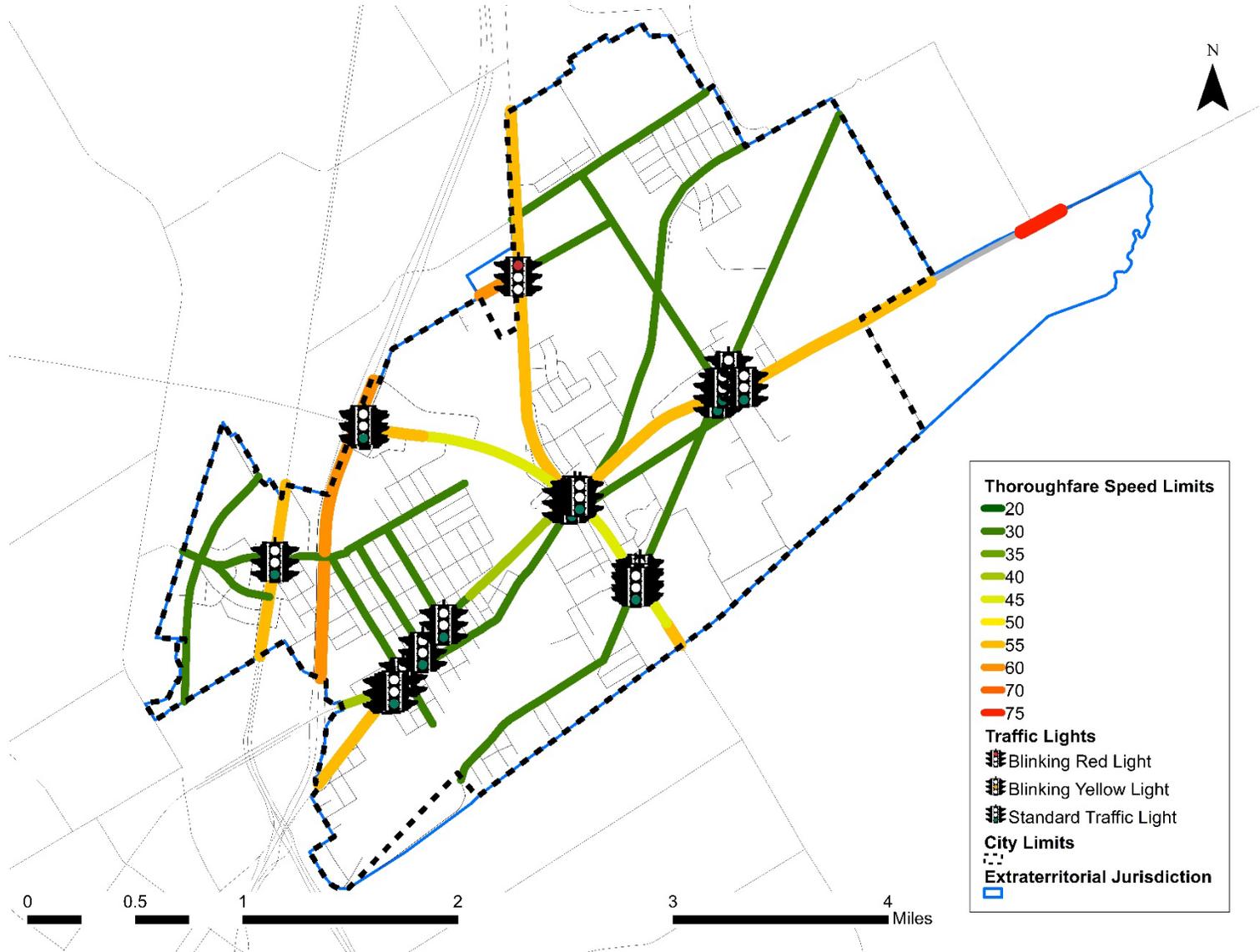


Figure 3G: Bellmead Thoroughfares Speed Limits

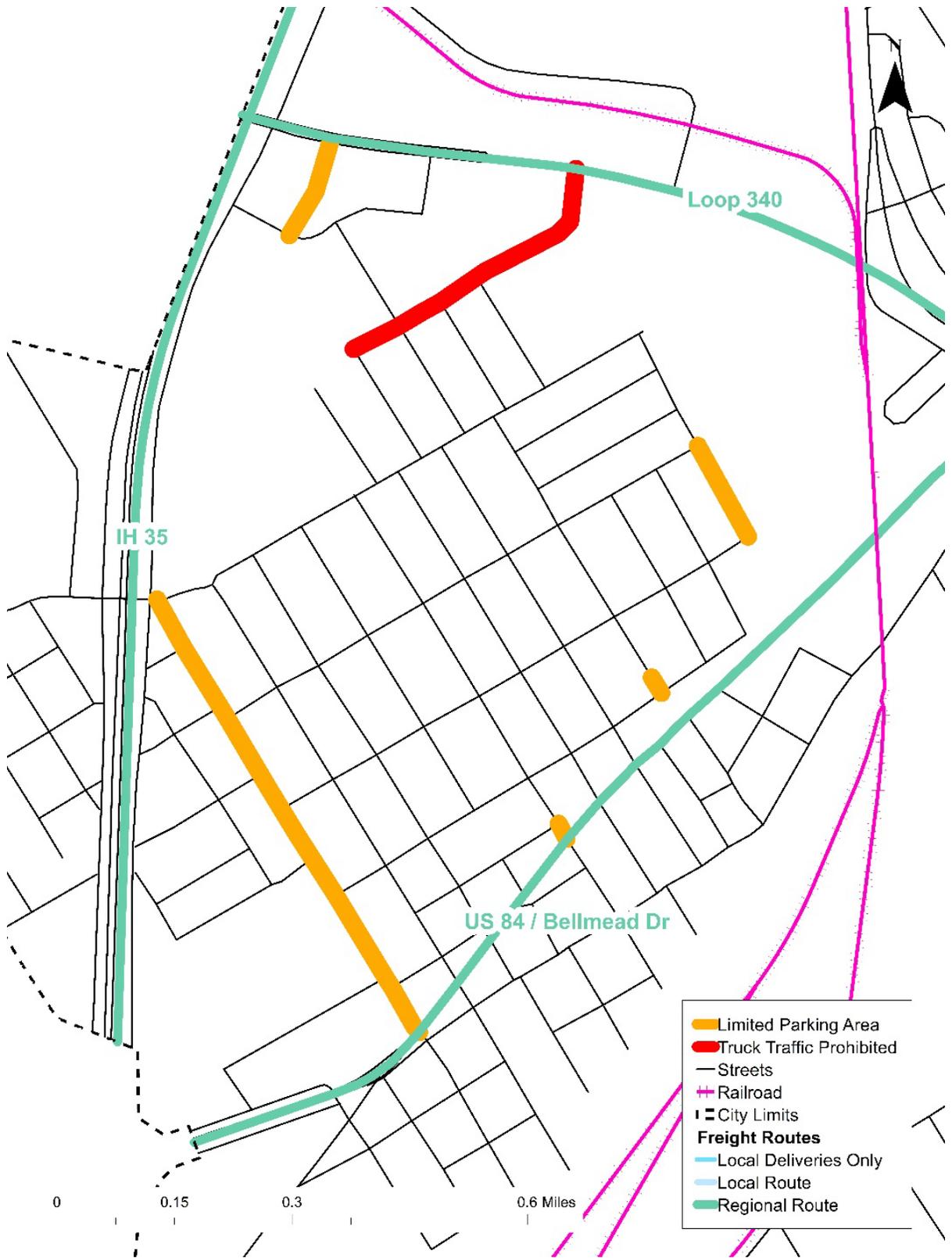


Figure 3H: Truck & Parking Limitations

Table 3C: Traffic Control Features

	<u>City Limits</u>	<u>ETJ</u>
Stop Signs	324	-
Yield Signs	46	-
Standard Traffic Lights	<ul style="list-style-type: none"> • US 84 & Hogan St (4-way) • US 84 & Maxfield St (4-way) • US 84 & Ashleman St (4-way) • US 84 & Cloverleaf Dr (4-way) • US 84 & Loop 340 (4-way) • Loop 340 & IH 35 (4-way) • Loop 340 & Williams Rd (4-way) • US 77 & Behrens Rd (4-way) 	-
Blinking Red Lights	<ul style="list-style-type: none"> • Pecan Ln & Air Base Rd (4-way) BUS 	-
One Way Streets	<ul style="list-style-type: none"> • Beale St • I-35 Frontage Road 	-
Truck Traffic Restrictions	<ul style="list-style-type: none"> • Scroggins Dr 	-
Parking Restrictions	<ul style="list-style-type: none"> • Hogan St <ul style="list-style-type: none"> ○ Between Wheeler St & US 84 • Ashleman St <ul style="list-style-type: none"> ○ Between Wilder St & US 84 • Fisher St <ul style="list-style-type: none"> ○ Between Hatcher & Latimer St • Barlow St <ul style="list-style-type: none"> ○ Between Hatcher & Parrish St • Walton Dr 	-

Public Transit

The Waco Transit System currently has three transit routes that run through Bellmead.

- Route #5 TSTC/Bellmead: Runs along US 84, Loop 340, and IH 35
- Route #7 East Waco: Runs along IH 35
- Route #10 Waco, Marlin & Robinson: Runs along US 84

Bicycle Travel

There are currently no marked bike lanes, bicycle share right-of-way markings, or designated bike routes, etc. in the city of Bellmead. Generally, six feet of shoulder or road ROW is necessary for bicyclist travel, with a minimum of four feet for bicyclist accessibility. According to the TxDOT Roadway Inventory, several thoroughfares have outside shoulders that could accommodate an appropriately six foot bike shoulder (see *Figure 3I*).

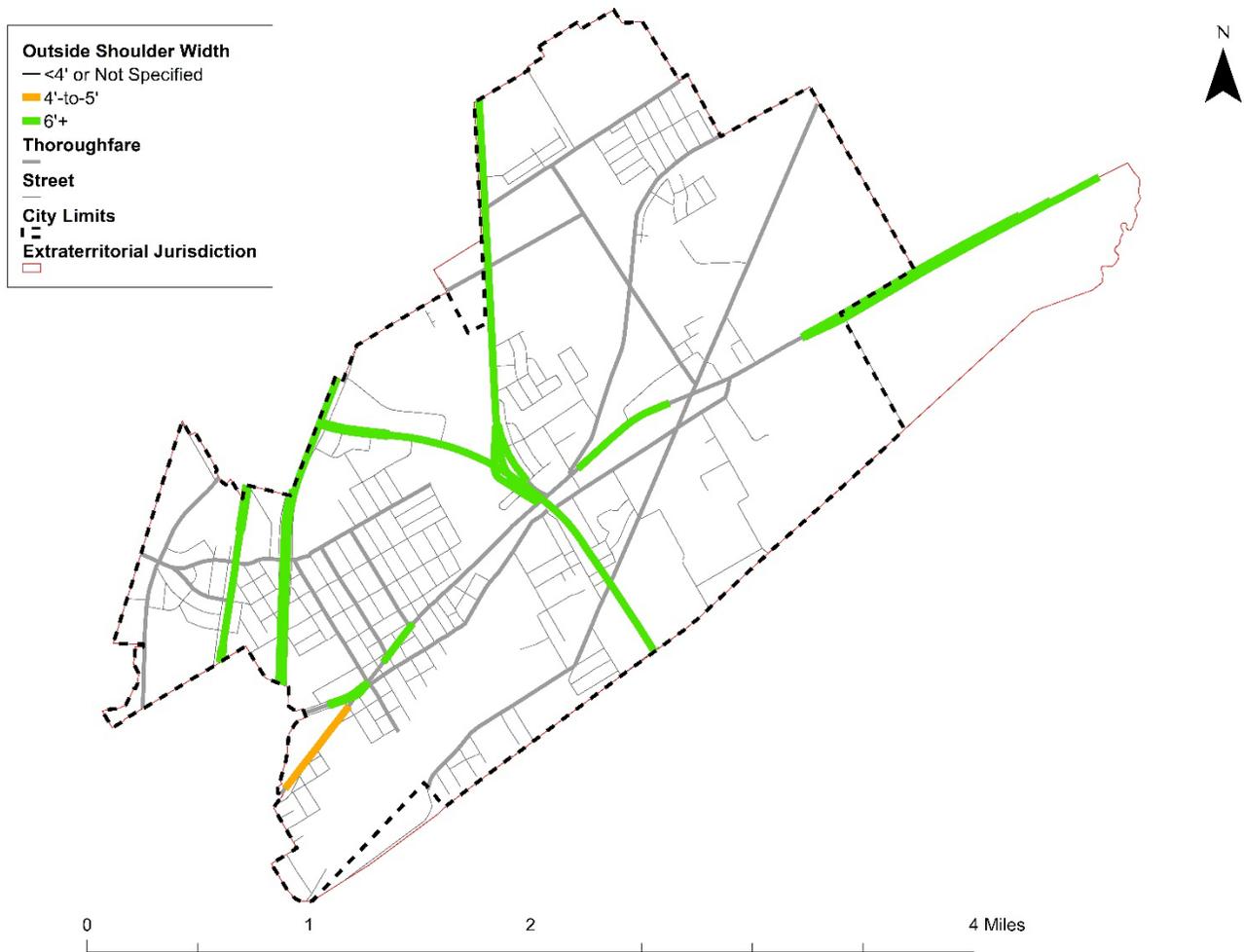


Figure 3I: Potential Bike Shoulders

Pedestrian Travel

There are approximately 3.65 miles of sidewalks in the city of Bellmead. Sidewalks are scattered throughout central Bellmead, along IH 35, and through residential neighborhoods (see *Figure 3J*). Aside from travel along I-35, few sidewalks connect sufficiently to provide pedestrian routes. Just over 1/3 of Bellmead's sidewalk network (37.33%) runs parallel to one of the identified thoroughfares.

Bellmead's pedestrian system includes five crosswalks that are all in good condition (see red in *Figure 3J*). Three crosswalks provide safe crossing across thoroughfares, and the remaining two provide safe crossing parallel to thoroughfares.

Most of Bellmead's sidewalk network is in good condition (85%). Damaged sidewalk (approximately 2,893 Linear Feet or 0.56 miles) is located throughout the network.

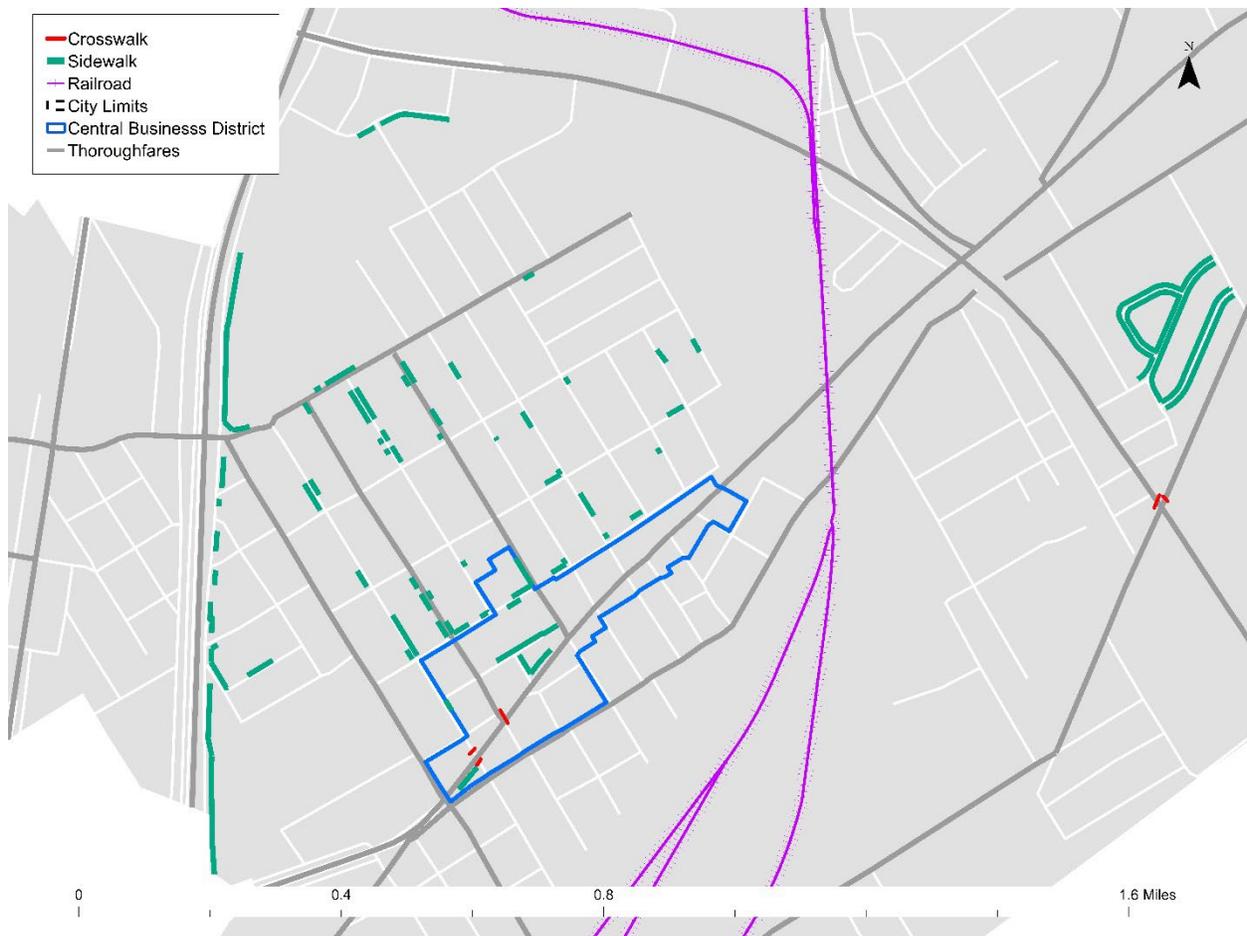


Figure 3J: Pedestrian Infrastructure

Thoroughfares Inventory

Table 3D: Thoroughfares Inventory

Road	Peak Traffic (#)	Lanes (#)	Width [1] (ft)	ROW (ft)	City Speed Limit (mph)	Evacuation Route	Truck Route	Bike Lane / Shoulder	Sidewalks
Principal Arterial									
US 84	18,838	4	28-74	100-250	30-55	-	X	-	Limited
BUS US 77	-	4	24-36	160	55	-	X	-	-
Loop 340	22,046	4	44-84	250	35*-55	-	X	-	-
Minor Arterial									
Bellmead Dr	4,557	4	56-65	100-120	55	-	-	-	Limited
Air Base Rd	2,839	2	26-40	40-120	55	-	-	-	-
Major Collector									
Concord Rd		2	24	40	30	-	-	-	-
Williams Rd		2	20-24	40	30	-	-	-	-
Behrens Rd		2	20-30	40-50	30	-	-	-	-
Wheeler St		2	32-36	40-44	25*-30	-	-	-	Limited
Old Dallas Rd		2	20	40	30	-	-	-	-
Minor Collector									
Montrose St		2	20	40	30	-	-	-	-
Hogan Ln		2	20	40	30	-	-	-	-

Road	Peak Traffic (#)	Lanes (#)	Width [1] (ft)	ROW (ft)	City Speed Limit (mph)	Evacuation Route	Truck Route	Bike Lane / Shoulder	Sidewalks
Maxfield St		2	20	40	30	-	-	-	Limited
Ashleman St		2	20	40	30	-	-	-	Limited
Harrison St		2	20	40	30	-	-	-	-
Katy Ln		2	20	40	30	-	-	-	-
Cloverleaf Dr		2	20	40	30	-	-	-	-
Pecan Ln		2	20	40	30-60	-	-	-	-
Meyers Rd		2	20	40	30	-	-	-	-

NP = Not Posted

* = School Zone

[1] Width is for drive lanes; shoulders are not included

Source: GrantWorks Field Survey (2021); TxDOT (Peak Traffic Counts) at www.dot.state.tx.us/apps

Planned Projects

TxDOT

The Texas Department of Transportation (TxDOT) has active, under development, and planned projects in the Bellmead area during the planning period (2023-2033). Currently, TxDOT is completing a widening project for IH 35, including the section of interstate that runs through western Bellmead. Within the next 10 years, TxDOT also plans to widen E Loop 340, including the section of highway that extends south from US 84 to the Bellmead ETJ. Other current and planned TxDOT projects involve road rehabilitation or resurfacing, including US 84, Loop 340, and US Business 77.

Local

At the time of plan production, the City of Bellmead was in the early stages of enhancing Bellmead Drive (US 84) from 26th Street to Kane Avenue. The project will include sidewalks (approximately 1,600 Linear Feet), accessible curb ramps, decorative concrete pedestrian crossings, and streetlights. The project is supported by grant funds received from the Texas Community Development Block Grant Downtown Revitalization and Main Streets Program (TxCDBG-DRP).

3.4 Key Thoroughfare Considerations

Based on the previous inventory, ranked challenges for Bellmead's thoroughfares are:

- 1) Missing pedestrian and bike connections between major activity centers
- 2) Heavy truck traffic along major thoroughfares and entering neighborhoods
- 3) Development regulations and standards that do not support connectivity

While ideal, bringing all Bellmead thoroughfares up to CSS standards during the planning period is unlikely to be feasible, in terms of both cost and time. While key considerations apply broadly, proposed improvements are focused on the priority thoroughfares identified in *Figure 3K (next page)*. This focus is intended to efficiently build upon the existing street and sidewalk networks in western Bellmead where population and key activity centers are concentrated.

The City of Bellmead should focus on the following key areas related to thoroughfares:

- ❖ Functional and appealing design for a variety of users
- ❖ Strategic capacity increases
- ❖ Current and future system connectivity



Figure 3K: Priority Arterials for Improvements

3.4.1 Enhance Thoroughfare Function & Appeal through Design Standards

Well-designed roads should enable safe, convenient, and comfortable travel, but differing circulation needs can result in user conflicts. For example, business from truck traffic can support the local economy through sales tax revenues and service industry wages, but truck traffic can pose a safety risk for, and discourage travel by, other users like pedestrians and cyclists. Where differing uses cannot or should not be separated, conflicts can be reduced through thoughtful design and investment in multimodal infrastructure.

Bellmead residents expressed concerns about hazardous truck traffic on key thoroughfares including US 84, which dissects the city's Central Business District (CBD), where pedestrian travel should be common. Residents also expressed a desire to further develop options for non-vehicular travel through building and maintaining sidewalks along city streets.

The City of Bellmead should consider the following strategies to support functional and appealing thoroughfares for a variety of users:

- ❖ Adopt thoroughfare design standards that support bicycle and pedestrian use
- ❖ Begin improving existing thoroughfares
- ❖ Adopt design standards for development along major thoroughfares
- ❖ Coordinate transportation and land use goals

Adopt Thoroughfare Design Standards that Support Bicycle & Pedestrian Use

Thoroughfare design standards are not construction standards. Rather than establishing engineering requirements like building material or pavement depth, design standards consider how roads are intended to be used and engage with how road characteristics, including amenities, can support or detract from those intended uses. For example, the number of through lanes effects vehicle speed which effects traffic volume and noise as well as pedestrian safety. By considering the inter-relation of road features, design standards can improve balance between conflicting uses like truck traffic and pedestrian activity.

Based on residents' desires to expand walking infrastructure, the City should adopt the Context Sensitive Solutions (CSS) manual's standards for the construction of new thoroughfares and the redevelopment of existing thoroughfares.

Context Sensitive Solutions (CSS) Standards

The CSS manual was originally developed by the Institute of Transportation Engineers (ITE) in 2006 with the goal of “developing transportation projects that serve all users and are compatible with the surroundings through which they pass – the community and the environment.”⁵

The manual expands on the U.S. Department of Transportation’s long-standing functional street classifications (arterial, collector, etc.) to incorporate multi-modal design standards, such as bicycle lanes, medians, and sidewalks. through “thoroughfare types”.

Table 3E shows the relationship between functional classifications and thoroughfare types.

Table 3E: Relationship between Functional Classification & Type

Functional Classification	Thoroughfare Types						
	FREEWAY/ EXPRESS- WAY/PARK- WAY	RURAL HIGHWAY	BOULEVARD	AVENUE	STREET	RURAL ROAD	ALLEY/REAR LANE
Principal Arterial							
Minor Arterial							
Collector							
Local							

Source: *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. Institute of Transportation Engineers. 2010. (pg. 53)

⁵ <https://www.epa.gov/sites/default/files/2015-11/documents/rp036.pdf>

CSS Classifications for Local Thoroughfares

Table 3F (next page) lists thoroughfare classifications, characteristics, and design standards, modified slightly from the CSS manual, to serve Bellmead’s rural character and local conditions.

See Appendix 3B for original CSS standard and definitions.

Table 3F includes the following facility standards:

# of through lanes	Effects vehicle speed, traffic volume, traffic noise, and the safety of crossing pedestrians.
Operating speed	Effects vehicle speed, traffic volume, traffic noise, and the safety of crossing pedestrians.
Sidewalks	Provide safe pedestrian routes. Detailed information on sidewalk standards are available from Safe Routes to School (http://guide.saferoutesinfo.org) and WalkingInfo.org (www.walkinginfo.org).
Medians	Slow traffic and provide safe stopping points for pedestrians crossing the street. They can also be used to plant trees, which improve aesthetics, slow traffic, reduce the heat-island effect, and reduce wear on the streets from sun and rain. Detailed information on median standards is available through the sidewalk resource sites listed above.
Bicycle lanes/shoulders	Provide safer routes for bicycle traffic. Detailed information on bicycle lane standards is available from www.bicyclinginfo.org
On-street parking	Slows traffic, provides a buffer between moving traffic and pedestrians, and provides extra parking capacity.
Freight Movement	Truck traffic discourages pedestrians.

Figure 3L (3-27) illustrates these classifications applied to Bellmead’s thoroughfare system and Table 3G (page 3-30) suggests improvements to bring Bellmead’s priority thoroughfares up to listed standards. The CSS manual describes needed facility standards in detail and includes information on construction standards (e.g., sidewalk and lane width).

Table 3F: Bellmead CSS Thoroughfare Classifications & Standards

Type* (Classification)	Number of Through Lanes	Operating Speed* (mph)	Median	Bicycle Lanes/ Shoulders	On-street parking	Sidewalks	Landscaping	Freight Movement
Expressway	4-to-6	45-75	Yes	No	No	No	Optional	Regional truck route
Rural Highway	2-to-6	45-75	Optional	Optional	No	No	Optional	Regional truck route
Boulevard	2-to-6	30-45	Optional	Yes	Optional	Yes	Yes	Regional truck route
Avenue	2-to-4	25-35	No	Yes	Optional	Yes	Yes	Local truck route
Street	2	20-25	No	Optional	Yes	Optional	No	Local deliveries only
Rural Road	2	25-35	No	Yes	No	No	No	Local deliveries only

*If type is located in the CBD or other area where walking or biking is desired, speed limits may be lowered, sidewalks and on-street parking may be required, and maximum block length lowered

Source: Adapted from field survey, *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. Institute of Transportation Engineers, 2010, pg. 54 and *Complete Streets Best Practices*, Sacramento Transportation and Air Quality Collaborative, p. 10 as accessed on the web in 2012 at <http://www.completestreets.org/webdocs/resources/cs-bestpractices-sacramento.pdf>



Figure 3L: CSS Thoroughfare Classifications

Improve Existing Thoroughfares

Several aspects of Bellmead's thoroughfares system, such as posted speed limits, already align with the recommended CSS-based standards. However, bringing existing thoroughfares up-to-standard will likely still prove challenging and require significant investment. The following paragraphs suggest *initial* general priorities for improving Bellmead's existing thoroughfares.

Table 3G (page 3-30) suggests specific improvements to Bellmead's priority thoroughfares. (The CSS manual describes needed facility standards in detail and includes information on construction standards such as sidewalk and lane width).

Several of these roads are owned and operated by TxDOT or McClennan County. In these cases, the City of Bellmead should reach out to the Waco District TxDOT office about desired/proposed improvements.

Limit Truck Traffic Outside of Regional Routes

National and state freight networks pass through Bellmead on several of the city's key thoroughfares, including Bellmead Drive, which dissects the Central Business District (CBD). While truck *parking* is technically prohibited along several streets in the CBD, truck *traffic* is only marked as prohibited on Scroggins Drive (see *Figure 3H, page 3-15*). In addition to potential safety risks for pedestrians and cyclists, truck traffic can speed road deterioration, resulting in higher maintenance costs.

The City should consider establishing additional truck traffic limitations, particularly on streets in central Bellmead and on smaller rural roads. The Texas Transportation Code §621.303 gives municipalities the authority to regulate truck traffic on city streets, and §623.072 covers the designation of specific routes.

Expand the Multimodal Network

Investing in multimodal infrastructure can expand travel capacity without the challenges and high costs often associated/re-created with road widenings (see *Section 3.4.2 – Pair System Capacity Increases with Transportation Alternatives & Safety Improvements*). However, it should be noted that sidewalk installation can be prohibitively expensive for smaller communities like Bellmead; the average cost for one mile of concrete sidewalk is approximately \$5,280.⁶ Strategic planning for where and when to install sidewalks is necessary to achieve goals.

⁶ Sidewalk costs are difficult to estimate due to fluctuations in labor and materials costs, differing of bid packaging, construction contracting, and cost reporting. This estimate is based on concrete sidewalk in Bellmead's zip code (76705) for four-inch thick, fibermesh reinforced 3500 PSI concrete and related materials and supplies typically required to install concrete sidewalk.

Generally speaking, Avenue-type thoroughfares function well as the primary pedestrian and bike routes and should be prioritized multimodal routes as Bellmead's road network expands. However, at the current level of development, Bellmead's thoroughfares have enough capacity and are located at appropriate intervals to circulate residents between home, work, and shopping areas and business vehicles in and out of the city.

During the planning period investing in multimodal infrastructure exclusively on avenues may not be the most efficient way to expand non-vehicular travel options.

Similarly, the bike shoulder or shared use lanes may not need to be exclusively or primarily placed on avenues. The number of markings/signs should correspond to busyness of the street and potential difficulty for cyclists to take the proper travel path or position. Additional signage is required as busyness and potential difficulty increase, such as within and around Bellmead's CBD. Prior to placing markings/signage, the City should consider observing bike traffic on the specified roads and engaging with local cyclists to support greater efficiency and appropriateness in route designation.

As mentioned above, this plan focuses on the priority thoroughfares identified in *Figure 3K (page 3-22)* to efficiently build upon the existing road and sidewalk network in western Bellmead where population and key activity centers are concentrated. The recommended priority streets include boulevard-type, avenue-type, and street-thoroughfares (see *Table 3G, next page*).

The City of Bellmead should consider developing sidewalk and bike network goals, criteria, and scoring to further prioritize and plan for multimodal investments on and off of key thoroughfares. Example policies are included in the *Digital Appendix* for this plan.

Beautify Boulevards

Boulevards generally serve a mix of regional and local traffic, and often form part of important transit routes. As a result, Boulevards frequently provide a community's visual introduction. Investing in elements like landscaping in the public right-of-way, and encouraging owners of private property to do the same, would provide a quick aesthetic enhancement along Bellmead's boulevards. In the longer term, changes in the type and form of permitted development along these thoroughfares would further improve the appeal of that introduction (see *Adopt Design Standards for Development on Major, Thoroughfares, next section*).

Table 3G: Recommended Thoroughfare Improvements

Road	Current Functional Classification	Future Thoroughfare Type	Needed Additional to Achieve Thoroughfare Type Standards
Behrens Rd	Major Collector	Street	Bike infrastructure*, sidewalks
Harrison Rd (W of Loop 340)	Minor Collector	Avenue	Bike infrastructure*, curb parking, sidewalks
Hogan St	Minor Collector	Avenue	Bike infrastructure*, sidewalks, local freight route
US 84 / Bellmead Dr	Principal Arterial	Boulevard	Bike infrastructure*, curb parking, sidewalks, landscaping
Wheeler St	Major Collector	Avenue	Bike infrastructure*, curb parking, sidewalks, limited to local deliveries only

* Bike infrastructure refers to painted road share arrows as a base, which can be upgraded to separate bike lanes or signage for cycling allowed on shoulders, depending on appropriateness and fund availability.

Adopt Design Standards for Development Along Major Thoroughfares

Development along thoroughfares serves as publicity for the city and determines the first impression of potential residents and investors. For that reason, thoroughfare-fronting development should project economic success, cooperation between landowners, and local investment.

Two streets in Dallas and Lubbock illustrate important features of thoroughfare design (see *Figures 3M and 3N, next page*). The Dallas and Lubbock street sections have several similarities: the buildings in both locations have masonry/hardwood/cement facades, plenty of windows, and neither street boasts amenities such as benches, decorative lighting, or underground telephone wires. Nevertheless, the basic differences in layout and maintenance give the Dallas street a much more appealing aesthetic than the Lubbock street.

The following differences contribute to the differing appeal of each area:

	<u>Oak Lawn (Dallas)</u>	<u>34th St (Lubbock)</u>
Traffic Lanes	4	5
Parking Lot Entrances	Few, minimally sized	Frequent, wide
Sidewalks	Wide, well-maintained	Narrow, poorly maintained
Awning/Walkway in Strip-mall	Deep	Shallow
Street & Building Maintenance	Well maintained	Poorly maintained
Building Placement	Generally consistent and close to the sidewalk/street	Irregular, set farther back from sidewalk/street

As illustrated, the design elements that create appealing streetscapes include:

- Decisions about cross-property layout such as building widths
- Parking location and driveway widths
- Building setbacks

These elements do not impact developer expense but instead depend on the local government taking a role in establishing standards and enforcing those standards as new buildings are constructed, most often through a zoning ordinance. Design elements such as sidewalks do increase costs and may not be suitable along all thoroughfare sections. However, other design elements, such as awnings and vegetation, are lower-cost methods for improving aesthetics and the experience of visitors.



Figure 3M: Oak Lawn, Dallas

Auto-oriented, pedestrian accessible development (Source: Google Earth Street View)



Figure 3N: 34th St, Lubbock

Auto-oriented development with limited pedestrian features (narrow sidewalk on right, wide driveways, no trees in right of way) (Source: Google Earth Street View)

In addition to on-going beautification projects and multimodal improvements to meet thoroughfare design standards, the City of Bellmead should adopt an updated zoning ordinance that includes heightened standards for lot layout and landscaping, as well as building placement, orientation, and design. Amending what the City requires and encourages of development on its thoroughfares would, over time, contribute to local efforts to increase residents' pride and encourage new business and population growth.

3.4.2 Pair System Capacity Increases with Transportation Alternatives & Safety Improvements

Road widening is a common strategy to ease congestion/increase road capacity. However, it is important to keep potential unintended consequences in mind.

Road widening without additional transportation system improvements is notorious for failing to create substantive improvements in levels of service (LOS) over the long-term. The amount of driving in an area invariably increases to fill available capacity, because the better the LOS, the worse our driving habits (e.g., driving at rush hour, making many separate trips instead of one coordinated trip, driving instead of walking even for short trips, etc.).

While necessary in some cases, road widening will not solve congestion problems once an area's population has grown past a certain point. Capacity increase meets a point of diminishing returns against infrastructure and maintenance costs, less efficient use of land (sprawl), and reduced travel choice options (walking, bicycling).

Table 3H lists some of the pros and cons of road widening.

Table 3H: Pros & Cons of Road Widening

Pros	Cons
<ul style="list-style-type: none"> ■ Higher maximum road capacity ■ Short-term decrease in pollution ■ Short-term decongestion 	<ul style="list-style-type: none"> ■ Little change in long-term congestion ■ Negative impact on non-automobile users ■ Negative impact on area's appearance ■ More expensive construction and maintenance; associated pollution ■ Higher ambient temperature (heat island effect) and associated pollution ■ More impermeable surface, which increases drainage problems/ infrastructure costs

While some engineers and planners advocate road widening for safety reasons, several parameters impact road safety. Features that can increase safety include slower speeds, narrower lanes, medians, turn lanes, shoulders, lighting, and signals. The various features impact each other (e.g., wider lanes lead to speeding), so no single feature should be considered in isolation.

Improvements to transportation infrastructure other than or in addition to road widening include:

- Pedestrian improvements (lighting, sidewalks, street trees, benches, raised road median, crosswalks at highway intersections)
- Bicycle improvements (wide shoulder/signage or facility building)
- Safety features (speed bumps, designated truck routes, speed limit signs, flashing lights)
- Subdivisions and commercial/residential developments designed for increased connectivity (see *Section 3.4.3*)

While a larger population and increased economic activity will increase road congestion, incorporating alternative transportation infrastructure and flexible land development patterns into the City’s development regulations will offset traffic problems.

3.4.3 Improve System Connectivity

System connectivity is high in most of central Bellmead, but dramatically reduces elsewhere in the city limits (see *Figure 3D, page 3-9*). Development is relatively limited in these areas so, at this time, maintaining low connectivity may be advantageous (see conventional systems advantages in *Table 3I*). However, system users’ needs will change as growth and development expands into these areas and the City of Bellmead should start planning to ensure enhanced connectivity options for these areas in the future.

Table 3I: Advantages of High vs. Low Connectivity

High Connectivity (Grid System)	Low Connectivity (Conventional System)
<ul style="list-style-type: none"> ▪ Dispersion of traffic lowers congestion on major roads ▪ Reduced drive time (including for emergency and utility vehicles) ▪ Enables walking and bicycling ▪ Block structure enables land use to evolve and adapt over time (development flexibility) 	<ul style="list-style-type: none"> ▪ Lower traffic volumes on local streets ▪ More very low volume local streets and cul-de-sacs, which are desirable to some residents ▪ Depending on street widths/lot sizes, can use less pavement/land

The City of Bellmead can support current and future connectivity by pursuing the following strategies:

- ❖ Update subdivision policies to support high connectivity in new development
- ❖ Coordinate transportation and land use goals
- ❖ Pursue opportunities to increase road network connectivity in existing neighborhoods
- ❖ Utilize pedestrian and bicycle infrastructure to address network gaps

Update Subdivision Policies to Support High Connectivity in New Development

Improving street network connectivity is frequently a piecemeal or incremental process. Often the most effective strategies to improve connectivity occur through the subdivision process.

Basic Standards

At minimum Bellmead's subdivision ordinance should:

- Require shorter maximum block lengths (not to exceed 1,000 feet)
- Require connections to existing streets
- Require multiple exits from new residential development, ideally in all directions
- Limit cul-de-sacs and dead-end streets to places where topography restricts through streets

The City of Bellmead should also consider adopting the following, more extensive connectivity policies.

Road Spacing Recommendations

Road spacing recommendations establish the preferred maximum distance between various street types, such as the distance two arterials or the distance between arterial and collector roads (see *Figure 30*). Establishing recommended road spacing requirements for new subdivisions would support enhanced **external** connectivity.

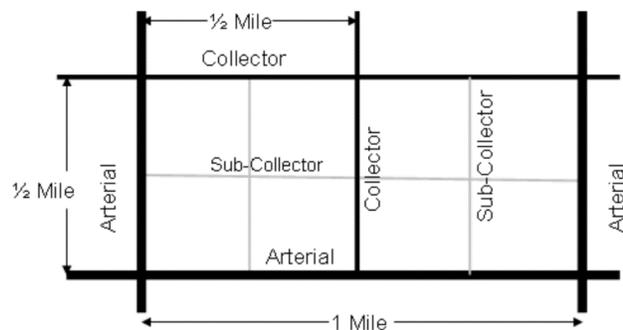


Figure 30: Example Road Spacing Recommendations⁷

⁷ Kentucky Transportation Cabinet, Division of Planning (March 2009). Street Connectivity Zoning and Subdivision Model Ordinance

Connectivity Index Requirements

The Connectivity Index measures the number of segments between intersections relative to the number of intersections (Ewing, 1996). A higher index score indicates greater connectivity and, therefore, more route choices for travelers. A lower index score indicates less connectivity and route choice, often as a result of dead-end streets (see *Figure 3P*). Intersection points can also include pedestrian and bicycle connections. Establishing minimum Connectivity Index scores for new subdivisions would support enhanced **internal** connectivity.

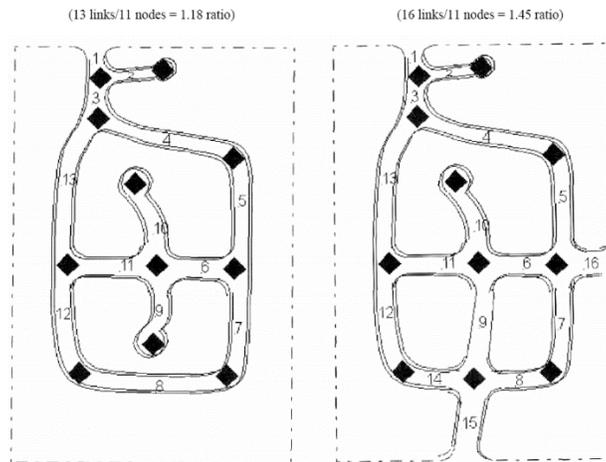


Figure 3P: Connectivity Index Score Explanation⁸

The State of Kentucky's Connectivity Zoning & Model Subdivision Ordinance, included in the *Digital Appendix*, further explains and elaborates these and other policies to ensure external and internal connectivity.

Coordinate Transportation & Land Use Goals

Coordination between transportation and land use goals is essential.

Land use and development design decisions significantly impact ease of movement (*mobility*) as well as quality of travel (*accessibility*). Walking is generally more efficient and enjoyable, and thus more common, in neighborhoods with higher connectivity.

However, without attractions to meet residents' needs – places to walk to and from such as schools, parks, and nearby businesses – higher connectivity will not prevent the need for more vehicle trips, resulting in more traffic and reduced accessibility and mobility.

⁸ Kentucky Transportation Cabinet, Division of Planning (March 2009). Street Connectivity Zoning and Subdivision Model Ordinance

Increase Road Network Connectivity in Existing Neighborhoods

While regulating new developments may be the most effective strategy for improving connectivity, the City of Bellmead should also pursue potential opportunities to improve connectivity in existing neighborhoods.

The City of Bellmead can also use strategic land acquisition and Eminent Domain – the right of the government to use just compensation to acquire private property for public use – to acquire additional land and build out a grid road network. In addition to the typical acquisition process for public right-of-way, the City should consider opportunities to incentivize voluntary conveyance of property to the City for demolition (in the case of vacant, substandard housing) and or quitclaim deeds for absentee landowners.

3.5 Implementation Plan

The Implementation Plan organizes the action items recommended to address each issue identified in the above sections into a timeline for completion. The actions are prioritized by date.

Table 3J: Implementation Plan 2023-2033

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2025	2026-2029	2030-2033			
Goal 3.1 Adjust traffic controls and add street lighting to improve traveler safety						
Install STOP signs to calm traffic on Hogan Ln near Brame Park (Hogan Ln & Briarwood Ln, Hogan Ln and Shelton St). Replace YIELD sign at Shelton St and Hogan Ln with STOP sign	x			City	<\$1,000 (~\$300 per sign)	GEN
Install additional street lighting on Ashleman St, Behrens Cir, Bellmead Dr, Harrison St, Hogan St, and Wheeler St	x	x	x	City	~\$3,600 per light	Gen, TxDOT
Goal 3.2 Develop an attractive thoroughfare system that accommodates pedestrians and cyclists						
Install additional signage to limit freight traffic outside of regional routes	x			City	\$2,400 (~\$300 per sign)	GEN, TxDOT
Repair approximately 2,900 LF of existing sidewalks in deteriorated condition	x	x		City	\$23,000 (~\$10 per LF)	GEN, SRTS, THC, TxDOT
Construct approximately 19,600 LF of additional sidewalk along Ashleman St, Behrens Cir, Bellmead Dr, Harrison St, Hogan St, and Wheeler St		x	x	City, TxDOT	\$200,000 (~\$10 per LF)	GEN, SRTS, THC, TxDOT
Install six (6) additional crosswalks at intersection of Hogan Ln & Bellmead Dr, at intersection of Ashleman St & Bellmead Drive, and crossing Wheeler St at Maxfield St and Ashleman St		x		City	\$2,000 (~\$310 per sign)	GEN, SRTS, THC, TxDOT

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2025	2026-2029	2030-2033			
Develop sidewalk and bike network, goals, criteria, and scoring to further prioritize and plan for multimodal improvements		x	x	City	Staff / Public Engagement	GEN, Local
Add bike shared lane marking/signage to Behrens Cir, Bellmead Dr, Ashleman St, Harrison St, Hogan St, and Wheeler St as appropriate			x	City	~\$225 per sign	GEN, SRTS, THC, TxDOT
Consider developing a master pedestrian/bike plan			x	City	Variable	GEN
Amend <i>Zoning Ordinance</i> to heightened standards for thoroughfare-fronting development			x	City	<\$2,000 (Legal)	GEN
Ensure that all future upgrades to thoroughfares within the city limits are designed to ITE CSS standards with provisions for sidewalks and bike lanes or shoulders	x	x	x	City, TxDOT	Variable	GEN, TxDOT
Plant at least one (1) tree annually to enhance public right-of-way along US 84/Bellmead Dr	x	x	x	City	\$1,000 (~\$100 per tree)	GEN; TxDOT; Local
Goal 3.3 <i>Ensure that the thoroughfare system maintains its capacity with new development and supports safety and rapid movement of people in emergency situations</i>						
Adopt a Future Land Use Map/Plan that encourages infill development	x			City	Staff	GEN
Update <i>Subdivision Ordinance</i> to require subdivision streets to connect to existing streets and limit block length to a minimum of 200' and a maximum of 1000'	x			City	< 2,000 (legal)	GEN
Develop local emergency routes/procedures		x		City	Variable	GEN; Staff

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2025	2026-2029	2030-2033			
Disseminate and inform residents of emergency routes/procedures	x	x	x	City	Variable; Staff	GEN
Incorporate targeted projects to improve road network connectivity in capital improvement projects so residents have more options to access emergency routes	x	x	x	City	Variable	Variable

GEN = Municipal funds, including bonds; **LOCAL** = donations of time/money/goods from private citizens, developers (as required by subdivision ordinance), charitable organizations, and local businesses; **SRTS** = Safe Routes to School; **THC** = Texas Historical Commission (Downtown Revitalization Program); **TxDOT** = Texas Department of Transportation funding

3.6 Appendix 3A: Trip Generation

Major traffic generators are defined as sites that are the starting point or destination of more than 100 vehicle trips per day on average. A visit to the grocery store in one automobile generates two “trips:” the trip from the point of origin and the return trip. Trip generation rates are calculated in such a way as to account for what are known as “multi-event” trips, or those in which the driver leaves home and visits multiple destinations before returning home.

Predicting trip generation and traffic patterns on a roadway network requires the ability to determine trip rates and characteristics for various types of land use. The Institute of Transportation Engineers (ITE) compiles comprehensive listings of trip rates by land use in an informational report call Trip Generation. That document is updated periodically and is widely used in thoroughfare analysis. *Table 3A.1: Daily Trip Generation Rates* lists typical trip generation rates for land uses found in Bellmead.

Table 3A.1: Daily Trip Generation Rates

Land Use	Trip Rate Basis (Unit)	Daily Trips/ Unit
Single-family	Dwelling unit (DU)	9.52
Apartment	DU	6.65
Mobile Home Park	Occupied DU	4.99
Motel	Rooms	5.63
City Park	Acres	1.89
Golf Course	Acres	5.04
Elementary School	1,000 Square Feet (SF)	15.43
Middle/Junior High School	1,000 SF	13.78
High School	1,000 SF	12.89
Church	1,000 SF	9.11
Nursing Home	Beds	2.74
General Office	1,000 SF	11.03
Government Office Building	1,000 SF	68.93
Library	1,000 SF	56.24
Home Improvement Superstore	1,000 SF	30.74
Shopping Center	1,000 SF	42.70
Supermarket	1,000 SF	10.24
Heavy Industrial	1,000 SF	1.5
Manufacturing	1,000 SF	3.82
Light Industrial	1,000 SF	6.97

Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition

3.7 Appendix 3B: CSS Manual Thoroughfare Standards

The CSS manual preserves long-standing U.S. Department of Transportation functional street classifications, which include street standards based on vehicle speed and sight distance. To those standards, it adds a new ‘thoroughfare type’ definition that incorporates multi-modal design standards such as bicycle lanes and sidewalks which were previously not included. *Table 3B.1* describes the functional and design aspects of each street type in general terms. *Table 3B.2* lists specific thoroughfare characteristics and design standards.

Table 3B.1: Street Functional Hierarchy

Street Type	Function & Design
Freeway/Expressway/ Parkway (Principal Arterial)	Provides efficient movement at higher speeds (50 mph or more), often with controlled access to prevent slowing of movement and grade separated intersections. No pedestrian access. <i>Examples: Interstates/other divided highways.</i>
Rural Highway (Principal/ Minor Arterial)	High speed traffic (45 mph +) for efficient movement and access to rural properties. At-grade intersections. <i>Examples: Long-distance county and farm-to-market roads</i>
Boulevard (Principal/ Minor Arterial)	Moderate speed (35 mph), urban, divided arterial with multimodal transportation facilities. Typically 4-8 lanes providing traffic movement and some degree of access management. Pedestrian and bike access are present, sometimes through a parallel facility. Function as the primary goods movement and emergency response routes. Sometimes include curb parking and parallel access lanes (multiway boulevard). <i>Example: Multilane streets with turn lanes.</i>
Avenue (Principal/ Minor Arterial, Collector)	Walkable, low to medium speed (25-35 mph), generally carries local traffic for shorter trips than boulevards. Should not exceed 4 lanes. May feature a raised, landscaped median and curb parking. Are primary pedestrian and bike routes. <i>Example: City streets with stoplights but few stop signs.</i>
Street (Principal/ Minor Arterial, Collector, Local)	Low speed (~25 mph) access roads to adjacent properties and connectors between residential, commercial, and larger thoroughfares. Streets may serve as the main road of commercial or mixed-use areas and emphasize curb parking. <i>Example: Neighborhood streets</i>
Rural Road (Collector/ Local)	Low speed (25-35 mph), rural roads <i>Example: Neighborhood county roads</i>
Alley/Rear Lane (Local)	Very low-speed (5 to 10 mph) at the rear of properties, providing access to parking, service areas, secondary residential units, and utility easements <i>Example: Alleys</i>

Source: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. Institute of Transportation Engineers. 2010

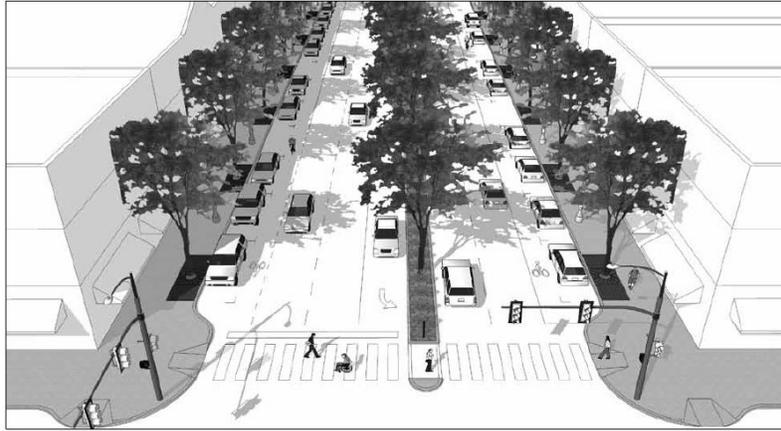


Figure 4.5 Illustration of a boulevard. Source: Claire Vlach, Bottomley Design & Planning.

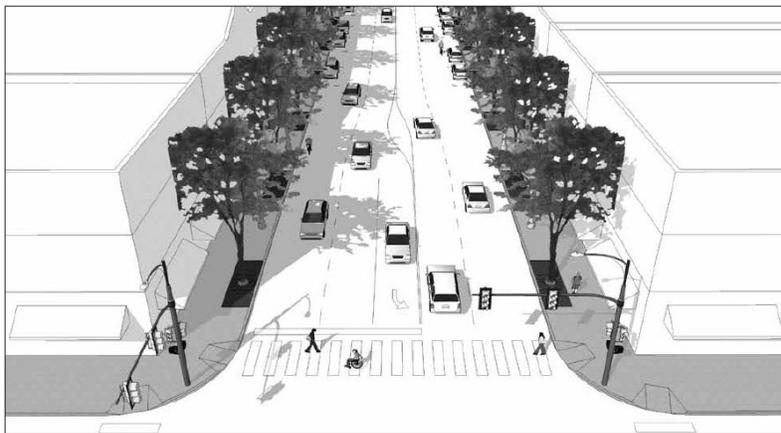


Figure 4.6 Illustration of an avenue. In this example on-street parking is dropped to gain width for a left turn lane at the intersection. Source: Claire Vlach, Bottomley Design & Planning.

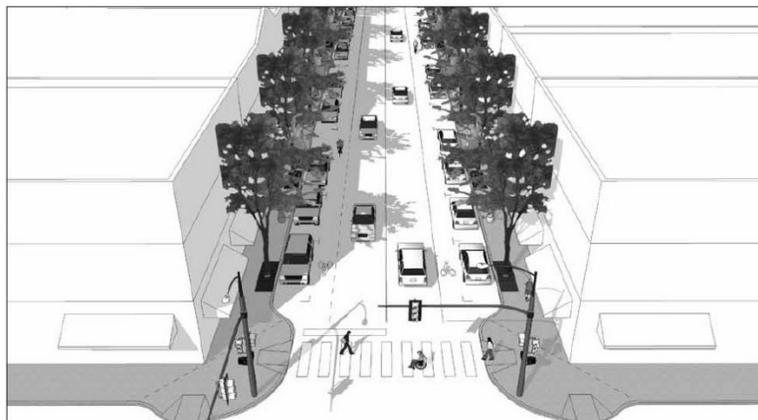


Figure 4.7 Illustration of a street. Source: Claire Vlach, Bottomley Design & Planning.

Figure 3B.1: Top to Bottom: Boulevard, Avenue, & Street

Source: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. Institute of Transportation Engineers. 2010. (pg. 50-51)

Table 3B.2: Street Characteristics & Design Standards

Urban Thoroughfare Type	Number of Through Lanes	Desired Operating Speed (mph)	Transit Service Emphasis	Median	Driveway Access	Curb Parking	Pedestrian Facilities [1]	Bicycle Facilities	Freight Mvmt. [2]
Freeway	4 to 6+	45–65	Express	Required	No	No	No	Optional separated pathway or shoulder	Regional truck route
Expressway/Parkway	4 to 6	45–55	Express	Required	No	No	Optional separated pathway	Optional separated pathway or shoulder	Regional truck route
Boulevard	4 to 6	30–35	Express and Local	Required	Limited	Optional	Sidewalk	Bike lanes or parallel route	Regional truck route
Multiway Boulevard	4 to 6	25–35	Express and Local	Required on access lanes	Yes from access lane	Yes on access roadway	Sidewalk		Regional route/local deliveries only on access roadway
Avenue	2 to 4	25–30	Local	Optional	Yes	Yes	Sidewalk	Bike lanes or shared	Local truck route
Street	2	25	Local or none	No	Yes	Yes	Sidewalk	Shared	Local deliveries only
Rural Road	2	25–35	Local or none	No	Yes	No	No	Shared or shoulder	Local deliveries only
Local Street	2	25	Local or none	No	Yes	Yes	Sidewalk	Shared	Local deliveries only
Alley/Rear Lane	1	5–10	None	No	Yes	No	Shared	Shared	Local deliveries only

Shaded cells represent thoroughfare types that are not addressed in this report.

Notes:

[1] Boulevard, Multiway Boulevard, Avenue, and Street thoroughfare types have sidewalks on both sides. Sidewalk width varies as a function of context zone, fronting land use and other factors.

[2] Freight movement is divided into three categories: 1) Regional truck route, 2) Local truck route and 3) Local deliveries only. Cells show highest order of truck movement allowed.

Source: *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. Institute of Transportation Engineers. 2010 (pg. 54)

4 CENTRAL BUSINESS DISTRICT

A city's Central Business District (CBD) can be a defining feature of that city's character. In many cities, the historic downtown provides opportunities for tourism and community development. New bedroom communities and cities that have lost the vibrancy of their commercial centers look to CBD re-development as a way to define their identity and provide a unique place for community activities and local businesses. This study proposes a CBD boundary, analyzes existing development in the area, envisions the City's relationship to the commercial center for the future, and provides a local plan to establish and increase the CBD's economic development and its contribution to residents' quality of life.

4.1 Highlights

The city of Bellmead does not have a formally established Central Business District (CBD). The proposed CBD is based around Bellmead's historical central commercial street and traditional downtown. While there are currently no historical landmarks, some of the buildings in the CBD were originally constructed up to 100 years ago and may qualify for landmark status.

Use and development in Bellmead's proposed CBD faces the following barriers:

1. A lack of regulation, regulation enforcement, and preservation has allowed for a variety of building, sign, and awning types to proliferate, so the CBD appears to have no central theme or pattern.
2. A lack of on-street parking on Bellmead Drive with high-speed through-traffic, and insufficient safe sidewalks and crosswalks make it difficult for pedestrians of all abilities to traverse the CBD.
3. Missing landscaping and streetscaping creates an uninviting atmosphere for pedestrians.
4. Vacant and unmaintained buildings make the downtown appear dull. Many of the vacant buildings are being used for personal storage and are deteriorating, threatening the CBD's future vitality.
5. The B-1 Zoning District that governs development in the CBD may not be specific enough to maintain desired character. In addition, buildings and lots across the district vary in style and orientation, making them difficult to fit into a one-size fits all zoning category.

The study proposes the following projects and policies to resolve issues through 2032:

1. An official adoption of a CBD boundary to help define the area and draw investment.
2. Write and adopt a zoning district that is specifically for the CBD to reach the desired development standards to create a downtown character.
3. Increase residential density in and around Downtown Bellmead by promoting lot redevelopment and new, mixed-use buildings.
4. The completion of local efforts to update amenities in the CBD to match the brand, including landscaping, benches, and streetlights with banners and/or planters.
5. The addition of gateway and wayfinding signs to increase visitor awareness of important locations through the CBD and other amenities throughout Bellmead.
6. Build out sidewalks, crosswalks, and ADA accessible ramps along Bellmead Drive to increase accessibility and pedestrian safety.

4.2 Context & Community Input

Development History

Bellmead's early history has been closely tied to the Missouri-Kansas-Texas (M-K-T) Railroad Company since 1910, when the company decided to locate a locomotive roundhouse (the Katy Shops) in a rural area near Waco. The area soon took the name of Bellmead after a visit in 1911 from an M-K-T president who grew up around Belle Meade, Tennessee.⁹ After the economic slump of the great depression, Bellmead saw a boom in business and population in 1942 when the Waco Army Airfield, later named James Connally Airforce Base, was opened. Activity surrounding World War 2 had a significant impact on regional growth, and by 1954, Bellmead was officially incorporated with a Mayor-Alderman style of government. While the 1960s saw the closing of the M-K-T 'Katy Shops' and the Waco Army Airfield transformed into the James Connally Technical Institute (now Texas State Technical Institute), population continued to boom through the 1970s.¹⁰ While there was a small dip in population (-2%) between 1970 and 1980, Bellmead's proximity to Waco, Baylor University, and major transportation corridors has contributed to the city's continual growth since its incorporation.

The CBD occupies most of both sides of US-84, also named Bellmead Drive locally, between IH-35, N Loop 340, and the Bellmead Rail Yard. The traditional commercial center was established mostly between 1920 and 1960 as businesses and residences were built along Bellmead Drive, due to its proximity to the M-K-T railyard and The Katy Shops. Development was boosted by the extension of US 84 along Bellmead Drive in 1934,¹¹ with incremental development and redevelopment of older buildings through present time. Notable newer developments include a new city hall, municipal court, fire department, and police department on Bellmead Drive.

Physical Constraints

The CBD is constrained by established residential neighborhoods to the north and south. Encroachment of major commercial development into these areas should be avoided. Eastward expansion is limited by the still-active Union-Pacific rail line. The CBD could expand west. However, new development would need to meet heightened development standards where property falls within the FEMA 100-year floodplain.

⁹ Source: <https://wacohistory.org/items/show/139>

¹⁰ Source: <https://www.tshaonline.org/handbook/entries/bellmead-tx>

¹¹ Source: <https://www.usends.com/blog/highway-history-of-waco-texas>

Competing Business Areas:

Commercially oriented areas in Bellmead can generally be grouped into the following four separate areas. *Figure 4B (next page)* illustrates these areas in relation to the CBD.

IH-35 & N Loop 340: Businesses in this area are generally auto-oriented, which includes large-scale supermarkets, hardware stores, gas stations, and convenience-based restaurants. This area also includes most hotels near Bellmead, the Bellmead Post Office, some single-family and multi-family uses, and a few industrial uses.

N Loop 340 & US-84: Separated from the CBD by the Union Pacific rail line, and includes small shopping centers, convenience stores and gas stations.

US-84 & IH-35: This area is immediately adjacent to the CBD but was not included in the study boundary because of the regional scale of the commercial businesses. Businesses include two large-scale supermarkets / grocery stores and their associated gas stations and a shopping center. This area can be considered a supporting commercial area, and even has potential to be included in the CBD and re-developed in the future.

Business US-77: Businesses in this area include mid-sized motels, auto-service and sales, food service, as well as a few light industrial uses. Businesses are spread out, and traffic is currently light due to the ongoing reconstruction of Business US-77 and IH-35.

Because of Bellmead's proximity to IH-35 and Waco, there are addition competing business areas outside of the city limits but within a 10-minute car ride from the CBD.

Community Input

CBD goals expressed by residents in *Chapter 1: Community Goals & Objectives* are:

Achieve/Preserve	Avoid/Eliminate
<ul style="list-style-type: none">▪ More entertainment and shopping choices downtown▪ The development of a public library▪ Renovation and replacement of derelict or vacant buildings▪ The addition of streetscaping along Bellmead Dr.▪ Updated landscaping downtown▪ More signage downtown that directs visitors to the parks, historic sites, and businesses▪ The addition of traffic calming measures▪ Safer ADA accessible sidewalks, crosswalks, and ramps▪ Increased street lighting for safety	<ul style="list-style-type: none">▪ Junked lots and vehicles in the CBD▪ Eliminate storage in shipping containers & semi-truck trailers along Bellmead Dr.▪ Repeating same type of business▪ Dilapidated/blighted buildings▪ High-speed traffic on Bellmead Dr.

See also summarized community survey results in *Chapter 1: Community Goals & Objectives*.

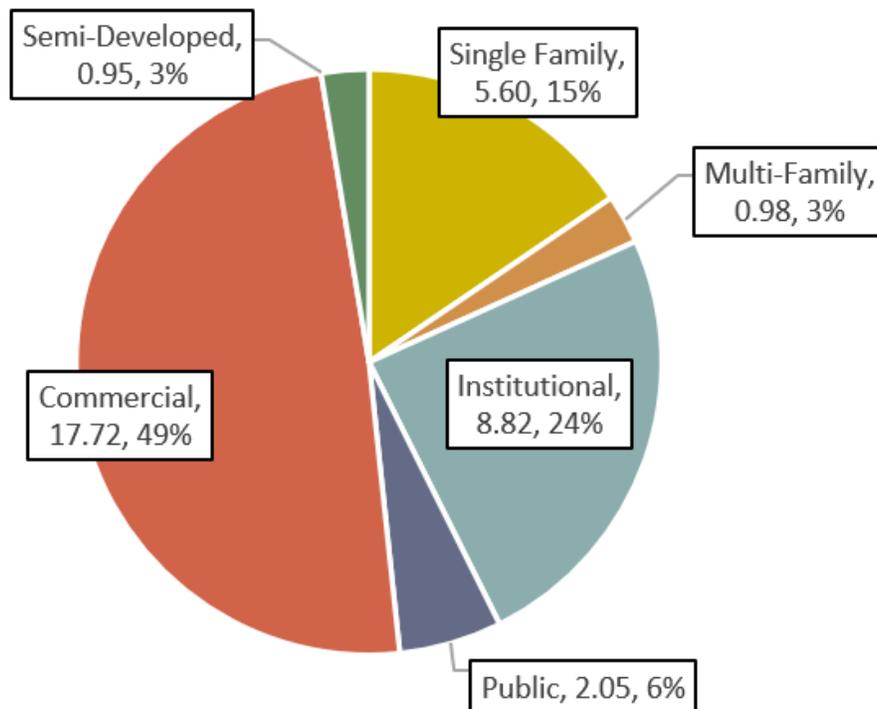
4.3 Inventory & Existing Conditions

This section consists of an inventory and descriptions of the existing conditions of the CBD. It describes the state of land uses, building conditions, amenities, and infrastructure in the CBD observed by GrantWorks Staff in June 2022. Taking inventory of existing conditions of the CBD provides a basis for improvements on the functionality and success of the CBD as an economic asset for the community.

4.3.1 Land Use

Figure 4C (next page) illustrates the land uses that comprise the CBD, and Chart 4A (below) tabulates existing land uses, their acreage, and percentage of land the CBD. The dominant land uses in the CBD are commercial property and institutional uses (educational/religious institutions), and single-family residential uses.

Chart 4A: Central Business District Land Uses, 2022 (acres, percentage)



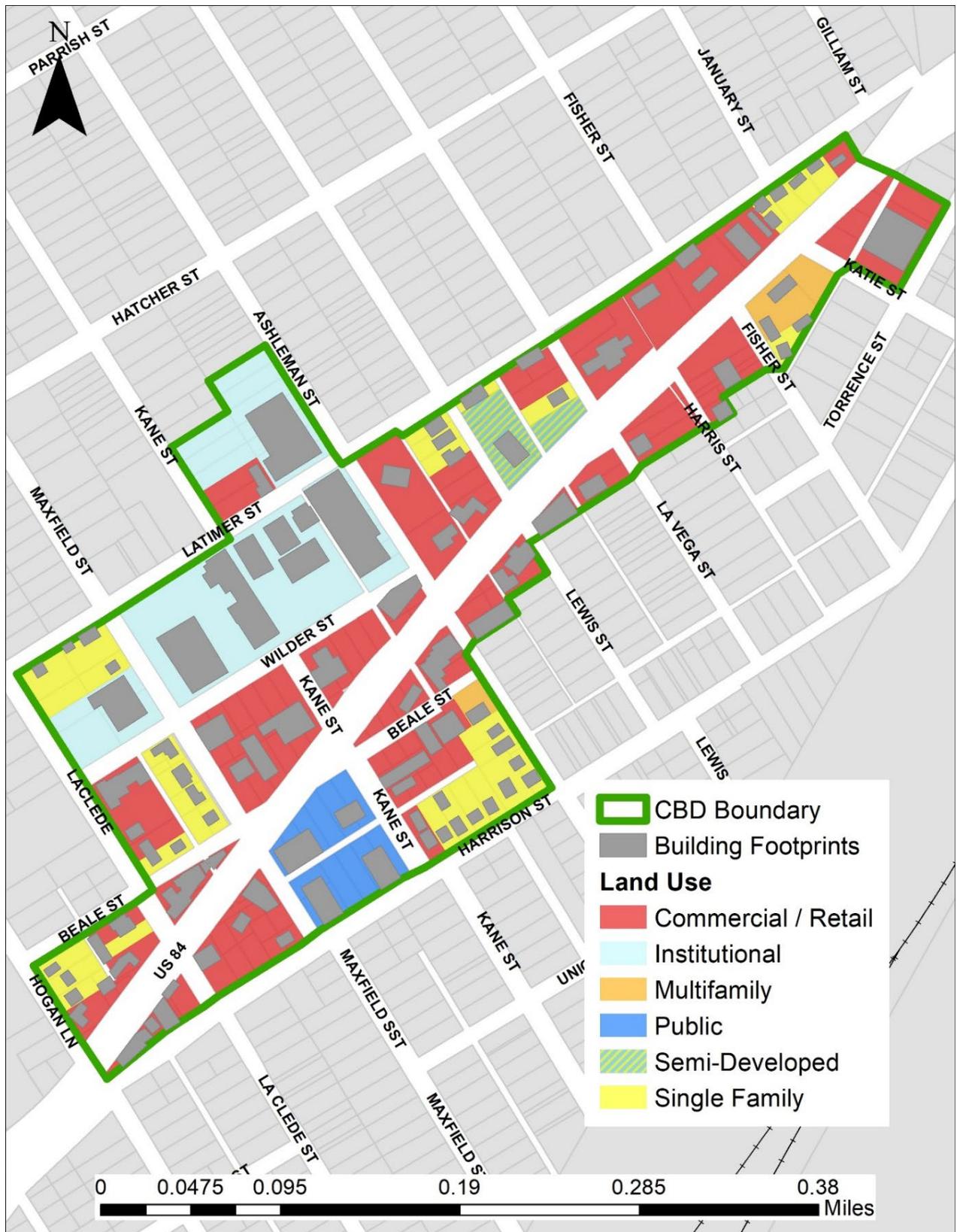


Figure 4C: Central Business District Land Uses

4.3.2 Buildings

GrantWorks staff inventoried structures in the CBD in June 2022. *Table 4A* lists the building conditions criteria.

Table 4A: Building Classification Criteria

Classification	Criteria
Standard	Exterior and interior is in good condition with few visible cosmetic defects or minor structural defects such as small cracks in masonry.
Deteriorated	Exterior or interior is in fair condition with cosmetic and structural defects including missing window glass, missing bricks or large cracks in exterior walls, minor sagging, or deteriorated roof. Handicapped accessibility may be limited.
Dilapidated	Exterior and interior is in poor condition, with large sections of walls or roof missing, windows missing, major sagging or slumping of the structure.

Most of the CBD building stock is in standard condition (69%). Most substandard buildings are in deteriorating condition and may be able to be rehabilitated. The seven dilapidated buildings will need extensive repair or need to be demolished/replaced. Approximately 1-in-7 buildings in the CBD are vacant. Most of these structures (73%) are in substandard condition and more than half of these substandard structures may need to be torn down (i.e., are dilapidated) (see *Table 4B*).

Table 4B: Building Conditions & Occupancy

	All Buildings		Vacant Buildings	
	%	#	%	#
Standard	69%	72	20%	3
Deteriorating	25%	26	27%	4
Dilapidated	7%	7	47%	7
Total		105		15

Most buildings in the CBD are one-story. A few buildings have second floors that could be converted to mixed uses with commercial on the ground floor and residential or office uses on the top floor. Buildings in the CBD average approximately 4,250 square feet, but range anywhere from 580 to 32,100 square feet. Total vacancy in the CBD is approximately 43,960 square feet, or 10% of the total building space. Vacant buildings range in size from 1,140 to 6,918 square feet.

Figure 4D (next page) illustrates building conditions and occupancy. *Chart 4B (next page)* indicates building condition by tenant type. Most substandard buildings in the CBD are residences.

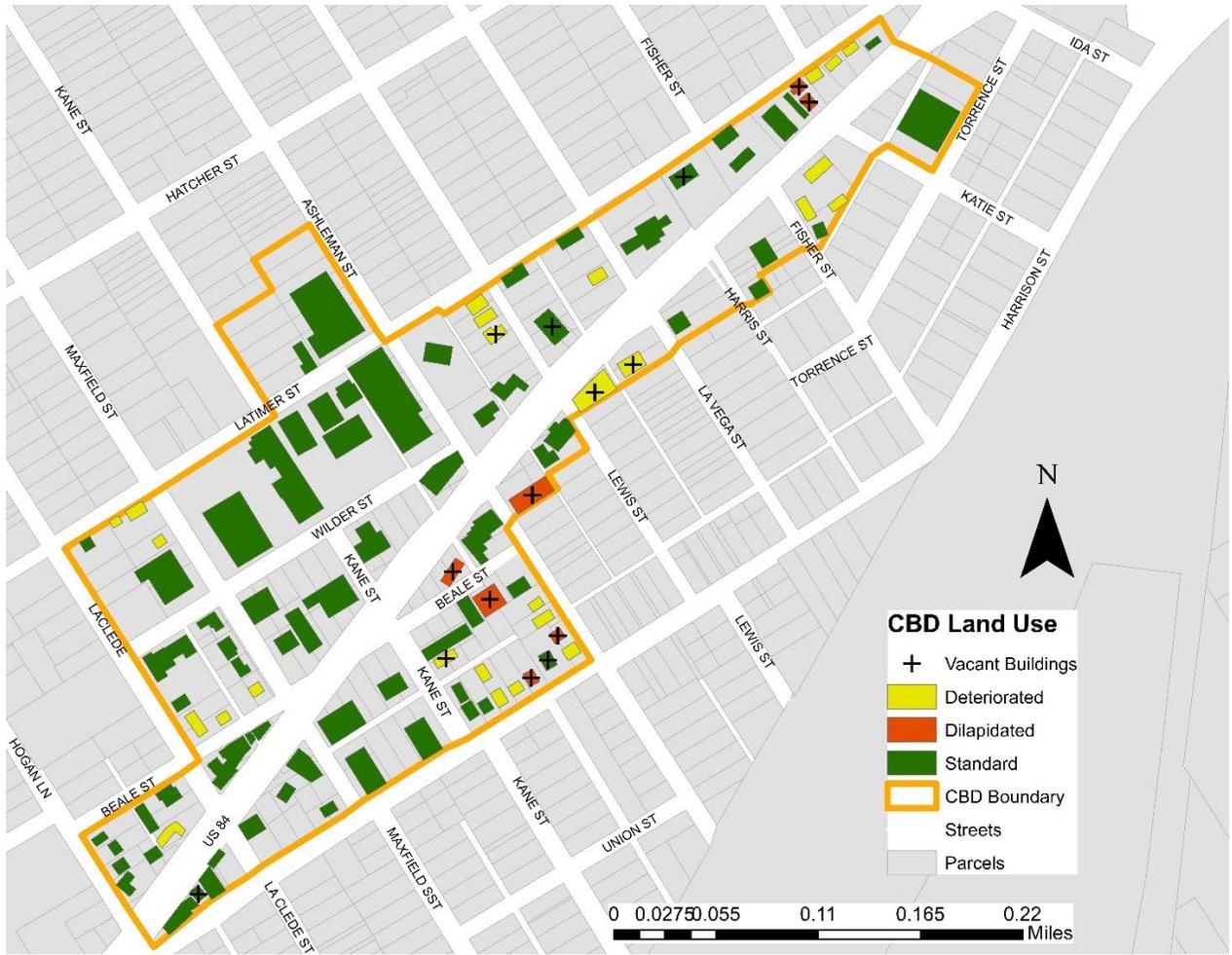
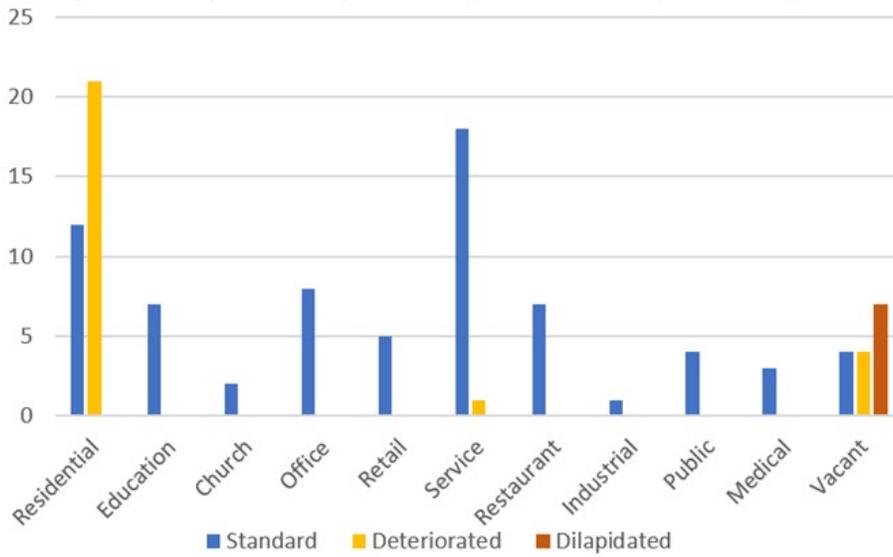


Figure 4D: CBD Buildings by Condition % Vacancy

Chart 4B: CBD Tenants by Type & Condition



4.3.4 Transportation Infrastructure & Circulation Patterns

Street condition and circulation patterns affect the CBD functionality, as well as residents' willingness to make trips downtown to shop, eat, and seek entertainment.

The current infrastructure of Bellmead's CBD better serves vehicular traffic that is moving through the CBD, rather than local pedestrian and bicycle traffic, due to its orientation along US-84 (Bellmead Drive). *Figure 4F (next page)* illustrates transportation infrastructure and amenities in the CBD.

Accessibility

While vehicles can move easily about the CBD on the well-connected street grid, pedestrian movement is difficult. There are two stop lights within the CBD boundary, but only one crosswalk signal (at the intersection of Maxfield St and Bellmead Drive). The CBD contains 0.41 miles of sidewalk that is centered mostly around the La Vega ISD complex, Maranatha Church, and the First Central Credit Union. There are 13 wheelchair-accessible ramps of varying condition with three striped crosswalks.

Traffic Volumes & Controls

Traffic increases moving east through the CBD, most likely with the increase of intersecting local streets and major thoroughfares. According to TXDOT 2021 Annual Average Daily Traffic (AADT) counts, the area of Bellmead Drive (US 84) near the CBD receives approximately 14,107 daily trips. This is more trips than the count at the intersection of Bellmead Drive and IH-35 to the west but fewer trips than the count located to the east of the CBD (17,948 daily trips).¹²

The CBD contains 1.9 miles of paved roads; 0.63-miles of the paved road are US 84 (Bellmead Drive), which is maintained by the Texas Department of Transportation (TxDOT). TxDOT maintains the traffic signals, ADA accessible ramps, and street pavement. However, there are processes in place for municipalities, counties, and TxDOT to coordinate upgrades and maintenance where jurisdictions cross. Speed limits are restricted to 30 MPH on Bellmead Drive, with two stop lights where Bellmead Drive intersects Ashleman and Maxfield Streets.

Parking

There are approximately 933 parking spaces available in Bellmead's CBD, 40 of which are ADA accessible. With over 400,000 square feet of commercial space. The CBD has 2.23 parking spaces per 1,000 square feet of commercial space. Given its auto-oriented nature, parking space is ample in numbers. However, majority of the parking available is held by private businesses and therefore not available for public parking. Street parking is available on local streets in the CBD unless otherwise noted.

¹² Source: <https://www.txdot.gov/data-maps/traffic-count-maps.html>

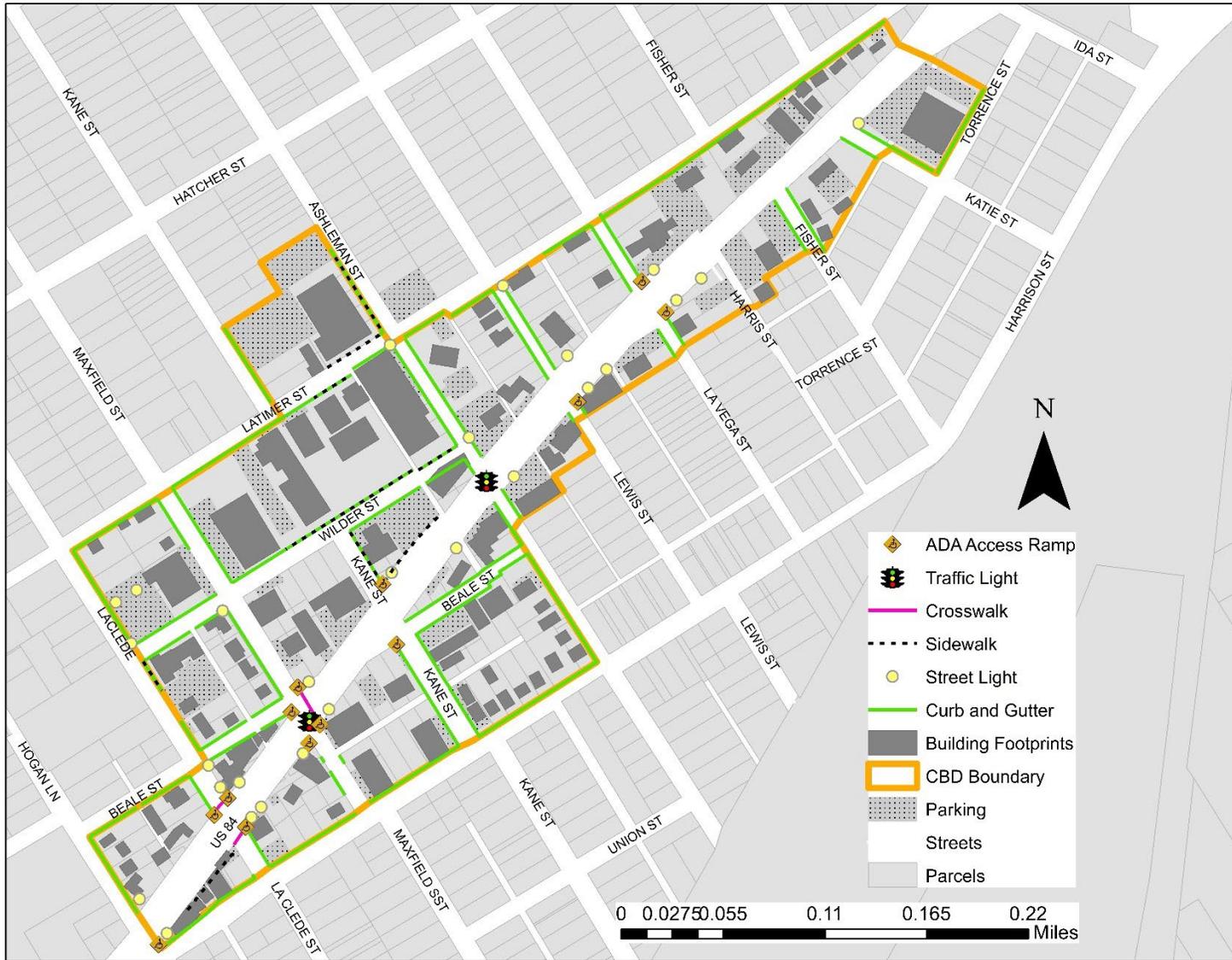


Figure 4F: Transportation Infrastructure & Amenities

4.4 Key Central Business District Considerations

This section reviews elements in the CBD, details impediments to the CBD's success and suggests solutions that could be implemented by the City, organizations, volunteers, or a combination of stakeholders to increase the vitality of the CBD.

4.4.1 Developing a Unique Character for Downtown Bellmead

Many cities that developed within a short period of time have similar building types, size, and design aspects that become a symbol for that city. The historic period of growth and the associated character of that time can be a major point of pride for residents, as well as creating a draw for visitors and creating potential tourism opportunities.

While Bellmead's traditional downtown does not currently have a consistent development style, design aspect, or similar building sizes, Bellmead's industrious past and significance in regional growth can be used to project a specific character that is unique to Bellmead and the CBD.

City staff and residents should consider:

- ❖ The image they would like the CBD to convey
- ❖ Available resources to support that image
- ❖ How to capitalize on that image to improve upon existing CBD assets

Branding

Branding involves physical improvements that support the goals of a city-wide brand while attracting attention to local businesses and activities in the CBD. CBD branding can be conveyed in various forms, including color-coded or matching street furniture, historic plaques on buildings, City downtown banners or street signs, and digital displays on websites that attract visitors to the region and the downtown.

Bellmead's CBD has a few buildings that could play a role in the City's brand, ranging from structures built at the beginning of unincorporated Bellmead in the early 20th century, to mid-century buildings that represent rapid post-war development. In some cities, plaques have been placed outside historic structures explaining the significance of people who built the buildings or detailing the materials or architectural styles of a certain period. The plaques can be numbered and placed on a tour map for interested visitors.

Murals can also play a role in branding. Murals usually require volunteer organization and design efforts, funds to commission artists to paint them, funds to maintain them over time, and preservation easements or similar restrictions to ensure they are not removed without community approval.

While physical amenities can go a long way in creating increased energy downtown, digital branding is vital to increase the number of visitors to Bellmead. The City's website should reflect the CBD's branding, and list local businesses, events, and attractions in the CBD. Working with Bellmead's Economic Development Board, as well as local business organizations such as a Chamber of Commerce can help create a cohesive branding campaign across all websites related to City tourism and business.

Design Standards

Buildings within the CBD study boundary seem to follow different design standards and aesthetics. Buildings in most downtowns can be historic, but are not historically significant, so full restoration to their exact original appearance may not be necessary, and often is not desirable due to cost and current use limitations. However, encouraging and ensuring the proper treatment of a building's character-defining features such as storefronts, window openings, awnings and building materials is essential to maintaining the authenticity and integrity of the structure and the district.

The plan inventory identified CBD elements that could be used in drafting criteria to maintain the CBD's historic character. The McLennan County Historical Commission also may have other criteria that it could add to a design guideline that the city could adopt or could add to its zoning ordinance in District B-1. The following is a list of characteristics of CBDs in America built during Bellmead's historic period in the mid-20th century that could be a starting place for developing policy for the CBD.

1. Buildings met the street or sidewalk and shared side walls, creating a sense of street enclosure and walkability. Buildings were parallel to the street and parking lots were not located in front of buildings. B-1 zoning currently requires a 20-foot front yard. A maximum street setback of 10 feet is advisable so that buildings meet the street and buildings are designed so that parking lots are behind or at least to the sides of buildings.
2. Building materials were brick, stucco, or wood.
3. Entrances faced the main street.
4. Windows provided a high percentage (40 to 60%) of transparency for bottom floors on any street-facing wall so that pedestrians outside could see into business spaces. The Zoning Ordinance does not address transparency requirements.
5. Building widths extend the entire width of the lot providing an unbroken façade. Bellmead's B-1 zoning district allows for a zero-side lot setback, which is desirable, but it has no minimum lot coverage or width coverage that would maintain a historic pedestrian-oriented atmosphere.

District-wide design is usually controlled through zoning ordinances, historic preservation ordinances, voluntary agreements between landowners, incentives such as matching grants for historic building façade repair, and public projects such as sidewalk construction.

Ordinances

As discussed above, Bellmead has a zoning ordinance in place that contains some desirable development standards but is not detailed enough to create a unified character in the CBD. The City should consider amendments to the existing B-1 zone to include more narrow front building setbacks, limit industrial uses, or adjust parking requirements to encourage more pedestrian and bike traffic. A separate zoning district could also be established alongside an official CBD boundary that includes regulations that are specific to the CBD to establish a cohesive character, should the CBD boundary ever be expanded.

Voluntary Agreements & Incentives

To be the most effective, architectural guidelines within Bellmead should be agreed upon by the property/business owners affected by the guidelines. Incentives such as matching grants for signage or façade improvements can motivate those less inclined to participate. Aside from the marketing aspect of district-wide design coordination, property and business owners should be aware that approximately half of their customer base will care about aesthetics, while half will care about functionality. Whichever they themselves care about; they will lose customers if they do not pay attention to both aspects of design. Recommended organizations for voluntary participation and grants that volunteers should pursue is discussed below.

4.4.2 Increasing Residential Density Within & Around the CBD

The proposed CBD boundary includes a mix of land uses that draw residents on at least a weekly basis.

However, increasing the density of housing within and around the CBD would encourage more foot traffic and activity from nearby residents who are likely to visit the area more frequently. All residential structures within the CBD study boundary (36) abut, or are within 300 feet of a commercial structure, which may be an opportunity for property owners to capitalize on redevelopment efforts and increase housing density on already residential lots. Only two properties are developed as multifamily housing, which provides more housing density than single-family detached homes. Multifamily housing is allowed under current zoning, but is limited by building setbacks, lot size requirements, and parking requirements. Amending the existing B-1 zoning district or adopting a CBD specific zoning district could allow more fitting multifamily housing types for a traditional downtown feel.

There are currently 15 vacant properties within the CBD, which holds great potential for redevelopment that includes mixed-use buildings with residential or offices on upper floors, and retail at ground level. The City and Bellmead Economic Development Corporation (BEDC) should work with the owners of these properties to encourage them to develop, redevelop or sell their properties where appropriate. The BEDC itself could purchase available property and choose developers through an RFP process to then purchase and develop the land; or work as a conduit to connect interested developers with landowners.

4.4.3 Improving Structural Conditions

There are 26 deteriorating buildings in the CBD and 15 vacant, dilapidated buildings. Deteriorating facades and vacancy can create an uninviting environment for residents and visitors alike and continued deferred maintenance for many structures could lead to a rapid increase of derelict buildings within the CBD. The City of Bellmead should consider the following actions to incentivize downtown building maintenance:

1. Track building vacancies and for-sale properties on a website linked to other economic development, community development and tourism information in Bellmead so that investors outside the region may easily consider the properties.
2. Continue to enforce fire code, junked vehicle, building and other city codes that would improve the downtown. The City's ordinance regulating junk and abandoned vehicles states that vehicles without inspection certificates, inoperable, and on private property for more than 30 days will be impounded by the City with notification to the owner. The City-adopted 2018 International Building Code has a section on Historic Buildings that may help building owners and contractors more easily rehabilitate historic buildings. In addition, Fire Department personnel could receive extra training on fire fighting in historic buildings that may have different materials, escape routes or construction. The City may want to send fire prevention information to building owners, particularly those who are using buildings as storage.
3. Create a tax abatement program for property owners who renovate buildings within the Central Business District so that taxes will be fixed on properties prior to their improvement for a limited number of years to allow property owners to recoup their rehabilitation expenses (examples can be found in Llano and Waxahachie, Texas).
4. Establish a low-interest financing pool available for restoration projects within the downtown. Repaid loans are then used for new projects. The City of Hughes Springs has a successful, ongoing revolving loan fund for rehabilitation projects.

4.4.4 Investing in Amenities for Pedestrians

Like downtown buildings, downtown amenities can define Bellmead's Central Business District as a distinct place to visitors and passersby. The available amenities also determine how likely passersby are to stop in the city. Categories of desired amenities are described below.

Sidewalks, Crosswalks, & Lighting

These amenities are the basic infrastructure needed to create a place where residents and visitors can get out of their cars, wander from shop to shop or from restaurant to shops; come to the district after dark; and comfortably use both the north and south sides of the street despite the barrier of US 84.

Sidewalks. The main issue that impedes pedestrian use in the CBD is the lack of a continuous sidewalk network. A lack of sidewalks makes it difficult to access shops, restaurants, and government buildings for residents and visitors of all mobility. While there are currently 13 wheelchair accessible ramps along Bellmead Drive, very few connect to sidewalks that are compliant with ADA accessibility standards. Constructing sidewalks along Bellmead Drive would create easier connectivity between local businesses, while building sidewalks along side streets would draw nearby residents to the commercial center.

Maintaining high-quality sidewalks infrastructure in the CBD has implications for transportation, housing, and economic development. Advantages include:

1. Greater willingness of customers to walk from parking, which reduces perceptions of parking congestion and reduces the number of cars that circle in search of parking
2. Greater interest among travelers to stop and window shop
3. Improved aesthetics, which make the downtown more attractive to new investors
4. Greater accessibility for those who feel uncomfortable traveling on uneven surfaces
5. Increase in property values for businesses and for residences neighboring the CBD¹³

Crosswalks / Pedestrian Signaling. Crossing Bellmead Drive on foot is challenging. The city has set the speed limit at 30 MPH along Bellmead Drive within the CBD, and TxDOT traffic lights have signalized crossing at the Maxfield and Ashleman Streets. However, a lack of crosswalk markings on the pavement and/or flashing lights makes it difficult to alert drivers to pedestrian presence. To increase accessibility downtown for all pedestrians, the city should consider adding crosswalks and pedestrian crossing signage or lights at major intersections of Bellmead Drive.

Lighting. Street lighting is located along Bellmead Drive about every 300 feet in the CBD, with increased light coverage at signalized intersections, providing some nighttime illumination. Overhead lights were also observed on Lewis, Ashleman, Maxfield, and La Clede Streets. This lighting benefits vehicular traffic more than pedestrians. More frequent, street level lighting would create a safer and inviting environment. Increased lighting could also help direct residents to downtown for evening events. Texas Department of Agriculture Downtown Revitalization projects throughout the state have included the burying of overhead wiring to add decorative lighting, which may increase visual appeal for the CBD. Some examples of decorative and modern lamps are shown on the next page.

¹³ A study of 15 U.S. cities showed a residential property premium in more walkable neighborhoods of approximately \$4,000 to \$34,000. See: Cortright, J. (2009). Walking the Walk. Retrieved from www.ceosforcities.org/work/walkingthewalk; Also: Pivo, G. & Fisher, J.D. (2010). The Walkability Premium in Commercial Real Estate Investments. Retrieved from <http://merage.uci.edu>



Street level, lower lighting might assist with downtown revitalization. This type of historic lighting could be placed on north and south ends of Bellmead Drive to increase pedestrian safety and visibility.



Visually appealing, dark-skies street lights are popular in many rural communities and do not conflict with historic design initiatives and can improve safety.



Dark-skies street lighting also provides glare reduction – brighter on the ground, less in the clouds¹⁴

Figure 4G: Lighting considerations in the CBD

¹⁴ Illustration from <http://palomarskies.blogspot.com/2009/08/borrego-springs-ca-worldss-2nd-dark-sky.html>

Parking

Most parking in the CBD is provided through private, off-street parking lots. Continual, high-speed traffic on Bellmead Drive makes providing on street parking in front of most businesses difficult. However, on street-parking is available on side streets unless otherwise marked. While parking is not particularly difficult in the CBD, planning for a more active CBD may require the City to develop additional parking options to accommodate increased vehicular traffic.

Some cities address parking shortages by encouraging shared parking or by regulating parking in its zoning ordinance. As an example, in Bellmead, 112 spaces are located at Maranatha Church two blocks from Bellmead Drive. During the week and on Saturdays, that lot could provide additional parking spaces for shopping customers.. The City's Zoning Ordinance requires that new buildings provide off-street parking in amounts based on their use and specified in the ordinance, which does not consider existing buildings and limited lot size. However, zoning regulations do allow for shared parking between separate property owners to count toward their parking requirement and for off-site parking at a maximum of 300 feet from the business. The City could potentially purchase larger lots from property owners to utilize as public parking lots.

Figure 4F (page 4-14) shows parking areas throughout the CBD that could be utilized for shared parking agreements or purchased by the City and used as public parking.

Street Furniture

Street furniture is a collective term for objects and pieces of equipment installed on streets and roads for various purposes, including traffic barriers, benches, bollards, post boxes, phone boxes, streetlamps, traffic lights, traffic signs, bus stops, grit bins, tram stops, taxi stands, public lavatories, fountains, watering troughs, memorials, and waste receptacles. Street furniture provides opportunities to lengthen the visitor's trip to downtown; convey the city's "brand," and provide architectural beauty and color for pedestrians.

The CBD is missing street furniture for local and visiting patrons to enjoy. Some businesses have placed a bench, a newspaper stands, or planters outside their buildings. However, there is no coordination between street furniture that conveys a brand. With the adequate sidewalks and street landscaping, the addition of benches, trash and recycling receptacles, public art, and memorials would add to the character of a downtown that pedestrians enjoy.

Gateways & District Signage

While the City recently invested in local wayfinding signage to other local amenities along Bellmead Drive, there is no signage to alert a visitor that they have arrived in the Bellmead downtown.

Gateway signs, internal decorative, and directional signage, and murals can set the tone for downtown, reflect the City's history, and contribute to a sense of place, allowing visitors to know they have arrived somewhere special. Sign and mural creation are often a popular activity for community collaboration. A committee working on "branding" the City could work with local property owners and artists to decorate existing buildings. Similarly, the city could enlist the volunteer assistance of La Vega High school or area university art class with the task of designing a sign or a mural. Designs can also be created through a local competition and voted on by residents.

Several examples are shown below of gateway signage both in the mural and monument sign style. Examples range in sophistication and expense. Signs don't have to be expensive or incorporate hard to maintain landscaping. Their main purpose is to distinguish a place.



Welcome signs can reflect local materials or historic dates or figures. They can be painted on buildings, or ornate and set apart with beautiful native plants. Welcoming features should be placed at both the west and east end of the CBD to delineate its boundary.



Figure 4H: Example Welcome Signs from around Small-Town Texas

4.4.5 Coordinating Funding & Community efforts

The Texas Department of Agriculture (TDA) has programs that the City can use as a guide for continued organization of its downtown revitalization and maintenance efforts.

The TDA's downtown development programs suggest that the City appoint a central committee composed of 15 members of the community, including representatives from city government, the media, banks, the Chamber of Commerce, historians, real estate agents, and downtown owners.

Additional subcommittees can be established to help implement programs.

TDA suggests the following three subcommittees to begin:

*The **Promotion Subcommittee*** would develop strategies to increase foot traffic downtown. These may include increased advertising of annual events; surveys of residents and tourists about what businesses they would like to see downtown, increased signage to places of significance in the CBD or signs that delineate the CBD boundary; the development of monthly downtown promotion events, or more targeted worldwide Web presence.

*The **Design Subcommittee*** would work on establishing building and signage design guidelines for the CBD, assisting the City in adopting a Downtown Building Review Committee, or in establishing a similar relationship with the McClennan Historical Commission.

*The **Economic Restructuring and Organization Subcommittee*** would focus on creating methods to finance downtown revitalization. Financing mechanisms could include a low-interest loan program with local banks to fund the repair and upgrading of buildings in the CBD; a community foundation established to provide small grants to repair building facades and signage and to assist the City with downtown building rehabilitation incentives, including tax abatements; and creation of a CBD or tourism corridor investment zone that would generate City funds to be used only in the designated area.

Federal tax benefits are available for building rehabilitation. Variations include:

1) a 10% and 20% Federal Investment Tax Credit for Rehabilitation of buildings constructed before 1936. Buildings in a registered historic district receive a 20% reduction and those in a non-historic district receive a 10% tax reduction.

2) A 50% tax credit (within specific limits) for all modifications to buildings that bring it into compliance with the ADA. This would include the addition of, or modification to, a restroom for handicap compliance.

The funding sources shown in *Table 4C (next page)* are currently available for CBD improvements.

Table 4C: Funding Sources for CBD Improvements

Source	Program
Bellmead Economic Development Corporation (BEDC)	BEDC holds funds that, if approved by taxpayers, could be used to acquire land, buildings, equipment, tourism facilities, parking facilities, street, water, drainage and sewer facilities related to economic development; affordable housing construction; and demolition of substandard homes and buildings;
City of Bellmead	Sales/property tax rebate program for limited time period.
McLennan County Historical Commission	The City can work with the County Historical Commission to fund more historic preservation projects and programs with increased funding from the County or joint funding from the cities and the County.
USDA Rural Business Programs	Guaranteed Business and Industry Loans to a corporation or an individual for business repair, enlargement or office/plant modernization; Rural Economic Development Loans (zero-interest) Under the REDLEG program, utilities can receive the funding to loan to businesses for projects to create or retain employment, the utility is responsible for re-paying the loan to the USDA RD; Rural Business Enterprise Grants, up to \$500,000 available to small cities for land acquisition, building and plant renovations/modernizations; construction of access roads to businesses; parking areas, utilities; and start up business loans
Texas Department of Agriculture	Downtown Revitalization program: The minimum award is \$50,000 and the maximum is \$150,000, with at least a 20%t cash or in-kind match from the applicant for downtown enhancement projects. Main Street Program: Membership requires the City hiring a full-time Main Street director. Members can make less competitive bids for project grants and receive technical assistance from the Texas Historical Commission on downtown improvements.
Texas Downtown Association	Membership provides access to annual conferences and regional meetings; reduced fees for downtown assistance, strategic planning and guidance; access to cooperative advertising for Texas downtowns; legislative monitoring, and an invitation to apply for an annual foundation small grant (under \$5,000) to assist downtown revitalization efforts.
Texas Department of Transportation (TxDOT)	TxDOT's Public Transportation Division administers federal funding programs, including Federal Highway Administration funds relating to TxDOT's Bicycle and Pedestrian Program and Federal Transit Administration funds for transit in Texas. These funds are for specific purposes and have separate eligibility and funding requirements. The Public Transportation Division requests applications for specific funding sources through calls for projects. TxDOT also administers Transportation Alternatives set asides (TA) funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state. In large, urbanized areas with populations over 200,000, TA funds are also distributed directly to Metropolitan Planning Organizations (MPO) to administer according to their needs. MPOs and TxDOT are responsible for selecting projects independent of one another.

4.5 Future Land Use & District Growth

The future land use map illustrates community goals, and those illustrated changes often extend beyond the current planning period to visually establish preferred growth boundaries. When applied to the Bellmead Central Business District, a future land use map can act as a guide for improvements and redevelopment opportunities that strengthen the CBD within the planning period.

Commercial acreage is projected to grow from 17.72 acres to 19.75 acres, or a change of 0.89%, over the planning period. Other projected changes in land use are shown in *Chart 4C* below, as well as *Figure 4I* (next page).

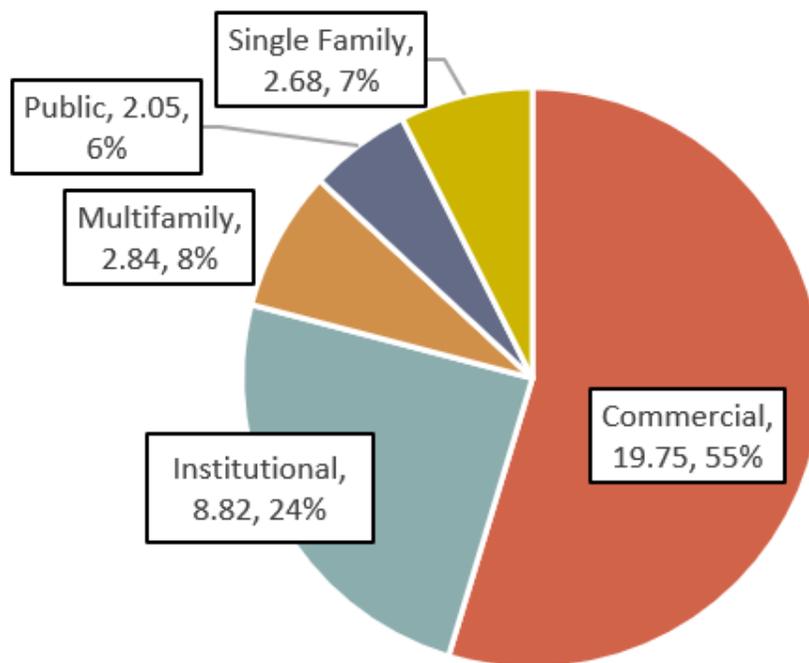


Chart 4C: CBD Future Lands Use (acres, %)

The Bellmead CBD future land use map illustrates a preference to:

- Increase residential density within the CBD
- Further develop a vibrant, distinct commercial center for residents
- Welcome new development that supports well-established businesses and respects existing residential housing within the CBD.

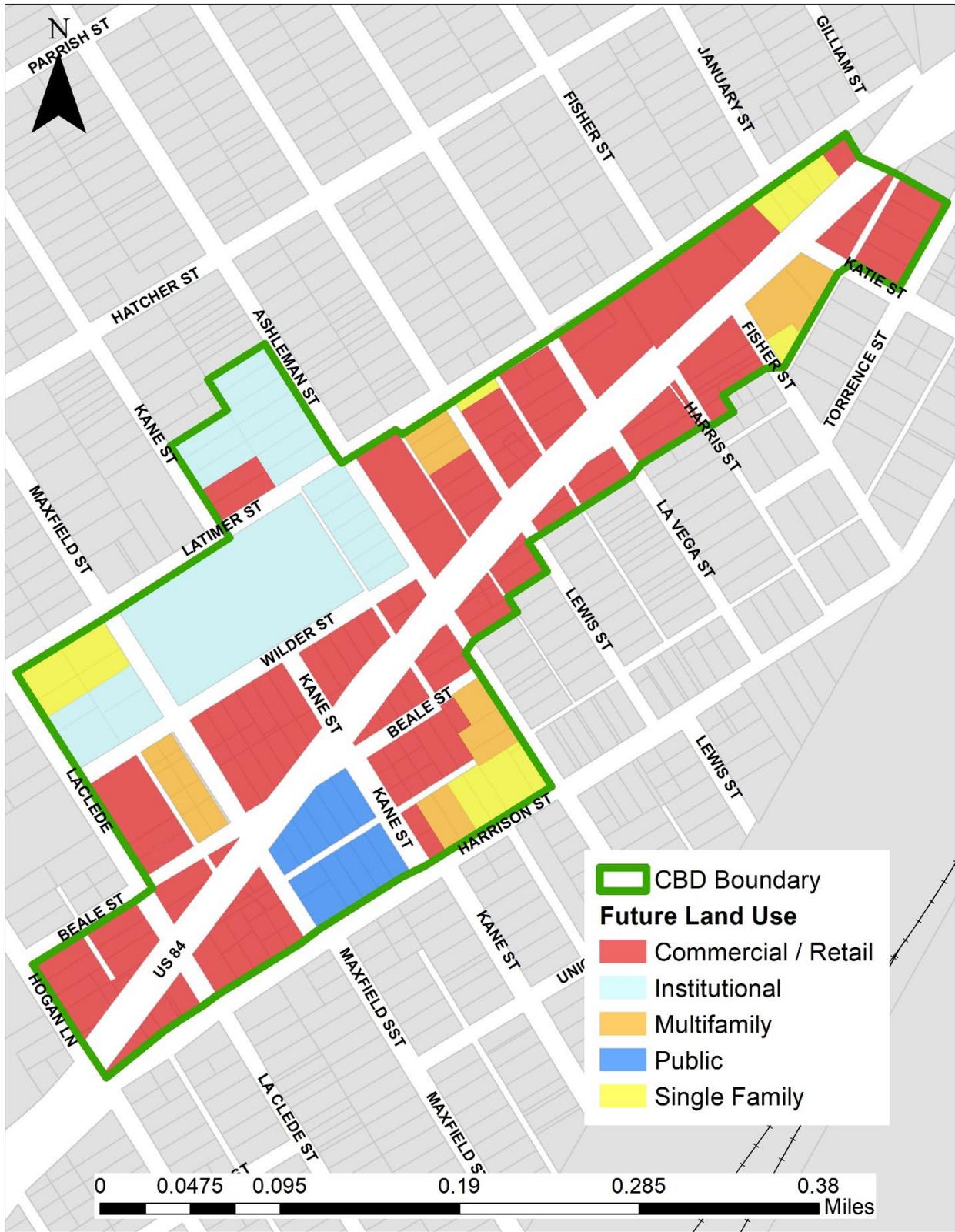


Figure 4I: CBD Future Land Use Map

As the CBD redevelops, local and regional business interest in the district is likely to increase, and expansion of the CBD boundary may be advantageous. While this study does not recommend expansion of the CBD boundary within the planning period, phasing of district expansion into adjacent commercial areas should be considered in the future. *Figure 4J* below shows two potential areas to consider for boundary expansion once goals have been met within the existing CBD boundary.



Figure 4J: Future CBD Expansions

It is important to note that a **future land use map is a visual statement of where and how a community wants to grow, and not a prescribed use or a prediction of future growth.**

4.6 Implementation Plan

Challenges for Bellmead during the planning period will be to fill vacant buildings downtown, improve building facades, and build out pedestrian friendly infrastructure to draw more people to downtown. The main strategy to accomplish this is to continue to generate excitement for downtown renovation through amenity upgrades, marketing, and emphasis on downtown Bellmead’s chosen unique character. A full list of funding sources can be found in *Chapter 6*.

Table 4C: Implementation Plan 2023-2033

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2025	2026-2029	2030-2033			
Goal 4.1 Develop a unique character for downtown Bellmead						
Create a marketing “brand” for Bellmead and use it in city publications, signage, downtown amenities, and websites. Select a narrow focus for the brand	X			City, Chamber, BEDC	Variable	Local, GEN, BEDC
Adopt an official Central Business District Boundary	X			City	~\$1,000, legal fees	GEN
Paint murals that reflect the character of Bellmead			X	City	~\$7,000 per mural	Local, GEN, BEDC
Add additional wayfinding signage that directs visitors and residents to other city amenities from the CBD		X		City	~\$500 per sign	GEN, BEDC
Construct gateway entrances at each end of Bellmead Drive into the CBD (murals and/or monument signs)			X	BEDC	~\$10,000	LOCAL, GEN, BEDC
Goal 4.2 Increase residential density within downtown Bellmead						
Adopt a zoning district specifically for the CBD that fits the desired density and development standards.	X			City	~\$1,000, legal fees	GEN
Purchase vacant properties to advertise to developers of mixed-use buildings	X	X	X	BEDC	Variable	BEDC, TxDOT
Promote redevelopment of underutilized residential properties near commercial areas	X	X	X	City	Variable	GEN

Goal 4.3 Improve structural conditions of buildings in the Central Business District

Provide small grants to businesses to assist with exterior upgrades, lighting affixed to their buildings, and/or awnings.	X	X	X	City	~\$10,000 (Annually)	BEDC
Market available downtown buildings on local, regional, or national/international websites.	X	X	X	City	~\$5,000 (website construction)	City, BEDC, Chamber
Adopt tax abatement on the incremental increase in property value after building renovation in the CBD. Tax abatement could be limited to 5 years	X	X	X	City	~\$1,000 (legal review)	GEN

Goal 4.4 Invest in amenities for pedestrians

Construct approximately 6,060 LF of sidewalk along both sides of Bellmead Drive & Ashleman St	X	X		City	\$60,000 (~\$10 per LF)	GEN, TDA
Install an additional three (3) crosswalks to Bellmead drive, 1 at Hogan Ln & 2 at Ashleman St	X			City	~\$2,000 each	GEN, TDA
Install decorative lighting along Bellmead Drive to increase pedestrian visibility and safety			X	City	~\$3,600 per light	GEN, Local
Establish shared parking agreements with local businesses	X			City	staff	GEN

Sources: GEN = Municipal funds; Staff = Staff time (City or Chamber); Local = donations of time/money/goods from private citizens, charitable organizations, and local businesses; BEDC= Bellmead Economic Development Corporation; TDA= Texas Department of Agriculture funds including TxCDBG (Community Development Block Grant) and TCF (Texas Capital Funds); TXDOT-Texas Department of Transportation; USDA= US Department of Agriculture Rural Development funds.

5 RECREATION & OPEN SPACE STUDY

Over the past 20 years, population growth in Texas has been accompanied by increases in obesity and natural disasters, as well as a decline in children’s connection with nature as the state continues to urbanize. As a result, the State of Texas recognizes the importance of continued support for popular outdoor sports; amenities critical to the use of local parks such as pedestrian connections and safety features; and the strategic construction of park and open space features that will also reduce drainage infrastructure costs, support local economic development, and lead to better health for Texas residents.¹⁵

In communities like Bellmead, recreation areas play a key role not only in the health of the individual but also in the health of the community. Parks and recreation areas provide pleasant places for family reunions, friendly competition, exercise, and socializing.

To encourage healthy living, every city and town has the responsibility of supplying adequate parks and open space. However, limited funds for these public uses generally require foresight in planning for future development and expansion of parks and public open spaces. To adequately plan for the future, it is important to understand the community’s historical background and demographic profile. Several demographic and cultural factors contribute to increased demand for parks and recreational facilities in many Texas towns and cities (including Bellmead): the increase in life expectancy coupled with earlier retirement ages for many people; the spread of competitive sporting programs to the youngest and oldest age groups; and the understanding that a healthy diet and regular exercise are good for mental and physical well-being.

This Parks Master Plan includes analysis that is based on survey responses as well as on the cultural and economic characteristics of Bellmead’s residents. The Parks Master Plan also analyzes the existing facilities currently available in Bellmead, and what is missing. The town has three parks- Lions Park, Brame Park, and Devorsky Park- all with varying amenities. *Section 5.5 - Inventory & Assessment of Existing Resources*).

¹⁵ Texas Outdoor Recreation Plan (2012)

While some recreation facilities in Bellmead are aged, or in a deteriorated condition, the largest concern for Bellmead recreation and open space is the lack of diverse recreational opportunities. Residents do not have sufficient access to several recreational opportunities that allow for quality leisure time pursuits or activities which lead to a healthy lifestyle. In addition to refinishing/rehabilitating existing facilities, Bellmead residents would benefit from access to a multiuse trail/path, general use/soccer fields, full-size basketball courts, a light activity area, and additional benches and outdoor picnic areas.

5.1 Introduction

Located at the convergence of multiple state and interstate highways, Bellmead could easily be mistaken as just another highway suburb of Waco from the mid-20th-century. However, today's tight-knit and proud community has humble beginnings that date back to the early 1900s and is closely tied with the rapid growth of rail throughout Texas.

In 1910, The Missouri-Kansas-Texas (M-K-T) Railroad Company decided to locate a locomotive roundhouse (the Katy Shops) in a rural area near Waco. This area soon took the name of Bellmead in 1911, after a visit from an M-K-T president who grew up near Belle Meade, Tennessee.¹⁶ The following years were challenging for those hoping to settle the area near the Katy Shops, and the economic slump of the Great Depression was no help. In 1942, Bellmead saw a boom in business and population when the Waco Army Airfield opened, later named James Connally Airforce Base. Activity surrounding WWII had a significant impact on growth. The area's population increased from 25 in the early 1940s to 800 in 1949. By 1954, Bellmead was officially incorporated as a city independent from Waco.

Bellmead has continued to steadily grow since its incorporation, even in the face of a major employer loss. Recent regional growth has boosted the population of Bellmead to nearly 10,500 residents¹⁷, and State investment in nearby transportation infrastructure has sparked local interest in bolstering the city's image and regional presence. While Bellmead's proximity to Waco, Baylor University, and major transportation corridors will always be a piece of its story, building a framework for local facility improvements will set Bellmead apart, and prepare the city for a new era of growth and prosperity.

¹⁶ Source: <https://wacohistory.org/items/show/139>

¹⁷ Source: <https://data.census.gov/cedsci/table?q=Bellmead%20city,%20Texas&tid=DECENNIALPL2020.P1>

Population Changes (2000-2010)

Chart 5A illustrates age cohort distributions for Bellmead (2000 and 2010), McLennan County (2010), and the state of Texas (2010). Age cohort distributions can indicate whether a community's population dynamics generally support expansion, stability, or decline. A distribution peaked in the middle (adults 20-to-44) suggests stable-to-expanding or "healthy" natural population growth or increased likelihood of births to current residents because adults 20-to-44 are considered the cohort most likely to have new children. The 2010 Texas distribution is an example of a "healthy" distribution. In contrast, a flatter and/or right-skewed distribution can indicate a stationary or declining natural population change.

As Chart 5A demonstrates, Bellmead's population distributions for both 2000 and 2010 are peaked by the 20-to-44-year-old age cohort., suggesting continuing likelihood of natural population growth.

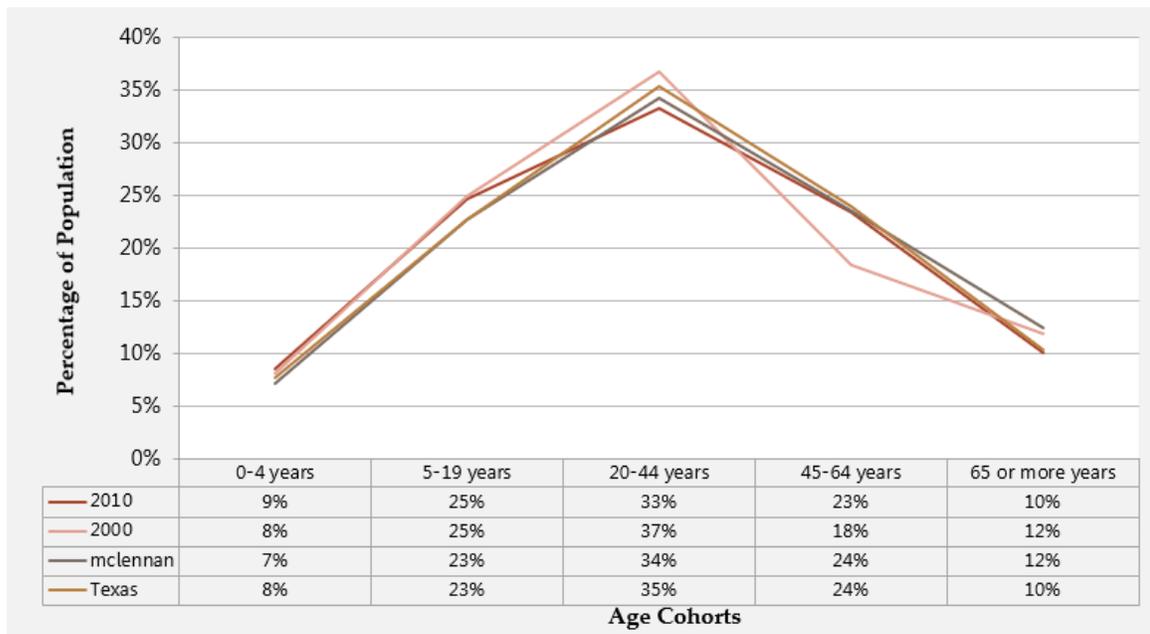


Chart 5A: Population by Age Group (2000, 2010)

Source: 2000 and 2010 Census of Population and Housing, Summary Population and Housing

The U.S. Census distinguishes between two minority population groups: "racial minorities" - all non- "White" residents - and "ethnic minorities" - all "Hispanic or Latino" residents. Table 5A (next page) provides a population profile of residents in the city of Bellmead and McLennan County, in terms of race and ethnicity.

In 2020, approximately 58% of Bellmead’s 2020 population identified as a racial minority (non-White) and 43% identified as an ethnic minority (Hispanic or Latino). Compared to 2010’s non-White (44%) and ethnic minority (38%) populations, Bellmead has seen significant growth in racial and ethnic minorities. *Table 5A* also shows that Bellmead is slightly more diverse than McLennan County in terms of race and ethnicity. Residents of all races and ethnicities in Bellmead were invited to take part in the survey about park needs.

Table 5A: Population by Race and Ethnicity

<u>Characteristic</u>	<u>Bellmead</u>				<u>McLennan County</u>	
	2010		2020		2020	
	%	#	%	#	%	#
Total Population	100%	9,901	100%	10,494	100%	260,579
Race						
White	56%	5,594	42%	4,376	60%	156,475
Black or African American	18%	1,735	20%	2,054	14%	37,518
American Indian, Alaskan Native	1%	98	2%	229	1%	2,511
Asian	1%	67	0.45%	47	2%	5,010
Native Hawaiian / Hawaiian / Another Pacific Islander	0%	0	0.02%	2	0.1%	189
Other	21%	2,121	23%	2,414	11%	28,193
Two or More Races	3%	286	13%	1,372	12%	30,683
Ethnicity						
Hispanic or Latino	38%	3,742	43%	4,505	26%	68,587
Not Hispanic or Latino	62%	6,159	57%	5,989	74%	191,992

Note: Figures may be rounded to next whole number; Source: U.S. Census Bureau.

2023 Population Estimate & 2033 Forecast

Bellmead’s estimated 2023 population is 10,940 residents. The population forecast, based on a projection of the city’s share of the McLennan County population, projects that Bellmead will experience steady population growth over the planning period (2023-2033). Based on the forecast, Bellmead’s population is expected to increase by 670 residents over the next 10 years, reaching approximately 11,610 residents in 2033 (see *Chart 5B*).

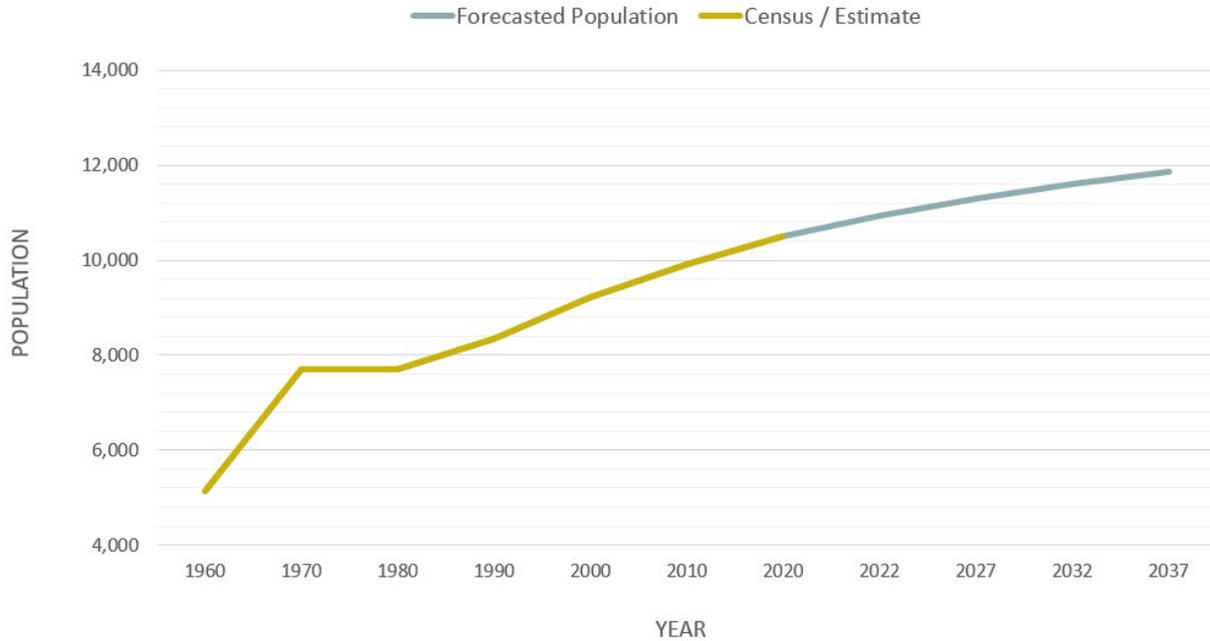


Chart 5B: Bellmead Population (1960-2037)

Recreation & Open Space Survey

A demand-based assessment of local recreation facilities was made using input gathered from a public workshop on July 12, 2022, with 24 residents in attendance. A survey was also made available to Bellmead residents online from July 12th - August 5th. A majority of the 66 survey respondents live in the city of Bellmead (74%) (see *Chart 5C*). Survey respondents' range in age from 25-74. The average age of survey respondents is 45 years old (see *Chart 5D, next page*).

Data gathered from the surveys found common recreational activities of adults and children, needed improvements, and important/prioritized additional recreational facilities. **The City of Bellmead desires to supply recreational activities for all segments of the population regardless of age.**

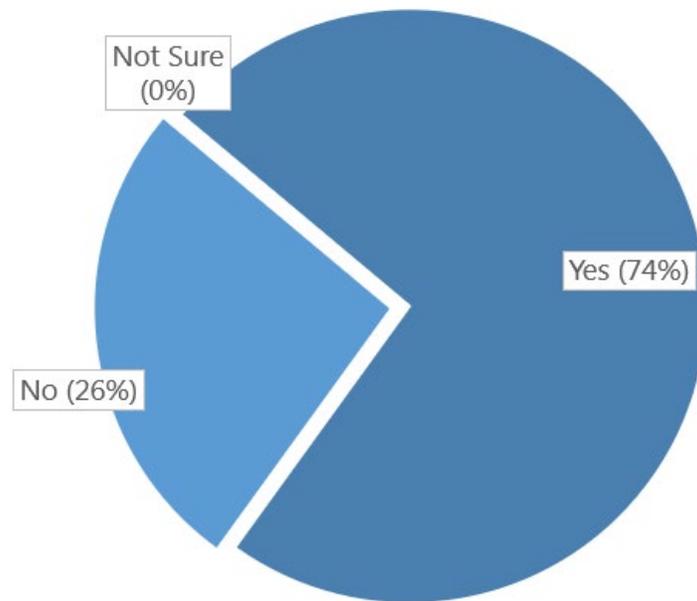


Chart 5C: Do you live within the Bellmead city limits?

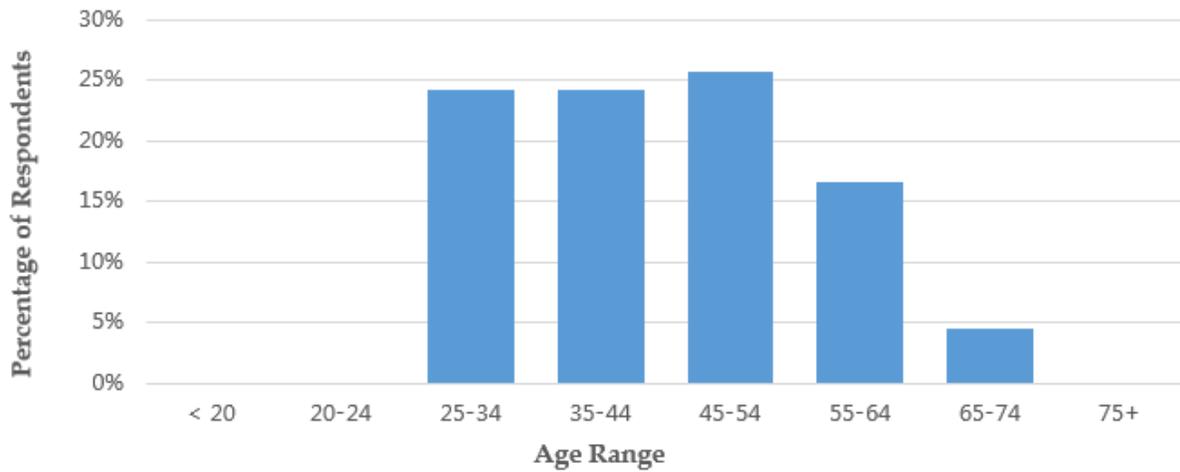


Chart 5D: Survey Respondents by Age Group

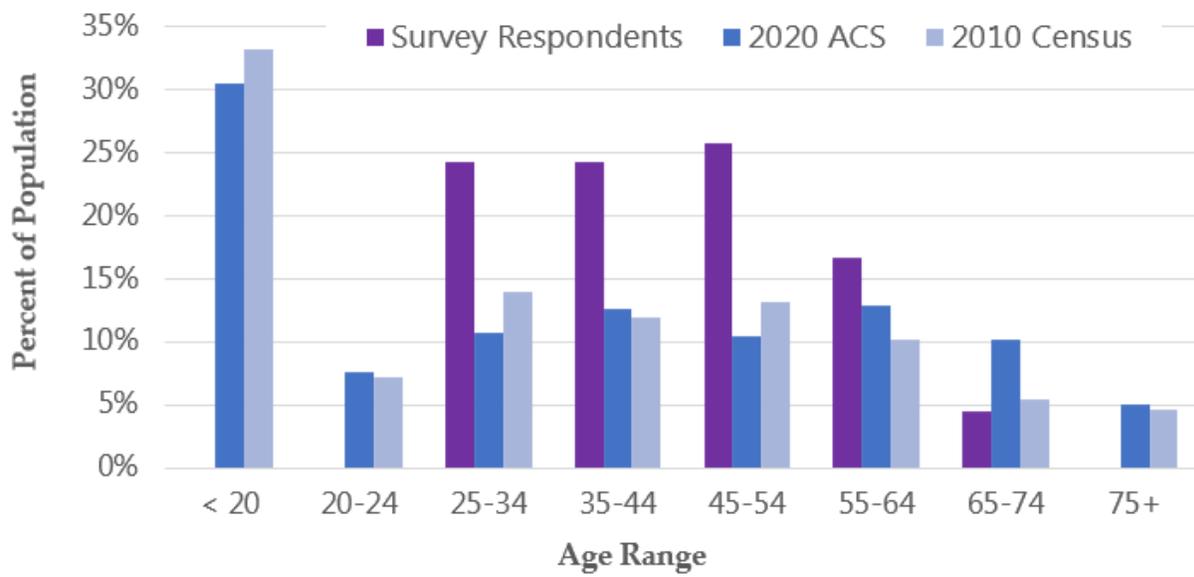


Chart 5E: Respondents and Census Data by Age Group

Anticipated Financial Resources for Parks & Recreation Facilities

An estimated 21.5% of Bellmead residents live below the poverty level.¹⁸ The unemployment rate in both McLennan County (4.9%) and the Heart of Texas Workforce Development Area (WDA) (5%) (which includes McLennan County¹⁹) is slightly lower than the unemployment rate for the state of Texas (5.7%).²⁰ Average weekly wages in McLennan County (\$1,102) are higher than average weekly wages for the Heart of Texas WDA (\$1,079), but lower than the average weekly income for state of Texas (\$1,376). However, depending on the employment industry area, average weekly wages in McLennan County range from \$251 to \$4,915.²¹

Based on the above-referenced measures, the City has some ability to fund recreation facilities through increased taxes, bond issues, or user fees. Residents rely on local parks because they have fewer resources to travel outside of Bellmead and less money to spend on private recreation than residents of wealthier municipalities.

5.2 Goals & Objectives

Bellmead's Parks Master Plan provides a foundation for development of future park and recreation facilities and guidance for maintenance of existing facilities. To realize this vision for the future, actions suggested in this plan relate to specific goals that the residents of Bellmead hope to accomplish.

The goals and the objectives presented here were decided through formal surveys of residents and a public meeting held to discuss city-wide aspirations for recreation facilities and other improvements.

¹⁸From the American Community Survey 2020 5-year estimate, Table DP03, Poverty level of "All people", accessible from data.census.gov

¹⁹ The Heart of Texas Workforce Development Area includes Bosque, Falls, Freestone, Hill, Limestone, and McLennan Counties.

²⁰ Texas Workforce Commission (TWC) Labor Market & Career Information Department (LMCI) TRACER 2021 Annual Data

²¹ Texas Workforce Commission (TWC) Labor Market & Career Information Department (LMCI) TRACER 2021 Q4 Data

Table 5B: Recreation & Open Space Goals & Objectives 2023-2033

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2026	2027-2030	2031-2033			
<i>Goal 5.1 Maintain recreation facilities in good condition</i>						
Establish a voluntary park donation fund to maintain, repair, and upgrade local parks. Solicitation could be added to the City utility bill.		X		City	< \$1,000	GEN
Schedule biennial review of the Parks Master Plan and update priority list as needed. Solicit new public input every five (5) years.	X	X	X	City	< \$1,000	GEN
Budget funds for park maintenance and for on-going facility development.	X	X	X	City	\$60,000±	GEN
Hold an annual "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc.	X	X	X	City	< \$1,000	GEN; Local
Schedule creation of new Parks Master Plan.			X	City	\$10,000	GEN; CDBG
<i>Goal 5.2 Improve existing recreation facilities to permit and encourage additional use and construct new facilities that fulfill residents expressed needs and bring the town more up to standard.</i>						
Construct a community recreation center, with facilities that provide a range of activities to meet the needs of a wide range of residents. Activities including but not limited to basketball, volleyball, tennis, indoor walking track, weightlifting, and swimming	X			City	Up to \$1,000,000 (or 50% match of TPWD grants)	TPWD, GEN, EDC, Local

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2026	2027-2030	2031-2033			
Develop McGlassen Park as usable open space by expanding gravel walk/bike paths, installing benches, and planting native landscaping. As resources allow, consider adding lighting and additional passive recreation facilities, like a sensory garden or educational signs about the local flora, fauna, and geology.		X		City	Up to \$750,000 (or 50% match of TPWD grants)	TPWD, GEN, EDC, Local
Repair or replace deteriorated picnic tables and install lighting at Brame Park. As resources allow, widen/extend the walking path and install additional complimentary facilities like inclusive play equipment or a light activity area.		X		City	Up to \$150,000 (or 50% match of TPWD grants)	TPWD, GEN, EDC, Local
Develop a shared resources plan with the La Vega ISD to ensure all available area facilities may be used year-round and to support shared facilities development.	X			City	<\$1,000 (legal)	GEN, ISD
Develop a policy to educate the public about the benefits of private land donation for development of parks, greenbelts, and open space.			X	City	Staff	GEN
Develop annual programming and festivals at local parks. Festivals and events provide diverse activities not normally available in the park and enhance the usefulness of the facilities. These events can also highlight the community's cultural diversity or offer special events such as kite-flying contests or bike-a-thons. Earmark any proceeds from activities for use in parks improvement projects.	X	X	X	City	\$2,000 - \$5,000	GEN; Local
Explore the feasibility of moving the youth league sports facilities from Lions Park to Duggar Fields			X	City	Variable	GEN
Encourage development of other indoor activities ran by private businesses such as a movie theater, bowling alley, roller-skating rink, gymnastics/twirling center, or indoor rodeo facilities.		X		City	Variable	GEN, EDC, Chamber

Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2023-2026	2027-2030	2031-2033			
Encourage development of other outdoor activities typically ran by private businesses such as a skate park, equestrian facilities, miniature gold, bicycle motor-cross, or a mountain-biking trail.			X	City	Variable	GEN, EDC, Chamber
Goal 5.3 <i>Establish ongoing maintenance and improvements to open spaces and highway right-of-way to show local pride and attract visitors, investors, and new residents.</i>						
Start annual Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares.	X	X	X	City	\$500	GEN; Local
Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, keep a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	X	X	X	City	<\$1,000 (legal)	GEN, EDC
Hold an annual "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc.	X	X	X	City	< \$1,000	GEN; Local

GEN = City of Bellmead Municipal Funds; **EDC** – Bellmead Economic Development Corporation; **ISD** = La Vega Independent School District **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

5.3 Plan Development Process

Previous Studies

The Bellmead Economic Development Corporation (BEDC) and La Vega ISD hired Freese & Nichols, Inc in 2012 to develop a city-wide comprehensive plan, which included a study of local parks and open space. Goals of the 2012 parks plan included expanding the Bellmead parks system, introducing more pocket parks, trails / paths, and bike lanes, as well as introducing recreational activities currently not available in Bellmead parks. The goals of the 2012 plan still hold true today and were used as a reference point for updating goals, inventory, and standards for this 2023-2033 Parks Master Plan.

2023-2033 Plan

Development of this plan began in July 2020 when the City of Bellmead hired a professional planning firm, GrantWorks Inc. of Austin, to create a Parks Master Plan as part of a comprehensive planning process.

To begin judging the level of interest in park needs, planners consulted with City staff, City officials, and residents of all ages. An online survey was made available to Bellmead residents from July 8 – August 5, 2022. A total of 66 surveys were completed. Nearly all survey respondents live within the city limits (see *Appendix 5A, Chart 5C*). Survey results are further discussed in *Section 5.6: Needs Assessment & Identification*. Residents also took part in a comprehensive plan workshop hosted by the Bellmead City Council on July 12, 2022. A total of 24 residents participated in the workshop.

Appendix 5A provides a copy of the survey form.

In addition to community input, this plan evaluates Bellmead’s recreation resources in relation to its existing and projected population and an inventory of existing facilities, a method called Standards-based Assessment. The analysis is used to develop a logical and cost-efficient strategy to address the identified needs over a 10-year planning period.

Following adoption of this plan by the City Council, the City’s ongoing responsibility will be to maintain and improve City-managed facilities; to identify funding resources; and to engage in cooperative projects with local volunteer groups and local schools.

Texas Parks and Wildlife recommends that parks and recreation plans be updated every five years to reflect changing realities in recreation trends, participation, area population, and funding. An update would include revised goals and objectives that raise items of lower priority to higher priority as higher priority items are accomplished; a new facility inventory; and a new survey.

A new plan will be required in 2033.

5.4 Area & Facility Concepts & Standards

Several basic principles guide successful development of parks and recreational opportunities in communities of all sizes and types. These standards and guidelines provide direction to community leaders who know generally what their community's needs are but require more specific information to guide the planning process.

The City's standards for needed recreation and open space include facility type, size, service area, and needed equipment. The criteria are based on nationwide standards developed by the National Recreation and Park Association (NRPA)²² and small-community standards developed by the State of Colorado.²³ The standards were tailored to Bellmead based on knowledge about financial capacity, popular sports, community activities, and which facilities would provide participation opportunities to the broadest segments of residents.

The City of Bellmead's standards are as follows:

General Standards for all Facility Development

- Residents should have access to a minimum of one acre and a recommended five-to-seven acres of developed park land per 1,000 residents.
- When possible, active recreation areas should be separated according to the users' ages, primarily to protect younger children from injury. Some areas should be designated for use by all ages so entire families can enjoy being together.
- Residents of all age groups should have access to recreational facilities.
- Recreational areas should be accessible to the age group they are designed to serve. For example, neighborhood playgrounds usually serve an area with a radius of ½-mile, which is a reasonable distance for a child to walk. Safe pedestrian routes should provide access to those facilities.
- All City park facilities will be made accessible to physically challenged and special needs populations when required by applicable laws. The items mentioned as needed for other categories apply equally to special needs populations. Additional special needs facilities may be developed as warranted by local demand.

²² NRPA-suggested classification system (Berke, Kaiser, Godschalk and Rodriguez, *Urban Land Use Planning*, University of Illinois Press, Fifth Edition.)

²³ *State of Colorado Small Community Park & Recreation Planning Standards* (2003). RPI Consulting, Inc. and Colorado Heritage Planning Grant program, Office of Smart Growth, Colorado Department of Local Affairs. (Page 16). Accessed at www.dola.state.co.us/osg/docs/Park%20Standards%20Report.pdf

- All facility construction is required to meet the minimums found in the International Building Code.
- Combined municipal and school recreational facilities are recommended. Lack of coordination often leads to the construction of redundant facilities. When possible, school recreational areas, including parking areas, drinking fountains, and restrooms, should remain open on weekends and during the summer months.
- Greenbelts, hike and bike trails, parkways, or paths should be provided to connect large recreational areas to improve access to facilities, scenic views, and recreational opportunities.
- Vehicular routes should be encouraged only when recreational areas are separated by more than one mile.
- Ideally, each recreation area should include public access to restrooms and water fountains and should be equipped with lighting and trash cans.

Standards for Service Area and Park Types

Table 5C describes the size and service area standards for types of park and recreation areas already found in Bellmead or considered possible as future city recreation areas.

Table 5C: Types of Parks: Size & Service Area Standards

<u>Park Type</u>	<u>Use</u>	<u>Service Area</u>	<u>Desirable Size</u>	<u>Desirable Site Characteristics</u>
Minipark	Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens	< 1/4-mile radius	≤ 1 acre	Within neighborhoods and close to apartment complexes, townhouses, housing for the elderly or Central Business District.
Neighborhood Park/ playground	Area for intense recreational activities such as field games, court games, crafts, skating, and picnicking; also for wading pool and playground apparatus area	¼- to ½-mile radius to serve a population up to 5,000.	1 to 10 acres	Suited for intense development; easily accessible to neighborhoods; geographically centered with safe walking and bike access; may be developed as a school-park facility
Community Park	Includes areas suited for intense recreational facilities, such as athletic complexes, large swimming pools; may be an area of natural quality for outdoor recreation, such as walking viewing, sitting, picnicking.	Several neighborhoods .¾ - to 2-mile radius	10 to 25+ acres	May include natural features, such as water bodies, and areas suited for intense development; easily accessible to neighborhoods
Linear Park	Area developed for one or more mode of recreational travel, such as hiking, biking, canoeing, horseback riding. May include active play areas.	N/A	Sufficient width to protect the resources and provide maximum use	Built on corridors, such as utility right of way, bluff lines, vegetation patterns, or roads that link other components of the recreation system or community facilities such as schools and libraries.
Special Use	Areas for single-purpose recreational activities such as golf courses, nature centers, zoos, conservatories, gardens, outdoor theaters. Also, plazas or squares in or near commercial centers, boulevards, and parkways	N/A	Variable	Within city limits
Conservancy	Protection and management of the natural or cultural environment with recreational use as a secondary goal	N/A	Sufficient to protect the resource	Variable, depending on the resource being protected.

Facility Standards

Table 5D presents recommended standards for Bellmead’s park equipment and sports fields/courts. The activities and facilities listed are based on existing facilities and feedback from the Parks & Recreation Survey. In the future, as standards are changed or upgraded, part of the Parks Master Plan review process should address any discrepancies. The City’s standards should conform to nationally recognized organizations’ most recent standards.

Table 5D: Facility Standards

Activity/ Facility	Service Radius	Space Requirements <i>SF = Square feet</i> <i>Min. = Minimum</i>	Suggested #/ Population	Characteristics
Team Sport Courts & Fields				
General Use / Soccer Field	1- to 2-miles	1.7-to-2.0 acres	1 per 5,265	Usually in school, recreation complex, or neighborhood/community park.
Softball/ Little League Field	¼- to ½-mile	1.5-to-2.0 acres	1 per 6,296	Slight difference in dimensions for 16" slow pitch. May also be used for youth baseball.
Adult Baseball	¼- to ½-mile	3.0-to-3.85 acres	1 per 15,741	Part of neighborhood park. Lighted field part of community park.
Basketball Court	¼- to ½-mile	7,000 SF/ 0.16 acres	1 per 6,966	Usually in school, recreation complex, or church. Safe walking or bike access. Outdoor courts in neighborhoods and community parks.
Tennis Court	¼- to ½-mile	Min. 7,200 SF per court (0.17 acres)	1 per 8,708	Best in batteries of 2-4. Located in community or neighborhood park or near schools.
Volleyball Court	¼- to ½-mile	Min. 3,000 SF	1 per 6,966	Usually in school, recreation, or church facility. Safe walking or bike access. Outdoor courts in neighborhoods and community parks.
Football	¼- to ½-hour travel time	2 acres	1 per 20,000	Usually part of a sports or school complex
Soccer (dedicated)	1- to 2-miles	1.7-to-2.2 acres	1 per 13,163	Part of neighborhood park. Lighted field part of community park.
Softball (dedicated)	¼- to ½-mile	1.5-to-2.0 acres	1 per 12,593	Slight difference in dimensions for 16" slow pitch
Little League (dedicated)	¼- to ½-mile	1.2 acres	1 per 12,593	Part of neighborhood park. Lighted field part of community park.

Activity/ Facility	Service Radius	Space Requirements	Suggested #/ Population	Characteristics
Individual & Specialty Use				
¼-mile Running Track	¼-hour travel time	4.3 acres	1 per 20,000	Usually part of a high school or in community park complex.
Multiuse Trail (per mile)	N/A	N/A	Unpaved: 4,290; Paved: 9,620	Capacity: rural trail – 40 hikers per day per mile; urban trail – 90 hikers per day per mile.
Swimming Pool	¼- to ½-hour travel time	Varies with size of pool and amenities. Usually 1/3-to-2-acres	1 per 20,000	Pools for general community use should be planned for teaching, competitive, and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community parks or school sites.
Group & Passive Recreation				
Playground	¼- to ½-mile	3,200 SF	1 per 5,247	Part of neighborhood park.
Picnic Table	¼- to ½-mile	435 SF	1 per 400	1 garbage can within 150 ft. of every 4 picnic tables; 40 ft. between uncovered picnic tables; Picnic tables within 400 ft. of parking
Group Picnic Area (Covered)	¼- to ½-mile	1-to-2 acres	1 per 2,624	
Park Bench	N/A	N/A	1 per 400	Variable
Light Activity Area	¼- to ½-mile	Estimated 500 SF	1 per 5,805	Could include facilities for horseshoe pit, shuffleboard, chess, meditation, gardening, or similar activity

5.5 Inventory & Assessment of Existing Resources

This section provides information on the availability of recreation facilities to Bellmead’s residents and existing organizations that are involved in recreation and open space activities and development. Existing resources are assessed as they relate to opportunities for improvements to each recreation area, Bellmead’s demographics, and organizations available to pursue recreation and open space improvements in Bellmead.

5.5.1 Local Outdoor Recreation Areas

Lions Park (10.6 acres)

Tucked between E Loop 340, Bellmead Drive, and the Union Pacific rail line, Lions Park is host to the city’s only location for local little league and softball leagues. Recreational facilities include little league fields, softball fields, and T-ball fields, as well as a concession stand and restrooms (see *Figure 5A*). All the currently in-use fields have backstops, fencing, scoreboards, dugouts, and announcer boxes and bleachers, which range from fair to poor condition. Several announcer’s boxes need to be updated, sections of field fencing will need to be repaired in the next few years, and the concessions and restroom building will need to be replaced. Lion’s Park suffers from persistent flooding and standing water, which effects the ability for youth leagues to use the facilities to the greatest extent possible.



Figure 5A: Facilities at Lions Park

Lions Park also plays host to the Bellmead Civic Center, the now-shuttered senior center, and has a covered picnic area, a playscape and swing set, and a half-sized basketball court (see *Figure 5B*). The play facilities, covered picnic area, and court are in good condition, and conveniently located near Barlow St and nearby residences. The vacant senior center has recently been eyed as a potential location for a new indoor recreation center, but there are currently no solidified plans for the building or redevelopment of Lions Park.



Figure 5B: Civic Center, Play Facilities, and old Senior Center at Lions Park

Lions Park is close to a large residential area and should ideally provide a variety of uses/facility types. While space is somewhat limited, installing additional play equipment and passive recreation facilities would enhance use. The City might also consider expanding the current basketball goal into a full-sized court. In addition, the City could consider redeveloping an area of the park to provide a new, different facility like a tennis or volleyball court.

Due to the proximity of Lions Park to La Vega High School's athletic facilities and limited space for future park expansion, the City should consider developing a shared-facilities agreement with the La Vega ISD. The agreement could allow residents to use ISD facilities after hours, maximizing facility use, and enabling the City and ISD to collaborate on new facility development.

Brame Park (4.0 acres)

Brame Park, located off Hogan Lane near the traditional commercial center of Bellmead, is a major location for passive recreation and free play for Bellmead residents. Large trees provide ample shade for park visitors using the ¼-mile paved walking path and give additional shade for the multiple covered picnic areas throughout the park. Brame Park also includes multiple playscapes, swing sets, a half-sized basketball court, and restrooms, as well as a seasonal splash pad (see *Figure 5C*). Deteriorating concrete tables need to be replaced but most park facilities are in good condition.



Figure 5C: Brame Park

While most land in Brame Park is already developed, a small area at the park's northwest corner remains open. This area could be used to install new, needed facilities such as a volleyball court. Alternatively, the City of Bellmead could formally consider this area a "general use field", and soccer goals as space and resources allow.

Due to limited space, improvements to this park should focus on enhancing or complementing current uses. For example, installation of decorative lighting to allow for later use and increased safety, or widening/expansion of the current walking path. Additional small facilities like inclusive play equipment or a light activity area.

Devorsky Park (0.91 acres)

Nestled in a residential neighborhood on the western bounds of Bellmead, Devorsky Park is primarily an open space for free play and passive recreation. The park includes a playscape and swing set, a small chain-link backstop, a .13-mile path around the park, and a covered picnic area with two tables (see *Figure 5D*). The playscape and swing set are in good condition, as well as the picnic area and tables. However, the existing backstop may need to be replaced or removed soon.



Figure 5D: Devorsky Park

The small size of Devorsky Park is limiting for expanded active recreation facilities, however, the park's size and location lends itself to increased passive recreational activities. Improvements that would enhance use and functionality of the park would be more structured recreational areas, such as a full-sized basketball court, a light-activity area, or sensory garden.

The City might also consider expanding on existing covered picnic areas, adding park benches, and adding decorative lighting for later park use and increased safety. The City could also consider adding more landscaping that would make the park feel more inviting, and create more shade for patrons using the walking path around the park.

McGlassen Park (69.4 acres)

Located off Development Blvd, McGlassen Park is an undeveloped parcel of land that's major function is as a storm water retention facility. While McGlassen Park is not an officially open and active city park, many residents use the land and existing access drive for passive activity, and there is interest to better utilize the city owned land. McGlassen Park is limited in what can be developed due to its functional purpose but has potential to provide a more welcoming space for passive activities. The introduction of facilities like benches, lighting, and even community or sensory gardens, can provide needed amenities to residences while also preserving the land for flood prevention. The City can also look at creating more defined paths, increasing landscaping, and adding educational signage to create a more welcoming environment.



Figure 5E: McGlassen Park

Duggar Fields (51.14 acres)

Duggar Fields, located off Pecan Ln in northern Bellmead, was previously a baseball field complex used that has been unused for some time. While not an active park, this piece of land owned by the city has potential to host space for many different recreational and city facilities. With the ongoing issues of flooding at Lions Park, ideas have been presented to the City to move youth league baseball and softball into new facilities at Duggar Field, reutilizing the space as it was originally used. While not recommended in this plan as a project to pursue within the planning period, consideration should be given to reincorporate this parcel back into the Bellmead Parks System.



Figure 5F: Duggar Fields

5.5.2 Inventory

Table 5E provides the shared inventory for all public parks in Bellmead. Only facilities owned by the City and open to the public are included in the recreation facility inventory.

Table 5E: Recreation Facility Inventory

<u>AMENITIES</u>	Total	<u>CITY-MAINTAINED</u>		
		Lions Park	Brame Park	Devorsky Park
TEAM SPORT COURTS & FIELDS				
Softball / Little League Field	5	5	-	-
Baseball Field	-	-	-	-
½ Basketball court	3	1	1	1
SUPPORTING AMENITIES				
Announcer's Box	3	3	-	-
Bleachers	8	8	-	-
Concessions Stand	1	1	-	-
Dugouts	10	10	-	-
Lights	23	23	-	-
Scoreboard	3	3	-	-
PLAYGROUND				
Playground	3	1	1	1
Merry-Go-Round	-	-	-	-
Monkey Bars/Jungle Gym	-	-	-	-
Playscape	4	1	2	1
Swing sets	3	1	1	1
PASSIVE				
Picnic Tables - Covered	22	2	18	2
Picnic Tables – Uncovered	4	2	1	-
Group Picnic Areas (covered)	6	1	4	1
Gazebos	1	-	1	-
Park Bench	22	-	22	-
Garden	-	-	-	-
ADDITIONAL AMENITIES				
Paved Walking Paths (miles)	0.38	-	0.25	0.13
OTHER SUPPORTING AMENITIES				
Lights	2	-	2	-
Restrooms	2	1	1	-
Trashcans	21	12	8	1
Parking Spaces	225	170	45	10

Source: GrantWorks Field Survey, 2022

5.5.3 Additional Local Areas Used for Outdoor Activities

Open Space

A city's park system often includes dedicated open spaces to provide opportunities for passive recreation, to provide habitat for local flora and fauna, to preserve landmarks or vistas, or to ensure no development occurs in areas where potential hazards exist, such as flooding. While there are no areas in Bellmead currently dedicated as open space, vacant lots owned by the City should be considered for dedicated open space.

La Vega Independent School District (ISD) Athletic Facilities

Immediately next to Lions Park are the La Vega High School athletic facilities, which include a baseball field, softball field, and football complex, as well as track and field facilities. These facilities are not open to the public but are used by students of the La Vega ISD daily.

5.5.4 Regional Recreation Areas

City of Waco Parks

Bellmead's proximity to the city of Waco provides residents who can travel access to several recreational activities, most under a 30-minute drive from the center of Bellmead. Waco parks provide a large range of recreational opportunities including a zoo, hiking, and biking trails, covered picnic areas, a learning garden, a disk golf course, baseball fields, and a golf course, as well as boating and fishing on the Brazos River. More information about Waco parks can be found at <https://www.waco-texas.com/cms-parksandrecreation/index.aspx#gsc.tab=0>.

Waco Regional Tennis & Fitness Center

Located approximately five miles outside of Bellmead along the Bosque River, the Waco Regional Tennis & Fitness Center is a privately owned, membership-based facility that provides youth and adult programming. More information can be found at <https://www.wacotennis.com/>.

Hawaiian Falls Waco

Next to the Waco Regional Tennis & Fitness Center, Hawaiian Falls is a privately owned water park that offers water-based activities for children and adults with day and seasonal passes. Attractions at Hawaiian Falls include waterslides, a wave pool, and a floating river. More information can be found at <https://hfalls.com/waco-attractions.php>.

Waco Surf

Located approximately nine miles northeast of Bellmead, Waco Surf is a privately owned multi-activity watersports center, which includes an inland surf club, lazy river, cable wakeboarding pool, and waterslides. Waco Surf provides programming and lessons for youth and adults. More information can be found at <https://www.wacosurf.com/>.

5.6 Needs Assessment & Identification

This section outlines local recreational needs using a standards-based assessment and a demand-based assessment.

5.6.1 Standards-Based Assessment

The standards-based assessment uses three criteria to determine Bellmead's recreational needs:

- current and future population
- acreage devoted to parks and open space
- number of households within/outside of a recreational facility service area

The standards-based assessment does not consider residents' desires or a community's capacity to maintain facilities.

Bellmead parks include opportunities for several age groups. Facilities include playground equipment for young children, courts and fields offer team sport opportunities for children, and teens, and adults can walk/run along the walking trail that surrounds Brame Park. All parks also include passive recreation opportunities for all residents including benches and picnic tables. While existing facilities are generally in fair condition, the level of service, as well as the range of recreational opportunities provided to Bellmead residents has fallen behind an optimal standard.

According to a standards-based assessment (*see Table 5F, next page*), Bellmead needs two general use soccer fields; two full-size basketball courts; two light activity areas; and three additional miles of dirt/gravel or paved multiuse paths/trails (*see Section 5.4-Area & Facility Concepts & Standards*). Based on the anticipated population change over the next 10 years, Bellmead will also need to increase the acreage of public park land or open space available to residents (*see Table 5G, next page*).

Detailed Standard-Based Assessment Data

Facility Needs by Population Size

Table 5F identifies Bellmead’s existing and future needs based upon the population projection and standards for facilities described earlier in the chapter.

Table 5F: Facilities Standards & Existing Facilities Comparison

<u>Facility</u>	<u>2022</u>		<u>Additional Facilities Needed</u>	
	<i>Existing within service area</i>	<i>Suggested (#/population)</i>	<i>Currently needed</i>	<i>Total needed by 2033</i>
<i>Facilities needed locally (within 2 miles)</i>				
General Use / Soccer Field	-	1 per 5,265	2	2
Softball/ Little League Field	5	1 per 6,296	-	-
Basketball Court	-	1 per 6,966	1	2
Tennis Court	-	1 per 8,708	1	1
Volleyball Court	-	1 per 6,966	1	2
Soccer (dedicated)	-	1 per 13,163	-	1
Softball (dedicated)	-	1 per 12,593	-	1
Little League (dedicated)	24	1 per 12,593	-	1
Playground	3	1 per 5,247	-	-
Picnic Table	22	1 per 400	4	7
Group Picnic Area (Covered)	6	1 per 2,624	-	-
Park Bench	22	1 per 400	4	7
Light Activity Area	-	1 per 5,805	2	2
Multiuse Paths/Trails	Actual Mileage	Pop Per Mile		
Multiuse Trails (Dirt/Gravel)	-	4,290	2.4	2.7
Multiuse Trails (Paved)	-	9,620	1.1	1.2
<i>Facilities needed within region (< 30 min. drive time; golf and hike/bike trail < 1hr.)</i>				
Football	-	1 per 20,000	-	-
Swimming Pool	-	1 per 20,000	-	-
Hike / Bike Trails [2]	Numerous	1 system per region	-	-

Notes: **[1]**: Drive time to several golf courses in the Waco metro are less than 20 minutes. **[2]** Hike/bike trails available in Waco are less than 15-minute drive from Bellmead (see Section 5.5.4)

Source GrantWorks Fieldwork 2022

Acreege Needs by Population Size

Level of Service (LOS) is the term used to describe the park system’s role in the community. The LOS for parks and open space is based on useable space per 1,000 residents; therefore, undeveloped parkland is not included. As expressed in the City’s facility standards, Bellmead’s residents should have access to a minimum of one acre and a recommended five-to-seven acres of developed park land per 1,000 residents. Due to policies restricting the availability of use by the public, the acreage of private recreational facilities and areas of school campuses not open to the public or open only on a limited basis are not included.

The city of Bellmead’s current Level of Service (LOS) is just above the minimum recommended park acreage Public parks provide a LOS of 1.3 acres of developed parkland per 1,000 residents. Additional development in existing parks could increase the LOS to 1.6 acres of developed parkland per 1,000 residents.

Table 5G: Existing Parks, Level of Service

<u>Facility</u>	<u>Park Type</u>	<u>Acreege</u>			<u>Service Area</u>
		<i>Desirable</i>	<i>Total</i>	<i>Developed</i>	<u>(Miles)</u>
Facility	Park Type	Desirable Acreage	Total Acres	Developed Acres	Service Area (Miles)
Lions Park	Community	5-to-15 acres	12.6	11.4	1/2 - 1
Brame Park	Neighborhood	1-to-10 acres	4.0	3.0	1/4 - 1/2
Devorsky Park	Minipark	< 1 acre	0.91	0.18	< 1/4
Total Acreage			9.4	9.4	-
<i>Level of Service 2022</i> (acres per 1,000 residents)			<i>1.6</i>	<i>1.3</i>	
<i>Level of Service 2033</i>			<i>1.5</i>	<i>1.3</i>	

Acreege Needs by Park Location

The standards-based assessment also finds recreation needs based upon park service areas. The service area refers to the area formed by a predetermined radius extending out from the park that would typically serve the surrounding population. The service area of existing parks is described in *Table 5G (above)* and in *Figure 5E (next page)*.

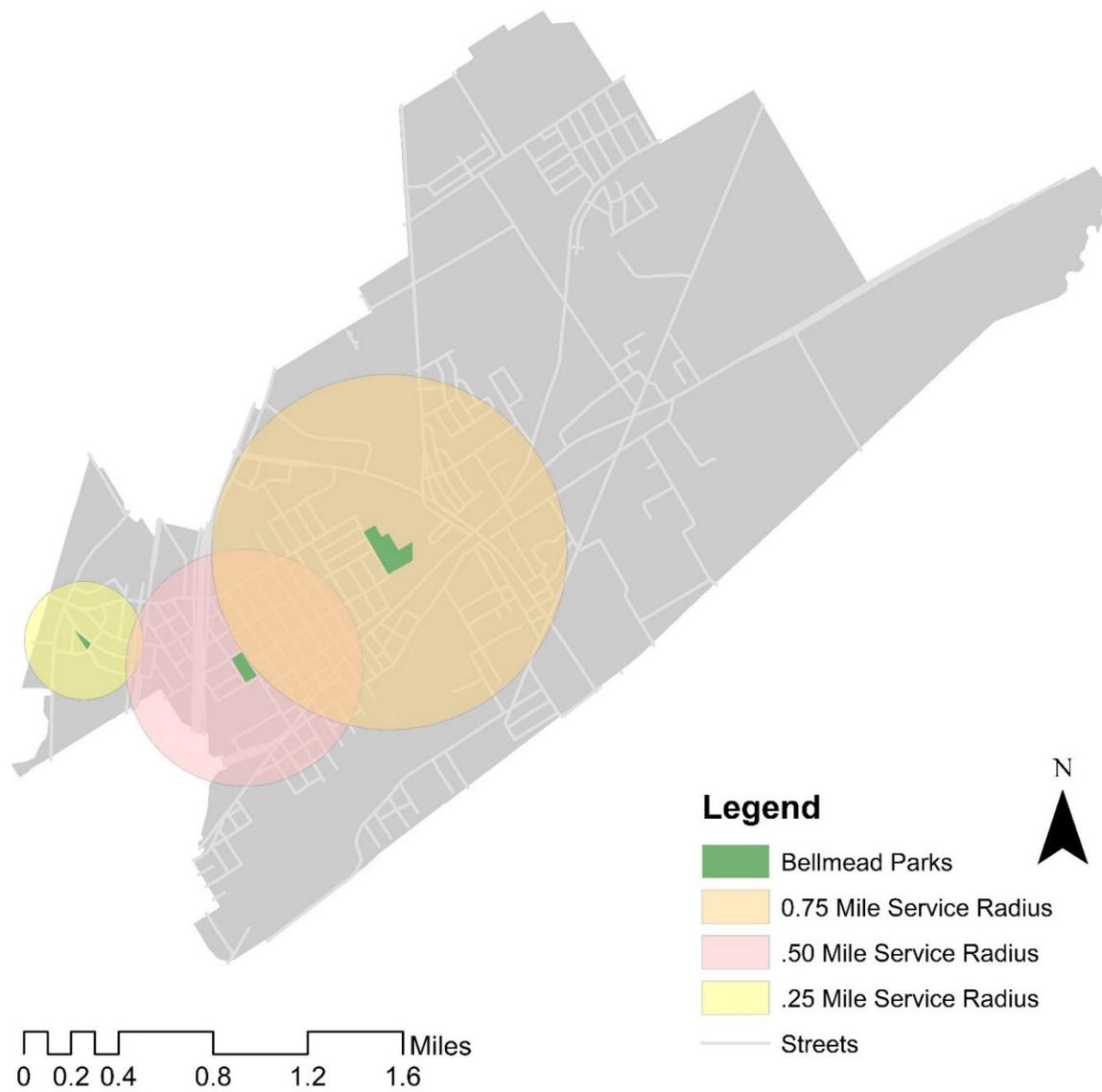


Figure 5G: Park Service Areas

5.6.2 Demand-Based Assessment

The demand-based assessment of local recreation facilities is based on the results from a survey made available to Bellmead residents from July 5 – August 8, 2022, as well as a workshop held on July 12. Sixty-six (66) surveys were completed, and 24 residents attended the plan workshop. Data gathered from the survey and workshop found common recreational activities; favorite parks and needed improvements; and important/priority additional recreational facilities.

Table 5H below summarizes key assessment results.

Table 5H: Top Four: Activities, Important Facilities, Activity Locations

Top 4:	Top Activities	Important Facilities	Locations for Activities
1.	Swimming	Hike / jogging / bike trail	Home / friend's house
2.	Walking	Outdoor picnic area	Outside / just around
3.	Fishing	Playground	Parks in Bellmead
4.	Camping	Sidewalks	Parks / gyms / schools in other cities

Source: GrantWorks Parks & Recreation Survey, 2022

Resident Activities & Activity Locations

The survey asked respondents to share favorite household recreational activities and where those activities take place.

As Chart 5F shows (next page), the top five activities for families in Bellmead are swimming, walking, fishing, camping, and bowling. Survey respondents who chose 'other' were interested in e-sports, disc golf, pickle ball, auto-sports, art and sensory play, wrestling, and cornhole or horseshoe.

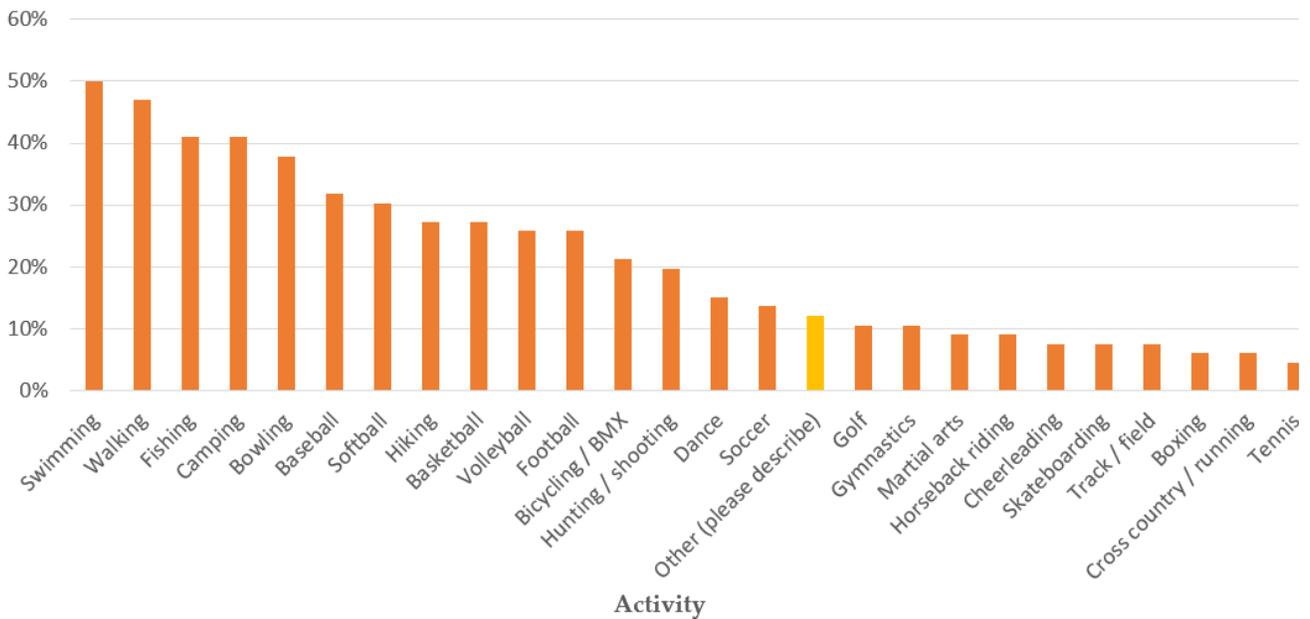


Chart 5F: Top Activities for Families

Source: GrantWorks Parks & Recreation Survey, 2022

As Chart 5G shows, most of the activities that families participate in are based at home, outside / around town, parks in Bellmead, or at locations outside of Bellmead.

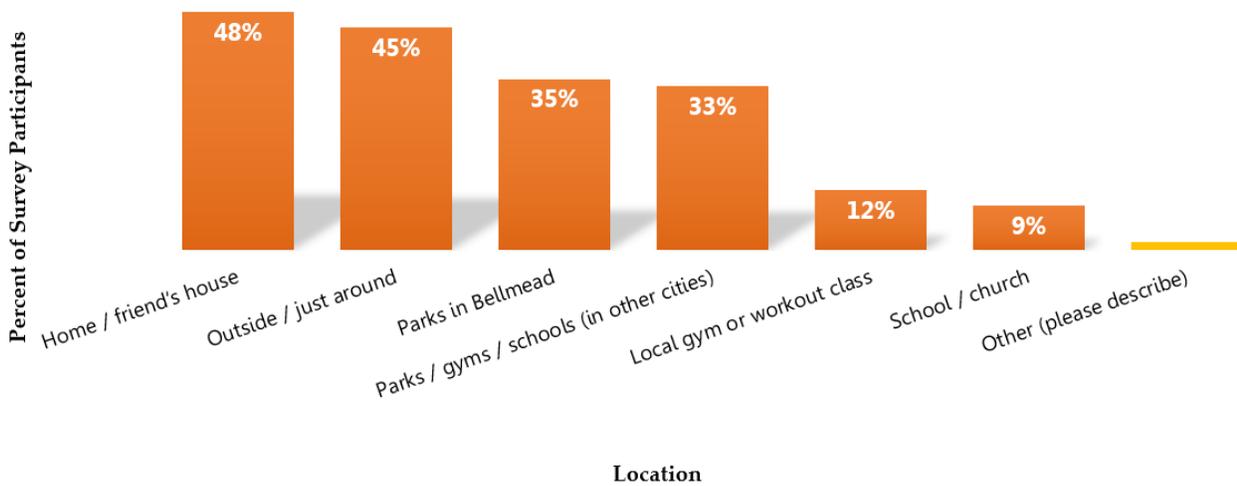


Chart 5G: Recreational Activity Locations

Source: GrantWorks Parks & Recreation Survey, 2022

Nearly ¾ of survey respondents report visiting the public park in Bellmead (71%). Of the respondents who visit the public park, most visit once or twice a month (see *Chart 5H*).

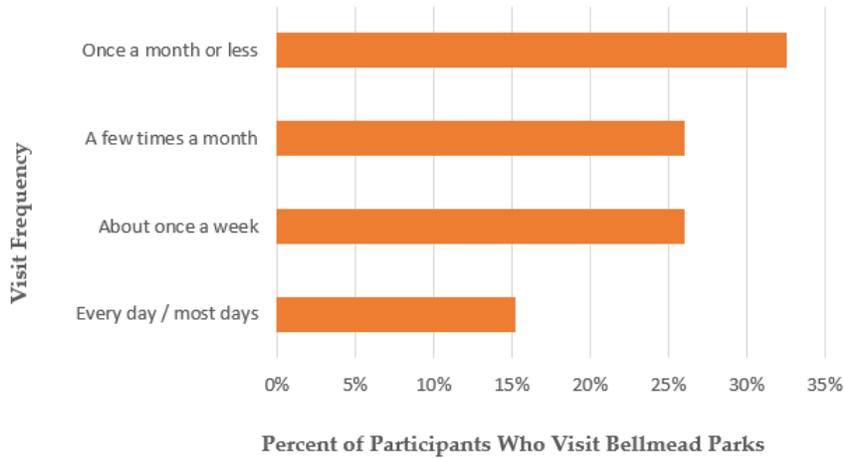


Chart 5H: How many times a week do you visit a park in Bellmead?

Source: GrantWorks Parks & Recreation Survey, 2022

Park proximity and perceived safety of non-motorized access to parks potentially plays a role in the frequency of visits to parks in Bellmead. As *Chart 5I* shows, nearly 60% of respondents do not feel safe walking or biking to the nearest public park.

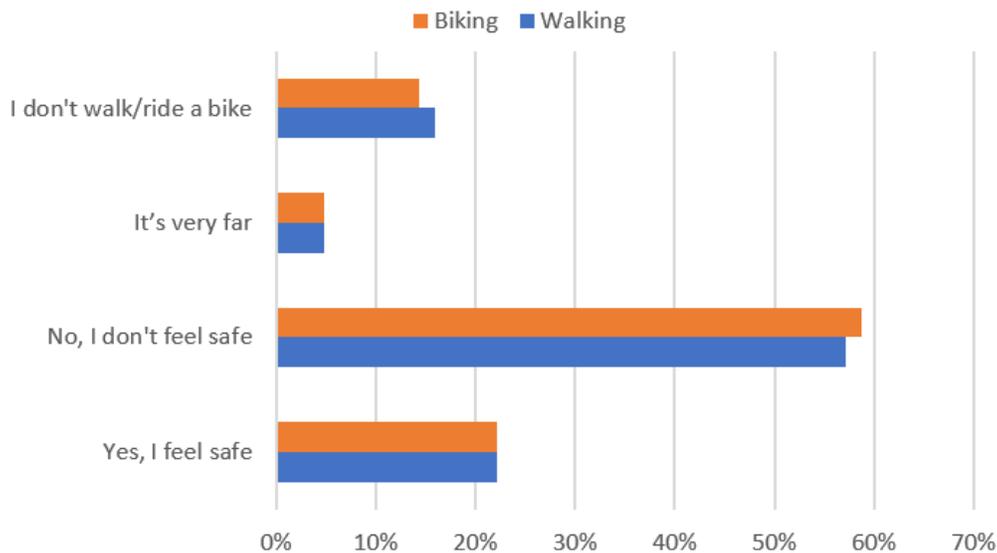


Chart 5I: Do you feel that you can safely walk or bike to nearest park in Bellmead?

Source: GrantWorks Parks & Recreation Survey, 2022

Additional Facilities & Park Priorities

The final parks questions in the survey asked respondents to identify and rank additional recreational facilities in terms of importance and priority. Respondents were asked to review a list of potential new facilities and specify which facilities they would like to have in Bellmead. Top important facilities are hike / jogging / bike trails, outdoor picnic areas, playgrounds, sidewalks, a recreation center, and a splash pad or swimming pool (see Chart 5J below).

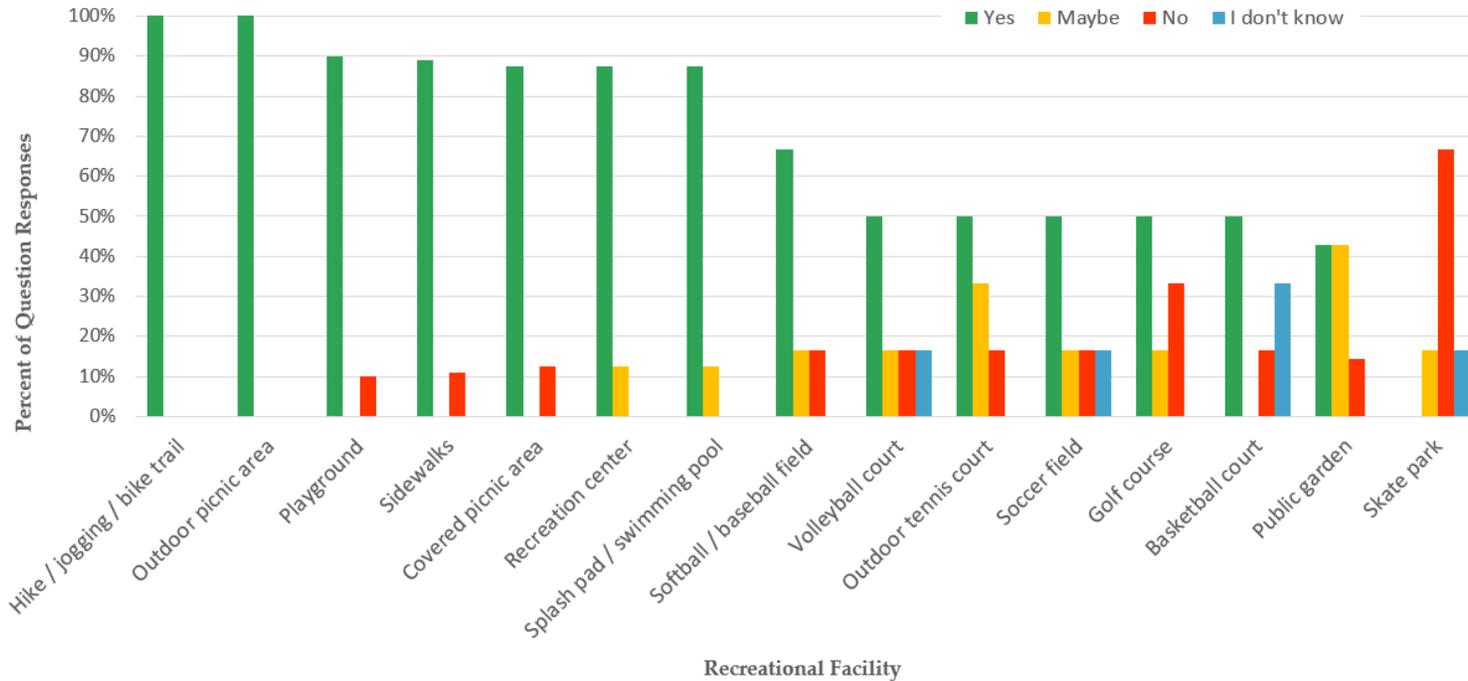


Chart 5J: Additional Facilities by Importance & Weight

Source: GrantWorks Parks & Recreation Survey, 2022

Respondents were also asked to rank improvement priorities for Bellmead parks. As *Chart 5K* shows that survey respondents believe the top four most important things to be prioritized for Bellmead parks are maintenance, access, supporting facilities (restrooms, water fountains), and appearance.



Chart 5K: What should Bellmead’s park priorities be?

5.7 Prioritization of Needs

A review of public comments, survey results, and established standards shows the need for the City of Bellmead to remove and replace existing facilities in deteriorated and dilapidated condition and make targeted investments in new facilities to expand recreational opportunities in Bellmead.

Park planners realize that setting priorities based solely on the public’s numerical ranking of activities may not give appropriate consideration to the most logical and efficient use of limited available funds and may not provide the widest range of activities to the broadest possible target audience. When establishing priorities to direct future investment it is important to strike a balance between community preferences, standards-based assessments, and the ability of the City to fund construction and maintenance of proposed facilities.

The City of Bellmead should increase the current Level of Service (LOS) (acres per to 1,000 residents). Further developing existing parks - in addition to repairing/replacing deteriorating facilities - will increase the LOS, but space is limited. Increasing the LOS will eventually require new parkland. For example, redeveloping the vacant senior center into a recreation center would increase the LOS and support recommend facilities development.

Until appropriate location(s) and resources allow for new parkland development, the City can increase the LOS through a shared use agreement with the La Vega ISD. An agreement with the ISD would allow residents to use ISD facilities after hours or weekends. An agreement could also support new facility development. For example, the City could approach the ISD about assisting with re-developing an area in Lions Park to provide recommended new facilities such as tennis or volleyball courts.

Park Priorities by Type

The City of Bellmead has established the following development priorities.

Outdoor Construction-related Priorities (OC):

Priority 1:	Develop McGlassen Park as usable open space by expanding gravel walk/bike paths, installing benches, and planting native landscaping. As resources allow, consider adding lighting and additional passive recreation facilities, like a sensory garden or educational signs about the local flora, fauna, and geology.
Priority 2:	Repair or replace deteriorated picnic tables and install lighting at Brame Park. As resources allow, widen/extend the walking path and install additional complimentary facilities like inclusive play equipment or a light activity area.
Priority 3:	Develop exhibits at park facilities to foster nature appreciation and educate visitors about local flora, fauna, and geology. This can include community gardens and/or xeriscape gardens.
Priority 4:	Encourage development of other outdoor activities typically operated by private businesses such as a skate park, equestrian facilities, miniature gold, bicycle motor-cross, or a mountain-biking trail
Priority 5:	Start an annual Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares

Indoor Construction-related Priorities (IC):

Priority 1:	Choose an appropriate location and construct a community recreation center, with indoor recreational facilities that provide a range of activities to meet the needs of a wide range of residents.
Priority 2:	Encourage development of other indoor activities typically operated by private businesses such as a movie theater, bowling alley, roller-skating rink, gymnastics/twirling center, and indoor rodeo facilities.

Non-Construction Priorities (NC):

Action Item 1:	Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.
Action Item 2:	Budget funds for on-going facility development.
Action Item 3:	Develop a shared resources plan with the ISD to ensure all available area facilities may be used year-round and to support shared facilities development.
Action Item 4:	Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.
Action Item 5:	Develop annual programming and festivals at local parks. Festivals and events provide diverse activities not normally available in the park and enhance the usefulness of the facilities. These events can also highlight the community's cultural diversity or offer special events such as kite-flying contests or bike-a-thons. Earmark any proceeds from activities for use in parks improvement projects.
Action Item 6:	Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.
Action Item 7:	Establish a voluntary park donation fund to maintain, repair, and upgrade local parks. Solicitation could be added to the City utility bill.
Action Item 8	Explore the feasibility of moving the youth league sports facilities from Lions Park to Duggar Fields
Action Item 9:	Develop a policy to educate the public regarding the benefits of private land donation for development of parks, greenbelts, and open space.
Action Item 10:	Schedule biennial reviews of Parks Master Plan to update inventory and priority needs lists. Solicit new public input every five years.
Action Item 11:	Schedule creation of new Parks Master Plan

5.8 Recreation & Open Space Plan

This plan is designed to be implemented during a 10-year period starting with fiscal year 2023-2024 and ending with fiscal year 2032-2033. The plan addresses the full spectrum of the City's new construction, maintenance, and operation needs to ensure that the highest quality park, recreation, and open space opportunities are available.

The following implementation plan sets forth the most reasonable development timeline assuming funding resources are available. The items are identified as Construction (C) priorities or as non-construction (NC) action items. Outdoor activities are identified as OC. Indoor activities are identified as IC.

Potential methods of funding for these projects are identified. These potential sources include:

- Local general funds
- General obligation bonds
- Certificates of obligation (CO's)
- Sales tax revenue
- Local in-kind labor
- Donations of land, cash, materials, and labor from private individual
- Grants from Texas Parks & Wildlife Department (TPWD) through the outdoor, indoor, trails, and small community programs, and the TPWD Community Outdoor Outreach Program (COOP)

The following plan outlines projects the City should strive to achieve on a short-term basis within the first five years of the planning period and on a long-term basis. The plan derives from the above analyses: the inventory of existing conditions, including physical and social resources; the standards-based assessment; and the needs-based assessment.

Table 5I: Implementation Plan: 2023-2033

FY 2023 - 2024 (10/1/23 to 9/30/24)			
Implementation Item	Action Item	Estimated Cost	Funding Source(s)
Apply to TPWD Local Parks Non-Urban Indoor Recreation program to construct a community recreation center, with indoor recreational facilities that provide a range of activities to meet the needs of a wide range of residents.	IC 1	Variable	GEN
Develop a shared resources plan with the La Vega ISD to ensure all available area facilities may be used year-round and to support shared facilities development.	NC 2	<\$1,000 (legal)	GEN, ISD
Start annual Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Develop annual programming and festivals at local parks. Festivals and events provide diverse activities not normally available in the park and enhance the usefulness of the facilities. These events can also highlight the community's cultural diversity or offer special events such as kite-flying contests or bike-a-thons. Earmark any proceeds from activities for use in parks improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2024 - 2025 (10/1/24 to 9/30/25)

Implementation Item	Action Item	Estimated Cost	Funding Source
Review Parks & Recreation Master Plan to update inventory and priority needs lists.	NC 3	< \$1,000	GEN, Local
Develop exhibits at park facilities to foster nature appreciation and educate visitors about local flora, fauna, and geology. This can include community gardens and/or xeriscape gardens.	OC 3	< \$1,000	GEN, Local
Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2025 - 2026 (10/1/25 to 9/30/26)

Implementation Item	Action Item	Estimated Cost	Funding Source
Use grant funds to construct a community recreation center, with indoor recreational facilities that provide a range of activities to meet the needs of a wide range of residents.	IC 1	Up to \$1,000,000 (or 50% match of TPWD grants)	TPWD, GEN, EDC, Local
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2026 - 2027 (10/1/26 to 9/30/27)			
Implementation Item	Action Item	Estimated Cost	Funding Source
Review Parks & Recreation Master Plan to update inventory and priority needs lists.	NC 3	< \$1,000	GEN, Local
Encourage development of other indoor activities operated by private businesses such as a movie theater, bowling alley, roller-skating rink, gymnastics/twirling center, or indoor rodeo facilities.	IC 2	Variable	GEN, EDC, Chamber
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2027 - 2028 (10/1/27 to 9/30/28)			
Implementation Item	Action Item	Estimated Cost	Funding Source
Apply to TPWD Local Parks Non-Urban Outdoor Recreation program to develop McGlassen Park as usable open space by expanding gravel walk/bike paths, installing benches, and planting native landscaping. As resources allow, consider adding lighting and additional passive recreation facilities, like a sensory garden or educational signs about the local flora, fauna, and geology.	OC 1	Variable	GEN
Establish a voluntary park donation fund to maintain, repair, and upgrade local parks. Solicitation could be added to the City utility bill.	NC 7	Staff	GEN
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2028 - 2029 (10/1/28 to 9/30/29)			
Implementation Item	Action Item	Estimated Cost	Funding Source
Solicit public input and conduct biennial review of Parks & Recreation Master Plan to update inventory and priority needs lists.	NC 3	\$1,000	GEN, ISD, Local
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Explore the feasibility of moving the youth league sports facilities from Lions Park to Duggar Fields	NC 8	Staff	GEN
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2029 - 2030 (10/1/29 to 9/30/30)

Implementation Item	Action Item	Estimated Cost	Funding Source
Use grant funds to develop McGlassen Park as usable open space by expanding gravel walk/bike paths, installing benches, and planting native landscaping. As resources allow, consider adding lighting and additional passive recreation facilities, like a sensory garden or educational signs about the local flora, fauna, and geology.	OC 1	Up to \$750,000 (or 50% match of TPWD grants)	TPWD, GEN, EDC, Local
Develop a policy to educate the public regarding the benefits of private land donation for development of parks, greenbelts, and open space.	NC 8	Staff	GEN
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2030 - 2031 (10/1/30 to 9/30/31)

Implementation Item	Action Item	Estimated Cost	Funding Source
Apply to TPWD Small Community Recreation Grant program to Repair or replace deteriorated picnic tables and install lighting at Brame Park. As resources allow, widen/extend the walking path and install additional complimentary facilities like inclusive play equipment or a light activity area.	OC 1	Variable	GEN
Review Parks & Recreation Master Plan to update inventory and priority needs lists.	NC 3	< \$1,000	GEN, Local
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2031 - 2032 (10/1/31 to 9/30/32)

Implementation Item	Action Item	Estimated Cost	Funding Source
Encourage development of other outdoor activities typically operated by private businesses such as a skate park, equestrian facilities, miniature golf, bicycle motor-cross, or a mountain-biking trail	OC 4	Variable	GEN, EDC, Chamber
Review Parks & Recreation Master Plan to update inventory and priority needs lists.	NC 3	< \$1,000	GEN, Local
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

FY 2032 - 2033 (10/1/32 to 9/30/33)

Implementation Item	Action Item	Estimated Cost	Funding Source
Use grant funds to Repair or replace deteriorated picnic tables and install lighting at Brame Park. As resources allow, widen/extend the walking path and install additional complimentary facilities like inclusive play equipment or a light activity area.	OC 1	Up to \$150,000 (or 50% match of TPWD grants)	TPWD, GEN, EDC, Local
Schedule creation of new Parks & Recreation Master Plan	NC 3	\$10,000	GEN, CDBG
Ongoing: Support both temporary and permanent recreational uses on vacant land such as pocket park or community gardens. For example, maintain a library of reference materials for public use; encourage use through public outreach; (co)sponsor a temporary-use project, etc.	NC 4	<\$1,000 (legal)	GEN, EDC
Annual: Budget sufficient funds for park maintenance and for ongoing facilities development. Review biennially.	NC 1	\$60,000 +/-	GEN, EDC
Annual: Continue programming and festivals at local parks. Earmark any proceeds from activities for use in park improvement projects.	NC 5	\$2,000 - \$5,000	GEN, EDC, ISD, Local
Annual: Hold a "community work day" to support local recreation and open space improvements. Seek volunteers from residents, City staff, community service workers, schools, local institutions, religious and civic groups, etc. Tasks might include cleanup of recreation/open space and vacant lots, tree planting, and/or other improvements to property with frontage on thoroughfares.	NC 6	< \$1,000	GEN, EDC, ISD, Local
Annual: Continue Tree Planting Campaign; plant five (5) trees per year. Prioritize public spaces and thoroughfares	OC 5	\$1,000 +/-	GEN; Local

GEN = City of Bellmead Municipal Funds; **CDBG** = Community Development Block Grant Program; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department

5.9 Appendix 5A: Survey

1) Why is Bellmead your home? (check all that apply)

<input type="checkbox"/> The City is growing	<input type="checkbox"/> Friendly/welcoming people
<input type="checkbox"/> It is affordable	<input type="checkbox"/> Location (rural)
<input type="checkbox"/> For the local school district	<input type="checkbox"/> Work
<input type="checkbox"/> Location (close to highways, bigger cities)	<input type="checkbox"/> I'm from here
<input type="checkbox"/> Close to family	<input type="checkbox"/> Other reason

2) How much do you agree or disagree with each statement about the kind of community Bellmead should be?

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
A bedroom or residential community - a home base for people who work outside of Bellmead	<input type="checkbox"/>				
A family-oriented community - a place where people can safely raise families	<input type="checkbox"/>				
A rural community - a place where people can "get away from it all"	<input type="checkbox"/>				
A pedestrian- and bicycle-friendly community - a place where people can safely walk and bike	<input type="checkbox"/>				
An environmentally friendly community - a place where people care for and preserve the natural environment	<input type="checkbox"/>				
A retirement community - a place where residents can live out their retirement	<input type="checkbox"/>				
An urban community - a place with lots of housing and commercial development	<input type="checkbox"/>				

3) How would you rate the storm water drainage system in Bellmead?

<input type="checkbox"/> High quality
<input type="checkbox"/> Neither high nor low quality
<input type="checkbox"/> Low quality; please explain why below
Explanation:

4) How often do you visit a Bellmead’s traditional downtown (area around City Hall)?

- Every day / most days
 About once a week
 a few times a month
 Once a month or less
 I don’t visit Bellmead’s traditional downtown

5) Do you feel that you can safely walk or ride a bike in Bellmead’s traditional downtown?

	Yes, I feel safe	No, I don’t feel safe	It’s very far	I don’t walk / ride a bike
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6) Which of the following business would you like to have, or have more of, in Bellmead?

<input type="checkbox"/> Gas Station	<input type="checkbox"/> Tailor / dry cleaners	<input type="checkbox"/> Pharmacy
<input type="checkbox"/> Farm stand	<input type="checkbox"/> Small craft / artisan gallery	<input type="checkbox"/> Liquor store or wine shop
<input type="checkbox"/> Doctor / dentist	<input type="checkbox"/> Restaurant	<input type="checkbox"/> Lawyer / legal services
<input type="checkbox"/> Salon / Beauty	<input type="checkbox"/> Clothing store	<input type="checkbox"/> Hardware / general store
<input type="checkbox"/> Food co-op / grocery store	<input type="checkbox"/> Book store / newspaper stand	<input type="checkbox"/> Automotive repair
<input type="checkbox"/> Banking	<input type="checkbox"/> Florist / plant nursery	<input type="checkbox"/> Childcare
<input type="checkbox"/> Coffee shop / cafe	<input type="checkbox"/> Bar / pub / tavern	Other:

7) List one change that would lead you to visit Bellmead’s traditional downtown more often:

8) How often do you visit a park in Bellmead?

- Every day / most days
 About once a week
 a few times a month
 Once a month or less
 I don't visit parks in Bellmead

9) Where do you and your family go to play? (Select all that apply)

<input type="checkbox"/> Home / friend's house	<input type="checkbox"/> Parks in Bellmead
<input type="checkbox"/> School / church	<input type="checkbox"/> Outside / just around
<input type="checkbox"/> Local gym or workout class	<input type="checkbox"/> Parks / gyms / schools (in other cities)
Other:	

10) Do you feel that you can safely walk or ride a bike to the nearest park?

	Yes, I feel safe	No, I don't feel safe	It's very far	I do not walk / ride a bike
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11) What types of sports do you and your family play? (Select all that apply)

<input type="checkbox"/> Boxing	<input type="checkbox"/> Martial arts	<input type="checkbox"/> Tennis
<input type="checkbox"/> Football	<input type="checkbox"/> Swimming	<input type="checkbox"/> Martial Arts
<input type="checkbox"/> Cheerleading	<input type="checkbox"/> Fishing	<input type="checkbox"/> Bicycling / BMX
<input type="checkbox"/> Walking	<input type="checkbox"/> Golf	<input type="checkbox"/> Camping
<input type="checkbox"/> Horseback riding	<input type="checkbox"/> Hunting / shooting	<input type="checkbox"/> Gymnastics
<input type="checkbox"/> Dance	<input type="checkbox"/> Hiking	<input type="checkbox"/> Soccer
<input type="checkbox"/> Volleyball	<input type="checkbox"/> Bowling	<input type="checkbox"/> Football
<input type="checkbox"/> Cross country / running	<input type="checkbox"/> Swimming	<input type="checkbox"/> Softball
<input type="checkbox"/> Skateboarding	<input type="checkbox"/> Track / field	<input type="checkbox"/> Basketball
<input type="checkbox"/> Baseball	<input type="checkbox"/> Other:	

12) Which of the following facilities would you like to have in Bellmead?

	Yes	No	Maybe	I don't know
Volleyball court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor tennis court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Soccer field	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Covered picnic area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Golf course	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public garden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hike / jogging / bike trail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basketball court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Softball / baseball field	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Playground	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor picnic area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skate park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Splash pad / swimming pool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:				

13) What should Bellmead's park priorities be? Please rank the priorities below from 1-6

Maintenance	
Appearance	
Equipment and sports courts/fields	
Access to park, and safety while visiting	
Size	
Supporting facilities (restrooms, water fountains)	

14) What are Bellmead's top challenges? Please rank the below challenges from 1 (most important)-to-4 (least important).

Public infrastructure (water, sewer, storm water drainage)	
Street conditions (potholes, cracks, drainage)	
Local business (need more local businesses, more support for local businesses)	
Community amenities / attractions	

15) What are Bellmead's key strengths? Please rank the below strengths from 1 (most important)-to-7 (least important).

Small-town / friendly feel	
Community engagement and pride	
Local government	
Local organizations and volunteers	
Local schools	
Local businesses	
Community amenities / attractions	

16) Do you live within Bellmead city limits?

<input type="checkbox"/> Yes
<input type="checkbox"/> No
<input type="checkbox"/> Not Sure

17) How old are you?

6 FUNDING SOURCES

Funding for projects in small, low-income, rural cities is one of the biggest challenges city staff, residents, and volunteers face when trying to improve their communities. Not only are grants scarce and competitive, but they require time, sophistication, and patience to write and administer. Nevertheless, they are often the only resource available to reach desired goals.

Funding sources have been identified throughout this comprehensive plan that can help accomplish specific activities. This section of the plan lists detailed information on many of the most common, effective, and implementable grants available. While every attempt has been made to keep the information up to date, funding availability and rules change frequently. After identifying desired grants or loans, it is always essential to call the organization directly to confirm details such as: deadlines, whether the proposed project will be eligible, and probability of funding (i.e. how competitive the grant is).

If a specific project is desired that does not fit one of the funding options below, it is worth checking the home page of each agency for additional programs, contacting the agencies for information, and using the internet to search for additional programs. Although most grants come with specific requirements, most funding agencies are also able to offer technical assistance to help communities find the resources they need to fulfill those requirements. The Foundation Center (<http://foundationcenter.org/>) is a good starting point for online grant searches.

Because of the complexity of identifying, writing, and managing grants, community partners are often the key to successful grant programs. Those frequently include:

- Co-applicants (most typically with other counties or municipalities) where projects or services meet the needs of several jurisdictions
- Sponsored providers of services that benefit residents, which are often provided by nonprofit organizations (VFDs, EMS, youth programs like Boys & Girls Club) or hospital districts, water (MUD/SUDIWCID), drainage, groundwater districts.
- Sources of matching funds (EDC, municipalities, local park foundation or youth sports league, Optimists, Kiwanis or Rotary)
- Sources of information or expertise (local community college or state university, local NRCS office,

regionally COG, or internally from the public works director, police chief, etc.)

The following State agencies provide a wide range of grants and technical assistance.

Agency Name	Website
Texas Department of Agriculture	www.texasagriculture.gov
Texas Water Development Board	www.twdb.state.gov
Texas Commission on Environmental Quality	www.tceq.state.gov
Texas Department of Transportation	www.txdot.gov
Texas Historical Commission	www.thc.state.gov
Texas Department of Public Safety Division of Emergency Management	www.dps.texas.gov/dem/
Texas Forest Service (Rural VFD assistance)	www.tfsweb.tamu.edu/
Texas Task Force on Indigent Defense	www.tidc.texas.gov/
Texas Parks and Wildlife Department	www.tpwd.state.tx.us/
Texas Department of Housing & Community Affairs	www.tdhca.state.tx.us/
Texas General Land Office (Coastal Programs)	www.glo.texas.gov/coast/grant-projects/cmp/index.html
Texas Governor's Office Criminal Justice Division	www.gov.texas.gov/organization/cjd/criminal-justice-division
Texas Governor's Office Economic Development	www.gov.texas.gov/business
Texas Office of the Attorney General (Crime victim services)	www.texasattorneygeneral.gov/crime-victims
Texas Department of State Health Services (Indigent Health Care)	www.dshs.texas.gov/transition/chi/
Texas State Library	www.tsl.state.gov
Texas Comptroller of Public Accounts (SECO)	www.comptroller.texas.gov/programs/seco

Detailed Grant Tables by Project Type

Economic Development						
Project Type	Deadline	Organization	Program Name	Program Description	Grant/Loan Amount	Local Contribution
Industry - Infrastructure	Quarterly: February 20, May 20, August 20, November 20	Texas Department of Agriculture (TDA) www.texasagriculture.gov	Texas Capital Fund (TCF) – Infrastructure / Real Estate Programs	<p>For economic development projects that create new jobs for low-to-moderate income persons (new or expanding businesses). Public infrastructure improvements can include: water & sewer facilities/lines, road/street construction/improvements, natural gas line construction/improvements, electric, telephone, & fiber optic line construction/improvements, harbor/channel dredging, purchase of real estate related to public infrastructure improvements, traffic signals and signs, drainage improvements, and railroad spurs.</p> <p>OR</p> <p>Funds must be used for real estate development to assist a business that commits to create and/or retain permanent jobs, primarily for low and moderate-income persons. The real estate and/or improvements must be owned by the community and leased to the business.</p>	\$100,000 to \$1,000,000, based on the number of jobs the business will create or retain. Locality can request up to \$25,000 per job business will create and \$10,000 per job business will retain.	Requirements for minimum amount of leveraged funds (match and fixed assets) varies by project.
CBD - Infrastructure	Annually in early October	TDA	TCF – Downtown Revitalization Program	Funds can be used for public infrastructure improvements such as parking, sidewalks, lighting, utility upgrades in designated “historic commercial district.” Engineering costs are not eligible.	\$50,000 to \$350,000	Cash or in-kind. 10% minimum required, but points awarded for 20% or 30%. Example: on a \$150,000 grant, \$15,000 is required, but points awarded for \$30,000 or \$45,000
CBD - Infrastructure	Annually in early October	TDA	TCF – Grants for Main Street Communities	Funds can be used for public infrastructure improvements such as parking, sidewalks, lighting, utility upgrades in the designated “historic commercial district” of participating Main Street communities. Engineering costs are not eligible to be paid with TCF-DRP funds so those costs must be paid for with local funds.	\$50,000 to \$350,000	Cash or in-kind. 10% minimum required, but points awarded for 20% or 30%. Example: on a \$150,000 grant, \$15,000 is required, but points awarded for \$30,000 or \$45,000

Planning	Annually in Spring for funding the following year	TDA	CDBG - Planning and Capacity Building Fund	Funds can be used to map housing, land use, streets, drainage, public utilities; determine needs to ensure adequate utilities; determine future growth patterns (10-year growth period); & establishes a capital improvement plan.	Varies by size, but maximum grant is \$55,000.	Match varies by population
Retail - Infrastructure	Project dependent	Texas Historical Commission (THC) www.thc.state.tx.us	Federal Historic Preservation Tax Incentives	Available for rehabilitation of income-producing buildings. Building must be listed in the National Register of Historic Places before project completion. Tax credit application must be made before project completion. Project examples include substantial: structural work, building repairs, electrical, plumbing, heating and air conditioning, roof work and painting	Up to 20% of eligible rehabilitation costs	Private funding of at least 80% of project costs
Retail - Marketing, Preservation	Annually in Summer	THC	Certified Local Government Grants	Available to Certified Local Governments (certified cities or counties, or certified counties on behalf of non-certified cities). Project examples include: surveys, oral histories, preservation planning, educational activities, ordinance review, and rehabilitation projects.	\$2,000 to \$30,000	1-to-1 match required. Match can be cash or in-kind and excludes federal grants except for CDBG.
Retail - Marketing, Preservation	Annually in late July	THC	Main Street	Technical assistance program for revitalization of historic downtown areas. Focus is on: organization, marketing, design, and economic development. Successful implementation requires local human resource capacity and community participation. Assistance includes training in economic development and marketing for local managers and retailers, on-site evaluation and recommendations, design assistance, and participation in the First Lady's Tour	No cash. Participation qualifies community to apply for TCF Main Street grants	City must hire a full-time coordinator and fund the program for 3 years
Industry - Infrastructure	First business day of March, June, Sept, & Dec	Office of the Governor http://governor.state.tx.us / http://texaswideopenforbusiness.com	Texas Enterprise Zone	State sales and use tax refunds capital costs to businesses that invest in and employ residents of qualified economically disadvantaged areas. Each business must be nominated by a local community. Maps of designated Enterprise Zones, based on Census data, are located at the state's mapping website of http://www.texassitesearch.com/	\$25,000 to \$3.75M refund for capital improvement investment from \$40,000 to \$250M	The local community must offer tax or permitting incentives to the nominated business.
Industry - Infrastructure	Ongoing	U.S. Department of Agriculture (USDA) www.usda.gov	Rural Economic Development Loan and Grant (REDLG)	REDLG program finances utility-managed loans and revolving loan funds. Under the loan program, the managing utility makes zero interest loans to local businesses. Under the grant program, the utility creates a revolving loan fund that makes loans to local businesses. Qualifying projects include: business incubators, telecom. facilities for distance learning, etc.	N/A	Up to 80 % of project costs; 20 % must be provided by the ultimate recipient or the local utility. The interest rate is 0%.

Industry - Infrastructure , Education	Varies	USDA	Rural Business Enterprise Grant (RBEG)	Grants available to small cities and non-profits for activities that will benefit small and emerging private businesses. Examples include: land acquisition, plant renovations/ modernizations; construction of access roads to businesses; parking areas, utilities; distance learning/adult education; and revolving loan fund capitalization	No maximum, but typical award is \$10,000 to \$500,000	N/A
Industry & Retail - Education, Planning	Varies	USDA	Rural Business Opportunity Grants (RBOG)	Technical assistance grants available to rural towns, non-profits, and cooperatives. Typical projects include development of: trade strategies, economic plans, business training, business incubators, and leadership training programs	\$100,000 maximum for projects within one state	N/A
Industry - Infrastructure , Education	Varies	USDA	Rural Business Development Grant (RBDG)	RBDG is a competitive grant designed to support targeted technical assistance, training and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than \$1 million in gross revenues. Programmatic activities are separated into enterprise or opportunity type grant activities.	No maximum, but typical award is \$10,000 to \$500,000	N/A
Industry - Infrastructure	Varies	USDA	Business and Industry Guaranteed Loans	Loans to an organization or an individual for: office/plant modernization or enlargement; employee retention/expansion; land or equipment lease/acquisition. Emphasis on employee expansion, renewable energy, and water conservation/aquaculture	60%-80% loan guarantee, terms negotiated with the agency	Collateral required to secure loan
Industry & Retail - Infrastructure	Varies	Texas State Comptroller www.comptroller.texas.gov	4A/4B Sales Tax	Locally implemented program that allows municipalities to create economic development corporations that manage projects funded by local sales tax. The program is established by vote at the local level. Type A corporations fund industry projects that have specific job creation requirements, while Type B corporations can also fund a broader range of community improvement projects.	Varies	Local management by volunteer board
Retail - Marketing, Preservation	Varies	Comptroller	Hotel/Motel Tax	Available to cities and counties. Maximum tax is 7% of room bill within the city or 15% combined across taxing entities if located in the ETJ. Tax funds must be used on projects that will increase hotel occupancy and can be used for: historic restoration/preservation, visitor centers, arts promotion, city advertising, and similar.	Varies	City staff manages accounting.

Industry - Education	Ongoing	Texas Workforce Commission (TWC) www.texasworkforce.org	Skills Development Fund	The Skills Development Fund pays for workforce training programs created as a partnership between businesses and educational institutions.	\$500,000 maximum per business	None
Industry & Retail	Ongoing	Accion Texas http://us.accion.org/your-accion/location/texas	Multiple	Loans to small businesses or individuals for: business expansion and stabilization. In addition to loans, Accion Texas also provides business support services through their business support team as well as a number of online resources for entrepreneurs.	Varies	N/A
Industry & Retail - Infrastructure	Ongoing	Texas Mezzanine Fund, Inc. http://www.tmfund.com/	Multiple	Loans to small businesses or individuals for: business expansion, equipment, acquisition, and real estate in distressed and low/moderate income communities or that provide jobs for low/moderate income persons. Also provides loans for community facilities that serve the community's social and economic needs.	Up to \$300,000 for stand-alone loans; Up to \$500,000 for in tandem loans; Up to \$750,000 when collateralized by real estate	N/A
Industry & Retail	Ongoing	People Fund https://peoplefund.org/	Multiple	Loans to small businesses and nonprofits for: equipment purchases, permanent working capital term loans, revolving lines of credit, and real estate. Also provides business assistance and education programs through workshops and one-to-one mentorship.	Varies	NA
Multiple	None	Meadows Foundation www.mfi.org	Multiple	The Meadows Foundation provides grants and loans statewide for a variety of causes. Ideal projects already have at least 50% of needed funding and the organizational and financial capacity for execution beyond the grant period. The Foundation should be contacted for information about whether a given project fulfills its priorities.	Varies	Local organizational capacity

Library	January 15, June 1	Tocker Foundation http://tocker.org/	Multiple	The Tocker Foundation offers grants that increase library and literacy assistance to underserved populations (rural, handicapped, elderly, youth, non-English speakers, and the illiterate) and provide training for rural librarians.	Varies	Varies
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Public Service Infrastructure
(water, sewer, streets, drainage, energy, telecommunications)

Project Type	Deadline	Organization	Program Name	Program Description	Grant/Loan Amount	Local Contribution
Water/ Sewer	First-come first-serve basis per year	Texas Department of Agriculture (TDA) www.texasagriculture.gov	Small Towns Environment Program (STEP)	Funds for water and sewer projects utilizing at least 51% local volunteer labor and in-kind donations to complete project.	Up to \$350,000	No match required.
Water/ Sewer	Annually in Spring for funding the following year.	TDA	Community Development Block Grant Program (CDBG) - Community Development Fund	Funds can be used for water and/or sewer improvements. Drainage improvements can be constructed if they are incidental to the water or sewer improvements.	Up to \$800,000 (varies by region)	Match based on population: 0 – 1,500 persons = 5%; 1,501 – 3,000 = 10%; 3,001 – 5,000 = 15%; > 5,000 = 20%
Energy	Annually in early July	TDA	CDBG - Renewable Energy Demonstration Pilot Program	Assists rural communities with installing renewable energy projects, including wind turbines or solar panels to power wastewater treatment or water treatment facilities.	Up to \$500,000	Match of 2% to 25% required, depending on population size. Sliding scale earns points on application. Match can be cash, land, or in-kind.

Drainage	Annually	Texas Water Development Board (TWDB) www.twdb.texas.gov/flood/grant	Flood Mitigation Assistance Program	Funds for planning and project grants to develop or update the flood hazard component of a Multi-Hazard Mitigation Plan (prepared by the COG) and for constructing flood mitigation projects.	Planning grant max: \$50,000; Construction: < \$3.3 million over a 5-year period.	25% match of which not more than half (12.5%) can be of in-kind services.
Drainage	Annually	TWDB	Flood Protection Planning	Funds for regional/watershed-wide planning to evaluate structural and nonstructural solutions to flooding problems.	Varies	1-to-1-match
Water/ Sewer	Annually	TWDB	Revolving Loan Funds	Below-market interest rate loans for planning, acquisition and construction of Clean Water (also for wastewater treatment, storm water and nonpoint source pollution control, and reclamation/reuse projects) and Drinking Water (also includes water supply and Source Water protection infrastructure)	Up to 15% of available funds; 70%-100% principal forgiveness for low-income	Varies
Water/ Sewer	Monthly	TWDB	Rural Water Assistants Funds (RWAf)	Below-market interest rate loans for small, rural cities, counties, water districts, and non-profit utilities. Typical projects: water/sewer lines, storage, purchase/lease of water rights.	Varies	Varies
Water/ Sewer	Ongoing	TWDB	Economically Distressed Areas Program (EDAP)	Grants and loans for water/sewer in economically distressed areas for PAD (planning, acquisition, design) and construction.	50%-100% grant for PAD; Grant-to loan calculation for construction varies	Varies
Streets/ Sidewalks	Fall	Texas Department of Transportation (TxDOT) www.txdot.gov	Safe Routes to School	Non-infrastructure funds can be used to create student safety programs and incentives. Infrastructure funds can be used to construct sidewalks, bike lanes, drop-off lanes, etc., or install signage, signalization, etc. Must have a TxDOT approved SRTS Plan in place to apply for infrastructure construction funds.	Varies	No match required, but local injection can earn additional points. Match contribution can be cash, land value, and/or in-kind.
Streets/ Sidewalks	Varies	TxDOT	Statewide Transportation Alternatives Set-Aside Program	Previously the Statewide Transportation Enhancement Program, 2017 program details not available at this time. Contact Teri Kaplan – Tap Program Manager, TxDot-PTN (512) 374-5235 or teri.kaplan@txdot.gov	Fixed amount of TA Set-Aside funds for each project determined by commission.	At least 20%

Streets	Varies	Texas State Comptroller http://www.comptroller.texas.gov	Street Maintenance Sales Tax	Cities can vote to dedicate a percentage of sales tax to street maintenance and repair.	Varies	City staff manages accounting.
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Parks & Recreation

Project Type	Deadline	Organization	Program Name	Program Description	Grant/Loan Amount	Local Contribution
Infrastructure	December 4	Texas Parks & Wildlife (TP&W) www.tpwd.state.tx.us	Small Community	Funds can be used for development or rehab of any public outdoor recreation facilities. City would be required to self-administer the project.	Up to \$150,000	1-to-1 match. Can be cash, land, or in-kind.
Infrastructure	December 4	TP&W	Non-Urban Outdoor Recreation	Funds can be used for development or rehab of any public outdoor recreation facilities. Must have master park plan completed prior to application.	Up to \$750,000	1-to-1 match. Can be cash, land, or in-kind.
Infrastructure	TDB	TP&W	Non-Urban Indoor Recreation	Funds can be used for development or rehab of any public indoor recreation facilities. Must have master park plan completed prior to application.	Up to \$1 million	1-to-1 match. Can be cash, land, or in-kind.
Programming	December 4	TP&W	Community Outdoor Outreach	Funds can be used to purchase supplies and equipment for outdoor programs. No construction allowed.	Up to \$50,000.	No match required, but match improves chances of funding.
Infrastructure	February 1	TP&W	Recreational Trails	Funds can be used for new trail development or rehab of existing trails, and trail amenities such as parking areas, restrooms, drinking fountains.	Up to \$200,000	20% of total project cost required as local match (can be cash, land, or in-kind).

Infrastructure	October 1	TP&W	State Boating Access	Funds can be used to develop new or renovate public boating access facilities including boat ramps, parking areas, access roads, boater amenities such as restrooms, picnic areas, courtesy docks, etc.	Up to \$500,000	25% of total project cost required as local match contribution (can be cash, land value, and/or in-kind).
Infrastructure	October 1	TP&W		Funds can be used to develop new or renovate public launching facilities such as ramps and boat lifts. Funds can also be used for land acquisition, fish cleaning stations, parking, restroom, or camping facilities associated with the boating facilities, etc.	Up to \$500,000	25% of total project cost required as local match contribution.
Infrastructure	February	TxDOT & Keep Texas Beautiful	Governor's Community Achievement Awards	Funds can be used for landscaping along public right of way. Location and type of project is decided by the community and TxDOT.	By population: <3,000=\$90K; <5,000=\$110K; <9,000=\$130K	N/A
Infrastructure	Jan. 1, April 1, July 1, Oct. 1	Major League Baseball (mlb.com)	Baseball Tomorrow Fund	Funds can be used for field improvements, equipment purchases, umpire training, but not on-going operational costs. Letter of interest submitted first (due 45 days before deadline). If invited to apply, application submitted by deadline.	No maximum, but typical award is \$50,000 to \$100,000	No match required, but match improves chances of funding.
Infrastructure	February; Rolling deadline for Safe Place to Play grants	U.S. Soccer Foundation www.ussoccerfoundation.org	Program Grants; Safe Places to Play	Priority focus changes annually, but funds can be used for construction of new fields or enhancement of existing fields with lighting or irrigation, in areas primarily designed to serve low-income communities.	Varies, current award is \$30,000 to \$90,000	50% of project funding must be in hand
Infrastructure	Biannual	Tony Hawk Foundation www.tonyhawkfoundation.org	Skatepark Grants	Funds can be used for the design, construction or operation of new skateboard parks, primarily to serve low-income communities.	\$1,000 to \$25,000	If funds requested for construction, match must be provided.
Infrastructure/ Programming	Sept. 15, March 15	Captain Planet Foundation http://captainplanetfoundation.org/	ecoSolution Grants	Funds can be used for community gardens, native plant gardens, learning trails, cleaning up local parks, maintaining/restoring environmentally sensitive areas such as forests and prairies, wetlands, rivers, streams. Preferential consideration is given to projects seeking seed funding of \$500 or less or projects that have at least a 50% match or in-	\$500 to \$2,500	No match of in-kind funding required, but match improves chances of funding.

				kind contribution in funding.		
Infrastructure/ Programming	November	National Gardening Association www.kidsgardenin.org/garden-grants/	Budding Botanist	The program helps low income schools build school gardens by providing tools, educational materials, and monetary contributions.	\$1,000 to \$2,250	No match required.
Infrastructure/ Programming	December	National Gardening Association www.kidsgardenin.org/garden-grants/	Youth Garden Grant	Any nonprofit organization, public or private school, or youth program in the United States or US Territories planning a new garden program or expanding an established one that serves at least 15 youth between the ages of 3 and 18 is eligible to apply.	\$775 to \$2,360 in materials and money	No match required.
Infrastructure	Spring	Fiskars http://www2.fiskars.com/Community/Project-Orange-Thumb	Project Orange Thumb	The program awards grant recipients a combination of financial funding and Fiskars tools to build or make over community gardens.	\$2,500 in gift cards or Fiskars tools	No match required. Only available for non-profit organizations.

Housing

Project Type	Deadline	Organization	Program Name	Program Description	Grant/Loan Amount	Local Contribution
Construction	Ongoing	Texas Department of Housing and Community Affairs (TDHCA) www.tdhca.state.tx.us	HOME	Funds can be used for rehabilitation or demolition and reconstruction of up to six substandard homes. Rehabilitation is not permitted for manufactured homes.	\$100,000 per unit	Match required, 0% to 1% per thousand on total project amount, depending on population size. Plus \$40,000 in cash leverage. Match can be in-kind or cash.

Construction	Ongoing	TDHCA	Multifamily (Rental Housing) Development	Available to local governments, public housing authorities, non-profit, and for-profit organizations for funding multifamily rehabilitation and new construction projects	Subsidy varies by county and number of bedrooms.	Long-term rent and renter income restrictions
Financial Assistance	Ongoing	TDHCA	Tenant Based Rental Assistance (TBRA); TBRA for Persons with Disabilities and Veterans	Assists renters, including veterans and persons with disabilities, with utility and security deposits for up to 24 months. Available to local governments, public housing authorities, and non-profits	Varies	Varies
Financial Assistance	Ongoing	TDHCA	Texas HOME buyer Assistance Programs	Available to local governments, public housing authorities, and non-profits to provide down payment and closing cost assistance to individuals who have not owned a home in three years or who are first-time home buyers. Also includes funding for single-family housing accessibility modifications.	Varies	Varies
Construction	Ongoing until fund emptied	TDHCA	Amy Young Barrier Removal Program	Available to local governments, public housing authorities, and non-profits to construct home accessibility projects for disabled residents (tenants and owners)	Up to \$20,000	N/A
Construction	Ongoing	U.S. Department of Agriculture (USDA) www.usda.gov	Rural Housing Repair and Rehabilitation grants and loans	Available to very low-income residents. Grants available to those over 62 years of age to remove health and safety hazards. Loans available for hazard removal, home repair, improvement, and modernization.	Loan maximum: \$20,000; Grant maximum: \$7,500; can be combined	N/A
Financial Assistance	Ongoing	USDA	Guaranteed Housing Loans	Available to any State housing agency or approved lender for loans to those making no more than 115% of the area median income who lack adequate housing.	Varies	Loan recipient must be able to pay mortgage, tax, and insurance

Construction	Ongoing	U.S. Department of Energy through local Council of Government or Action Agency	Weatherization Assistance	Low income families can apply for assistance to make home improvements that will improve energy efficiency and reduce energy bills.	Varies	Varies
Programming	Ongoing	Aging in Place Initiative www.aginginplaceinitiative.org	JumpStart	Grants have been used to create programs that assist seniors with home maintenance and lawn care, provide paratransit services, and create "return visit" programs where nurses/social workers visit regularly to identify possible issues that may impair the individual's ability to remain in their home	Varies	Varies
Construction	Ongoing	Texas Ramp Project www.texasramps.org	Texas Ramp Project	The mission of this organization is to build accessibility ramps. The organization accepts referrals from social service agencies and establishes regional capacity for ramp building.	Ramp building	N/A
Programming	Ongoing	Legal Aid www.lonestarlegal.org	Legal Aid	Legal aid organizations provide civil legal representation and advice at little or no cost to low income individuals who cannot afford a lawyer. Assistance focuses on basic needs, self-sufficiency, children and families, elderly and disability, and housing and homelessness prevention.	Varies	Varies
Programming	Ongoing	Leader Dog for the Blind www.leaderdog.org	Guide Dogs	Applicants must be 16 years or older and in good mental and physical health. They complete a 26-day residential training program in Rochester Hills, Michigan. Room, board, training, and transportation costs for clients traveling within the U.S. are free of charge. The organization also offers mobility and GPS programs to professionals and clients.	N/A	N/A

7 SUBDIVISION ORDINANCE

7.1 Introduction & Intent

The subdivision of land is a major factor in the process of achieving sound community development which ultimately becomes a public responsibility, since streets and utilities must be maintained and public services customary to urban areas must be provided. Without a subdivision ordinance, a city has little recourse to prevent installation of substandard infrastructure beyond denial of water and sewer connections or rejection of roads for city maintenance. When a city refuses to allow infrastructure connections or to accept dedication of street rights-of-way, it can wind up in expensive legal battles with developers.

More importantly, the built environment can enhance or diminish the overall quality of life in the community. Land subdivision is a critical first step in defining the built environment. Therefore, it is to the interest of the public, the developer, and the future owners that subdivisions be conceived, designed and developed in accordance with appropriate design standards and development specifications.

Discussion of how land subdivision standards affect various aspects of community development are located in multiple chapters of the Comprehensive Plan:

- *Chapter 2: Drainage Study* – floodplain development and erosion control standards
- *Chapter 3: Thoroughfare Study* – street standards and layouts for new developments
- *Chapter 5: Recreation and Open Space Study* – Parks & open space standards for new developments

The City of Bellmead's existing subdivision ordinance was adopted in 1992, and last updated in 2011. This plan provides an updated subdivision ordinance that adjusts and expands the current standards to further ensure high quality new development that supports plan goals. The proposed subdivision ordinance is suitable for consideration and adoption by the Bellmead City Council. This ordinance should be considered and adopted if or when the City Council determines that updating its existing subdivision controls is necessary to the Bellmead's continued orderly development.

7.2 Purpose

It is the intent of these regulations to aid in guiding the growth of the city of Bellmead, Texas and its environs in an orderly manner; and to provide attractive, well-planned subdivisions with adequate streets, utilities, and building sites in a manner that will be uniformly applied. The goals and objectives guiding the City in the preparation and adoption of its standards for subdivision of land are:

- Assist orderly, efficient and coordinated development of land within the City's jurisdiction.
- Provide neighborhood conservation and prevent the development of slums and blight.
- Harmoniously relate the development of the various tracts of land to the existing community and facilitate the future development of adjoining tracts.
- Provide that the cost of improvements to minimum standards which primarily benefit the tract of land being developed be borne by the owners or developers of the tract, and that the cost of improvements to minimum standards which primarily benefit the whole community be borne by the whole community.
- Provide the most appropriate design for each tract being subdivided.
- Provide an attractive relationship between the land as developed and the circulation of traffic throughout the municipality, having particular regard to the avoidance of congestion in the streets and highways, and the pedestrian traffic movements appropriate to the proposed development, and to provide for the proper location and width of streets and building lines.
- Prevent pollution of the air, streams and ponds; to assure the adequacy of drainage facilities; to safeguard both surface and groundwater supplies; and to encourage the wise use and management of natural resources throughout the municipality in order to preserve the integrity, stability, and beauty of the community and the value of the land.
- As appropriate, reconcile any differences of interest among the developer, other property owners and the City.
- Establish adequate and accurate records of land subdivision.
- Ensure that public or private facilities are available and will have a sufficient capacity to serve proposed subdivisions and developments within the City's jurisdiction.
- Standardize the procedure and requirements for developing property and submitting plans for review and approval.

- Protect and provide for the public health, safety, morals, and general welfare of the community.
- Provide a healthy environment for the present and future citizens; and environment designed to reasonably secure safety from fire, flood and other damages; and to provide that land will be subdivided in a manner to attain such goals and benefits for the community.
- Protect the character and the social and economic stability of all parts of the community and encourage the orderly and beneficial development of all parts of the community.
- Protect and conserve the value of land throughout the community and the value of the buildings and improvements upon the land.
- Guide public and private policy and action in providing adequate and efficient transportation systems, water and wastewater systems, public utilities, and other public amenities and facilities.
- Encourage the development of stable, prospering economic environment.

7.3 Adoption

During consideration and prior to adoption of the updated ordinance, the City Council should seek counsel and advice from the City's attorney regarding the legal aspects and implications of subdivision controls. The City's regulation of subdivision is directed by the Texas Local Government Code, Title 7, Chapter 212. At least one public hearing is required prior to initial adoption of a subdivision ordinance.

During consideration and prior to adoption, the City Council should consider the following:

- Attorney advice regarding implications of subdivision controls.
- Fees needed to recover costs related to plat review and public improvement construction and acceptance by the City.
- The City should consider adoption of a Public Works Construction Manual, either written especially for the City or adopted from a neighboring municipality or County, to govern construction of public improvements.