Maya Sota Sola Comprehensive Plan 2015-2025

October 2015

NAVASOTA!

So much, so close.



City of 1a Vas Sota Comprehensive Plan 2015 - 2025

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PREPARED BY:



Navasota proposes to update the 2013 Draft Comprehensive Plan to be adopted as the 2015 Comprehensive Plan.

The information within this document constitutes the consolidation of the relevant elements of the 2013 Plan and includes updates from staff and public input, facts on the ground, and study of the subject matter.

NAVASOTA, TEXAS COMPREHENSIVE PLAN

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August 24, 2015

RE: City of Navasota Comprehensive Plan

The staff and city council of the City Of Navasota is proud to present the latest comprehensive plan for our city.

We have a close, friendly, caring community of people who live and work here and our roots go back when the city was founded by cotton farmers, ranchers and later the arrival of the railroads. In 2016, our city will reach a milestone of 150 years being chartered and planning for the future becomes more important each year that passes.

Navasota has a thriving business community, with over 1500 working at major industries alone, there are many development sites available, local workforce office, live community theatre, a large number of city owned parks for outdoor entertainment, golfing at Pecan Lakes Country Club, downtown shopping & city hall plaza, historic movie theater, and a variety of dining options. Navasota was awarded Train Town USA designation by Union Pacific Railroad and is certified by the Texas Department of Agriculture as a GO TEXAN Certified Retirement Community. We were also recognized by KaBoom! as a Playful USA community and the Texas legislature designated us as "The Blues Capital of Texas", as Navasota is where blues songster Mance Lipscomb was born and lived. You can visit bronze statues of Lipscomb, along with famous French explorer LaSalle and Texas Ranger Frank Hamer, who was city marshal here and who led the search and eventual demise of Bonnie & Clyde.

Working with partners and members of the community to look forward while learning from our past gave us a road map that ultimately created our comprehensive plan. It is also reviewed each year and kept updated to track many changes that occur not only here, but in the region.

Navasota takes pride as a clean, relaxing, safe community and is a growing suburban area where commercial development, along with residential communities, grow and prosper. Many folks visit to see the beauty of the landscape, including the stately Victorian & Gothic style homes. We have a quality school district and hospital and close access to metropolitan areas. You also can enjoy our annual festivals like the Navasota Blues Festival, Texas Birthday Bash or nearby at the Texas Renaissance Festival. We also have a six flags monument that is the

gateway to Washington-On-The-Brazos State Park, where Texas independence was signed. We also partner with Grimes County and the Navasota/Grimes County Chamber of Commerce working with existing and new businesses to ensure our economy is strong.

You can find out more about Navasota by visiting our website at www.NavasotaTX.gov where you can also find links to our Economic Development and visitor sites.

I am proud of Navasota's heritage and even more excited about our future.

Sincerely,

Bert Miller

Mayor Navasota

VISION

Navasota strives to improve livability for all current and future residents

Small-Town Feel

Celebrating and protecting its small-town feel, values, and spirit

Community Development

Fostering community development and a culture of service

Education

Supporting education at all stages of life

Services

Providing relevant, effective, and efficient services

Infrastructure

Maintaining and building infrastructure that addresses the primary concerns of utilities, mobility, and safety

Natural Resources

Increasing accessibility and connecting the natural spaces and resources of the community

Connections

Perpetually striving for a more walkable, bikeable city with paths and places,

Economics

Retaining and attracting businesses that provide our residents with economic opportunity

Partnerships

Partnering with entities and organizations who support the people, mobility, economic development, green space, and preservation of Navasota

Growth

Planning for growth in a managed way that integrates and connects communities, and increases value for the City as a whole.

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ABOUT THE NAVASOTA 2015 COMPREHENSIVE PLAN

Use and Purpose

This Navasota 2015 Comprehensive Plan is to be used for strategic guidance in adopting policy and determining project priorities for the next 10 years. The Plan is not intended or designed as a step-by-step guide to the operation of the city; rather, it is a document of themes, concepts, principles, and policies oriented around geographic spaces in Navasota, key strategic subject areas, and focused on addressing the long-term goals and aspirations of the City and its people.

The Plan is primarily designed to communicate land use goals and policy concepts to staff, Planning and Zoning, the development community, businesses, and residents. It is constructed around four essential components:

Key Directions – High level summaries of goals and themes articulating values, needs, and opportunity empowerment for Navasota

Centers and Corridors – Specific and unique geographic areas of the City with differing challenges and opportunities sustaining livability while embracing responsible growth

Strategies – Principles and Policies centered on key subject areas that help to inform and guide future ordinances, priorities, programs, or policies.

Implementation – Specific recommendations for projects, actions, and policies with timeframes for completion.

Ideally, this Plan will serve as a meaningful reference to any person interested in the future path of Navasota and exist as a template by which to market the City to those outside of the community.

Plan History

Navasota adopted its first Comprehensive Plan in 2005. In 2013, Texas A&M University created a draft plan update that was never adopted for use by the City. The document was rich in content but city leadership felt it should be edited for improved readability and relevance to staff. In the fall of 2014, the City contracted Burditt Consultants, LLC to update the existing Comprehensive Plan using the 2013 draft information augmented with additional input from stakeholders including the political leadership, staff, departments, and residents of Navasota.

Stakeholder input was collected through interviews and workshops and internalized to the Plan. Additionally, the Burditt team studied the City extensively using GIS, aerial, demographic, transportation, and other data relevant to the Plan. Team workshops were held weekly to test hypotheses as well as develop a fresh framework that could be easily read and understood by the various types of consumers of the Plan. The goals for this Plan update were centered around, 1) readability, 2) relevance to all stakeholders, 3) incorporation of meaningful data and information, and 4) an effective land use plan focused on future growth opportunities.

Public and Staff Input

STAFF INPUT

Staff interviews were conducted informally throughout the course of the Plan development. However, two focused staff workshops were held with the Burditt team on December 11, 2014 and February 6, 2015.

Each workshop had nine participants from various City departments. Key findings from these meetings include:

Fire

- Need for increased infrastructure to improve ISO insurance rating from the current 5 to a 3, then a 2
- Acquisition of new ladder truck
- Address staffing needs
- Update and improve current fire station to meet current and future needs or build new

Police

- Transition from free-flow and rotation methodologies to a district-based approach
- Address staffing needs. Investigative units are needed. Additional patrol forces are needed. Traffic wrecks stress existing staff beyond capacity
- Impound yard and off-site records storage facility
- Increased revenue to support inter-agency operations
- Addressing commercial truck traffic that fail to utilize the designated truck route. Even with route compliance, truck turns at Washington onto LaSalle impede traffic

Both fire and police participants stressed their concerns over railway obstructions severing neighborhoods to the west of the rails from efficient emergency response times

Emergency Services

• Only three ambulances serve all of Grimes County, and none of them are stationed west of railroad tracks in Navasota

Public Works

- Need for more sewer smoke testing
- Need for wastewater plant on south side to reduce strain and accommodate growth
- Data collection on all systems
- Extensions of utilities to future high-growth areas
- Retention and drainage projects
- Address staffing needs

Other findings included:

- Growth of airport capacity, including a terminal building with restaurant
- Need to complete the sidewalk connections within the current network
- Additional trails and construction of bike paths
- Beautification along LaSalle and Washington gateways, the main thoroughfares of Navasota

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PUBLIC INPUT

Two public meetings were also conducted on January 20, 2015 and February 18, 2015. The first focused on perceptions of 1) Quality of Life, 2) Community Facilities, 3) Vision for Navasota, and 4) Affordable Housing. The second meeting focused on 1) Growth and Development, 2) Utilities, and 3) Transportation. Nearly 70 participants attended the meetings and provided valuable input. A strong sense of community and equity was clear.

The key findings included:

Growth – most participants support a growing Navasota with an emphasis on increasing the tax base and economic development for employment opportunities

Retail – participants were emphatic regarding the need for additional shopping, grocery, and pharmacy opportunities

Entertainment – the lack of a variety of full-service restaurants and entertainment venues (e.g. movie theatres)

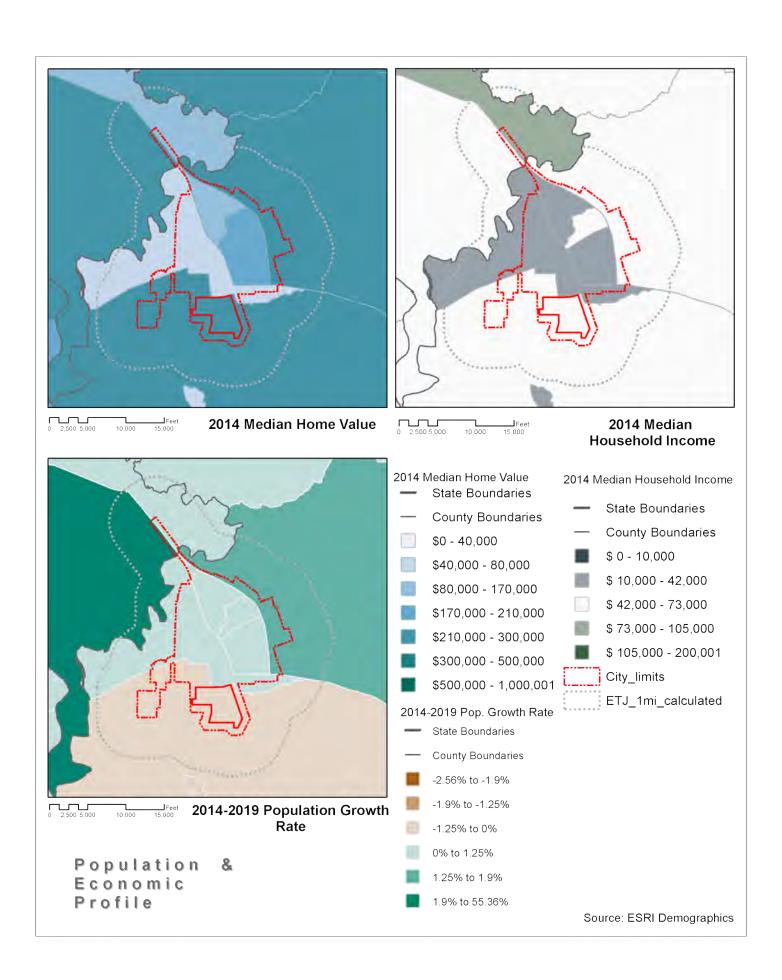
Sidewalks, Trails, and Bike Paths – the lack of sidewalks and bike paths was a recurring theme with a plurality of participants. Trails and parks were also emphasized

Quality of Life – trains are enjoyed and appreciated by participants. However, opportunities to abate horn noise, including through extensive investment and/closure of streets should be evaluated

Housing – quality affordable housing is an important necessity, specifically via multi-family options

Heritage – participants consistently indicated their appreciation of the "small-town feel" of Navasota while also embracing growth and innovation to modernize transportation and infrastructure systems



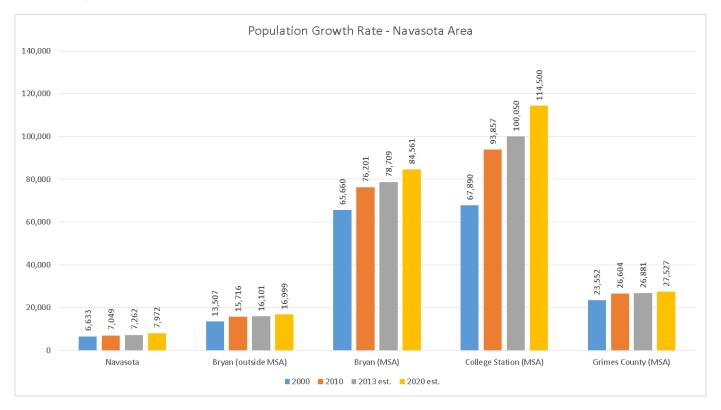


GROWTH AND **DEMOGRAPHICS**

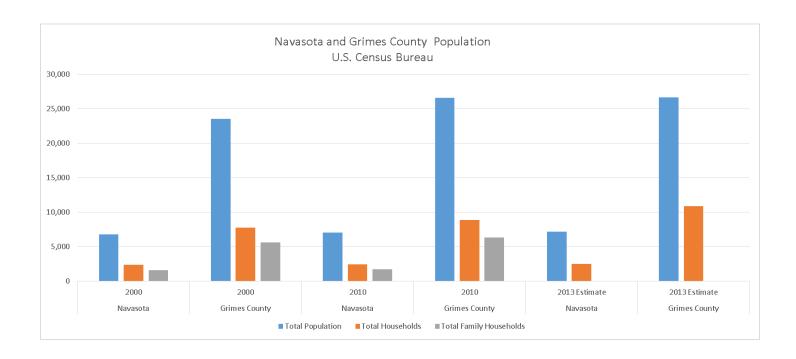
At the time of the last Census in 2010, the population in the City of Navasota was 7,049. Of this population, 30.7% is estimated to be under 18 years old and the percentage of females is higher than males at 53.4%. The median household income in 2013 is estimated to be \$38,000. By comparison, the State's median household income for the same year is \$51,900. As of 2013, the percent of people age 25 or higher in Navasota with a high school diploma was 66.9%, and trails the State average of 81.2%.

The overall numbers and multiple sources in this category continue to point to a slow and steady growth projection for Navasota. The overall percent change from 2000 to 2010 marks a 5.91% difference in population over a decade. Regional population growth, particularly within the Bryan-College Station metropolitan statistical area that covers Brazos, Burleson, Grimes and Robertson Counties, will continue to serve as the basis for growth within Navasota.

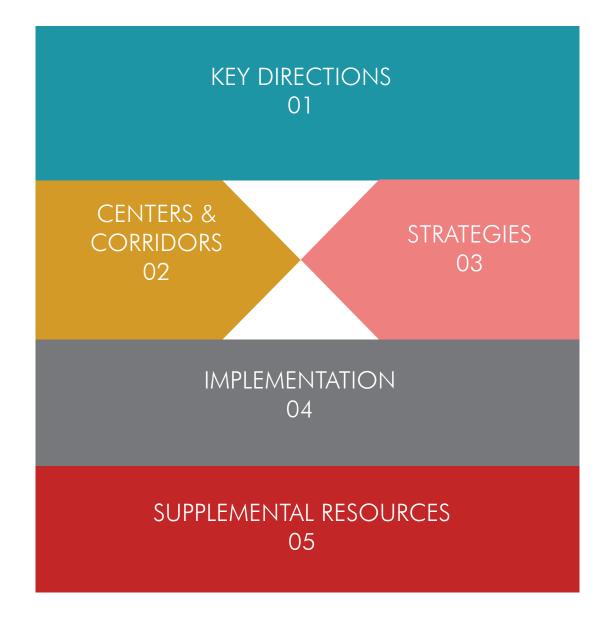
The 2010 Census placed the Bryan-College Station MSA at 255,519, which is a 27.65% jump from the 2000 Census that had the population at 184,885. The continued growth in nearby cities within and outside the MSA are evidence that these numbers will continue to play a role in Navasota's future population. The 2020 population projections below assume the current growth rate according to Census estimates and a similar methodology used by the Texas State Data Center's Population Estimates Tool.

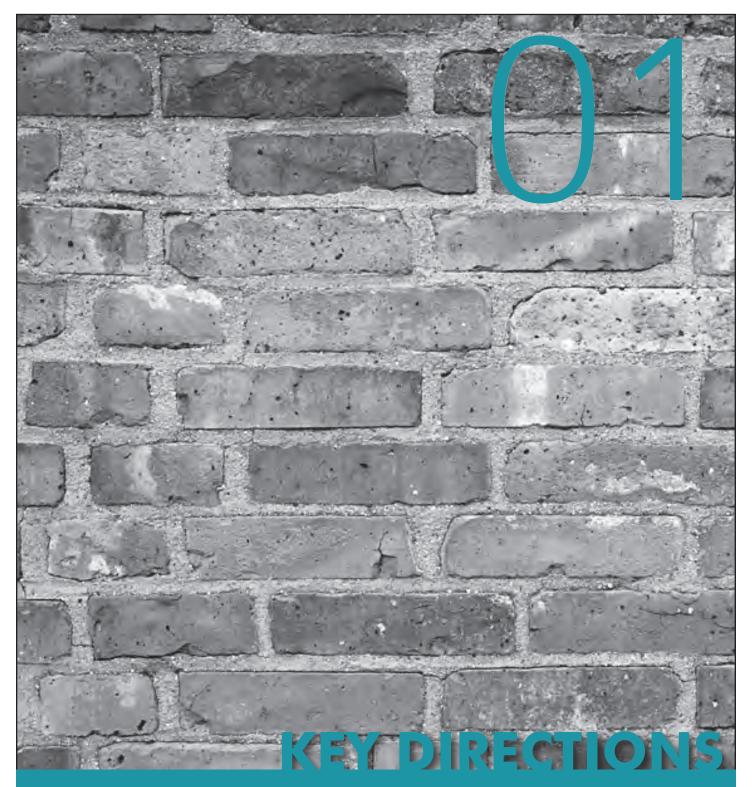


Navasota's population is expected to continue to grow at a rate of approximately 0.98% per year.









Key Directions

- 1. Urban Design for the Present and Future
- 2. Livability
- 3. Mobility
- 4. Parks, Pathways, and Play

Key Directions are a summation of the vision, principles, and policies of Navasota represented in the Comprehensive Plan.

These are aspirational statements that capture themes and values important to city leaders...a 10,000 foot view of interests which weave together to form a plan.





01 KEY DIRECTIONS

Create a sustainable, integrated, and serviceable city with targeted planning and management for economic development and growth.

The use of urban design framework illustrates for policy makers, planners, residents, businesses, and developers the key strategic opportunities and constraints affecting a community in the context of its natural and built features.

This framework is intended to create a common language and shape discussions around intentions and goals while also providing crucial visual information affecting priorities.

One of Navasota's core missions is to attract and retain businesses that will provide opportunity for city residents. A robust and organized plan of action, sustainment, and growth is a magnet for economic activity and talent.



Town Center

The downtown area of Navasota that is the cultural and historical core of the City



Neighborhood Centers

Established neighborhoods with unique character, attributes, challenges, and opportunities



Growth Centers

Areas identified as strategic centers best positioned to capture future residential or business growth



Corridors

Key mobility thoroughfares essential to movement within and through Navasota, each with a unique focus in either fostering economic development along the corridor or ensuring smooth, pleasant, and safe movement for residents

DIRECTIONS Livability



01 KEY DIRECTIONS

Sustain a city that is effective, equitable, and livable.

Livability represents the combination of all the conditions, events, and actions that support and affect a community's quality of life –

- the built and natural environments,
- economic prosperity,
- social equity and stability,

- cultural, recreational and entertainment offerings, and
- education

Navasota has a rich heritage of values and culture that reflect its small-town familiarity while fostering an environment supportive of growth and change.

The people of Navasota represent a variety of backgrounds with a wide array of interests. This is a town where "everyone knows each other" and also welcomes newcomers. Ensuring that the quality of life for residents is pleasant, tranquil, and adaptable to growth is a key mission for the City.

"Will this decision make living in Navasota more pleasant, accessible, unified, safe, and promising while also promoting Navasota as a welcoming destination to guests and new residents?" **I Encourage community development in all City endeavors.** Leaders asking this one simple question for every major project and policy decision can help ensure that the people of Navasota are always front and center in the minds of policy makers.

Maintain an accessible and versatile Town Center. Downtown is the cultural heart of Navasota. Efforts to promote occupancy of historical buildings in and about the downtown area are vital. Use of the plaza areas and public spaces around City Hall along with identification of new parking areas will help foster utilization and attendance of community events.

The City should evaluate methods to abate rail horn noise from passing trains which traverse the downtown area over three dozen times daily. Likewise, reducing truck and pass-through traffic can help transform the Main Street section of Washington Avenue into a pedestrian friendly space and destination spot for travelers.

Support a wide array of cultural and community events. Through community events that highlight the common bond residents share with each other, Navasota enjoys and celebrates a unified heritage. Regular and recurring community events should continue to be a primary focus for City leaders.

Encourage career development and educational opportunities. Partnerships with NISD and higher education institutions can create new opportunities for education. Workforce training programs are in high demand for technical training as well as community college education.



City services must be accessible for residents and scalable for city staff in order to reduce costs and increase overall effectiveness.

Modern, effective city services. City services must always address the most meaningful needs of its residents in a relevant way. Navasota has increasingly focused on services that increase quality of living while reducing service response time. Staffing of departments will be oriented on filling key skill sets rather than raw capacity. For example, police staffing needs are stressed and specialized skills are needed as department demand increases and diversifies. Outsourcing of important, yet expensive in-house capabilities provides the City a force multiplier for managing day-to-day activities.

A digital Navasota is an effective Navasota.

As the City expands, customer service demands increase exponentially. To increase effective service delivery that matches the expectations of modern society while also lowering marginal cost, every opportunity should be taken to increase the capacity for customer service interface between residents and the City via the website www.NavasotaTX.gov. From accessing and paying utility bills to applying for permits, every department should be tasked with increasing its online presence and self-service capacity.

Navasota has undergone a robust effort to digitize its built infrastructure via GIS locating of assets. These endeavors are vital and can be expanded to encompass more assets and services targeting specific delivery groups, policing and EMS, traffic control, or any number of trackable physical assets or services.

Encourage and promote service.

Ongoing commitments to serving the community's most vulnerable residents, its elderly and children, fulfill one of Navasota's key missions. The City can serve a prominent role in identifying populations in need of assistance and create opportunities that link volunteers and the charitable community with these populations. Whether through ride-sharing, food programs, "buddy" systems, tutoring, or any number of other efforts, Navasota exists as an important clearinghouse and match-maker between those in need and those who seek to help.



Improve housing for low-to-moderate income residents. Navasota recognizes that low-tomoderate income residents deal with challenges in quantity and quality of housing. These difficulties range from quantity of affordable housing and multi-family opportunities to stressed and dilapidated structures to neighborhoods located directly in the floodway and floodplains. Rehabilitation credits and incentives can assist property owners in improving stressed homes making them more livable and attractive. The City can have a direct impact on mitigating other effects by participating in federal housing programs and helping to empower the Navasota Housing Authority as a full partner. The private development community can also play a key role in addressing affordable housing through devleopment of much-needed multi-family complexes, garden homes, and a range of single-family options for varied income levels. Finally, aggressive programs aimed at storm and flood water drainage in the CBD, Dove Crossing, Southwest/Camp and Southeast/Freeman's Neighborhood Centers would improve property values and make these neighborhoods buildable again.

Upgrade, expand, and maintain public facilities and infrastructure.

Develop a comprehensive flood and stormwater management program.

Livability is enhanced by infrastructure which helps to protect property from natural risk. Likewise, disparity in affordable housing opportunities are often affected by the legacy of neighborhood development which has often translated into lower income neighborhoods being located in floodways and bound by rail right-ofways which can effectively cut off entire sections of a city from the rest of the community. Regular flooding occurs within the Southwest/Camp, Southeast/Freemans' Town, CBD and Dove Crossing neighborhoods. Navasota can mitigate these historical impacts through an aggressive path of drainage projects that also create green-space, increased economic development potential, and improve mobility.



Improve access to west side through grade separation.

Navasota is a city built around the rail system. While this history provides much the premise for the development of the City since the mid-1800's, it also creates challenges that must be met. With over three dozen trains traversing Navasota daily on two railways, the western portion of the City experiences traffic delays and can be effectively severed from some of its most important services... primarily police and fire.

The most viable long-term solution to meeting emergency services and traffic flow issues on the west side is through construction of a grade separation that allows vehicular access to the Cemetery Hill and Southwest/Camp Neighborhood Centers as well as provide important fire protection for commercial and industrial tenants in the Airport Growth Center and the Industrial Park. The grade separation would be an important improvement with multiple benefits including 1) improved traffic flow 2) increased property values, 3) better insurance rates via lowered ISO ratings, and 4) economic development attractiveness in the Airport Growth Center.

Expand youth recreational opportunities.

Demand for Navasota soccer and baseball fields has grown. Expanding current offerings and identifying low-cost open space areas around the city for new programming will help to address a growing need for aging and limited recreation facilities.

Plan infrastructure for the Growth Centers while keeping ahead of aging

systems. Existing city utilities are generally sufficient and well-regarded by residents. As Navasota grows and ages, natural strains on the existing infrastructure will occur. The need for a new wastewater treatment facility for the southern portion of the City is acute. Primary infrastructure needs to accomodate growth will likely be in areas on the East side of State Highway 6



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Maintain and build safe transportation pathways that foster ease of use regardless of mode while enhancing economic and community development.

Connectivity between Centers is essential to a transportation plan that allows free and safe movement of people within and through Navasota.

Transportation planning around Centers will focus on walkability and bicycle opportunities. As streets are repaved and utilities upgraded, connection to and creation of sidewalk and bicycle lanes are crucial to maintaining the enduring nature of existing neighborhoods. Care should be taken to ensure new sidewalks and bike paths are required in new developments.

Crossroads mean efficient and effective connectivity must be a priority. Navasota is a crossroads city lying on both a significant north-south (SH 6) and east-west (SH 105) corridor. Nearly half of Navasota residents commute for work to points outside of the City while tens of thousands of vehicles traverse Navasota daily. It is important that the connections to main corridors for travel to other communities are easily accessible and also safe for pedestrians and Navasota residents and visitors. It is important to make Navasota easily accessible to travelers, and that primary corridors link to neighborhoods in a way that serves connectivity within the City.







Investment in smart thoroughfares having multiple benefits promotes cost-effective use of public resources, safety, livability, and a robust economy.

Investment in key thoroughfares. Navasota is blessed in its geographic position as a crossroads community; however, this means Navasota has specific challenges unique to such cities, such as the risk of becoming an overlooked bypass between large population centers, congestion from commercial truck traffic, or loss of small-town feel and character. Furthermore, solving these challenges is more

financially difficult for smaller cities. Success for Navasota means finding transportation projects that serve more than mobility concerns alone. Economic development, flood management, congestion relief are examples of needs and goals in a specific Center that can work in concert to increase the viability of a project.

The proposed Spur 515 Extension Study is a prime example of a multi-benefit project that addresses several seemingly disparate challenges while also opening opportunity to key goals across several areas of interest.

Proposed Spur 515 Corridor Extension

Drainage, Economic Development, and Transportation Study Area

Town Center Congestion Relief: The Spur 515 Corridor is a key east-west thoroughfare intended to relieve traffic from the downtown Town Center as a bypass for commercial trucking. However, compliance rates are low and, even with full compliance, heavy truck traffic will transit through the Town Center absent some significant bypass.

Economic Development in the Airport Growth Center: The Airport Growth Center is a key commercial and industrial development opportunity with prime land and space that currently lacks full, unimpeded access to the West Gateway and Spur 515 Corridors.

City Services Challenges: East and west Navasota are split by the presence of two railroad lines which negatively affect development and emergency services response to the Southwest/Camp and Cemetery Hill Neighborhood Centers and the Industrial Park. The most viable long-term solution is

the development of an extension of Spur 515 with a grade separation over the railroad tracks.

Flood and Drainage Management:

Large portions of Southeast/Freeman's Town Neighborhood Center are completely off limits to new construction or significant rehabilitation due its location in the floodway and flood plain. Flooding remains a problem for areas north and south of the Spur 515, including for the Allen White facility of the Navasota Housing Authority.

East-West Thoroughfare: Absent the Washington/105 thoroughfare, Spur 515 represents the only major east-west corridor in Navasota. More importantly, it is not a complete corridor yet is tasked with taking on all SH 105 bypass traffic through a complex and congested series of turns through the Town Center.

Solution: Build extension of Spur 515 west across Business SH 6 and existing RR tracks into the Airport Growth Center connecting to SH 105 just east of August Horst Park. Construct major detention project to improve drainage for the south and eastern parts of Navasota.

Partnerships with government agencies at all levels and collaboration with the development community and other entities allow Navasota to drive its own transportation future.

Proactive engagement with private entities. Public participation and support for the strategic goals of Navasota can help the City successfully navigate controversial and difficult projects that would otherwise perish. By informing and collaborating with stakeholders in an aggressive and consistent manner, the City increases the visibility and viability of projects in a positive way.

Private developers in the Growth Centers are key partners in establishing roads and connections to major arterials in the ETJ. Effective communication of standards, and awareness of planning priorities and strategic goals can assist decision-making at the municipal and developer level that create sustainable choices which link together in a planned growth framework avoiding haphazard development that is too often the hallmark of rapid development in exurban communities.

Empower access to transportation for all residents of Navasota. Senior citizens, some children, and certain other residents of Navasota are often unable to fully access the complete city due to lack of transportation choices. Supporting a full service public transit system is a daunting and expensive task and is only rational once a city reaches a size and span where benefit exceeds costs.

Planning for and establishing a template for public stops in neighborhoods and along key thoroughfares can assist in the visioning for a future system. Likewise, such a template creates a mold for which alternative ridesharing, on-demand ride systems, volunteer network drivers, and other models can be empowered to serve these residents. These notional stops could also be used for shuttle stops during large community events. Local churches, volunteers, and non-profits are key partners for such an endeavor.

By informing and collaborating with stakeholders in an aggressive and consistent manner, the City increases the visibility and viability of projects in a positive way.



Cultivate a city in tune with its natural environment.

Navasota sits near the confluence of the Navasota and Brazos Rivers creating a broad expanse of hilly topography teeming with diverse vegetation and wildlife.



Together, the parks, greenways, and Cedar Creek extending through the heart of Navasota are a template for a connected community in tune with, and respectful of the natural environment.

The fields, forests, waterways, and bottomlands of the area provide ample opportunity for interaction between people and the natural environment. Navasota's existing park infrastructure establishes an important template upon which to build additional experiences for residents and visitors.



Connectivity is more than roads – it is culture, common reasons for gathering in common places, and shared space serving people...community.



Connect neighborhoods with paths and trails to build a more interconnected and healthy community.

Navasota has an abundance of green spaces and natural resources in and around the community. Neighborhoods are generally heavily treed and well-established providing attractive potential for walking and bicycle paths. Linking the neighborhoods and parks of Navasota to one another via a sidewalk, trail, and path network provides an increasingly interconnected people living healthier and tranquil lives.



Expand or build parks and trails on the existing "green" template. Places like Cedar Creek Park and August Horst Park provide green "anchors" in Navasota where residents can gather and enjoy recreational activities. Other smaller parks and pocket parks should be enhanced to create a more cohesive park system linked with trails, expansion of the neighborhood sidewalk system, and other pathways.

Cedar Creek is home to a well-designed path system through portions of Old Town. This pathway should be extended to the southwestern section of the City along with sidewalks out of the neighborhoods to a variety of access points.

August Horst Park optimization and Camp trail. August Horst Park is a park of significant size and import serving the west side of Navasota. However, access to the park is limited to a driveway via SH 105 near the VFW Hall and airport entrance. This constraint minimizes usage and access, particularly limiting all visitors to using automobiles to reach the park. Despite its close proximity to the Southwest/Camp Neighborhood Center, August Horst is also effectively cut off from the residents living closest to it.

Construction of a trail along the city-owned drainage easement south of the neighborhood, with two to three access points in the Southwest/Camp Neighborhood Center would create a direct connection to the neighborhood and provide a walking/biking trail to access the park.

Consider extension of median in front of **La Salle statue.** The La Salle statue on Washington Ave. is a popular historical feature that attracts visitors wishing to take photographs. Extension of the median could create a safe area for visitors to admire the landmark, take photos, and read the historical marker.

Planned use of open space and greenways via right-of-ways, detention areas, and easements create opportunity for city trails and paths in the future.

Participate in the Rails to Trails system.

Navasota's connection with railways and trains is enduring. Union Pacific named Navasota as one of three Train Towns in Texas as part of the railroad's 150th anniversary. The sweeping bends of rail through broad fields and dense forests may seem like barriers to public use, but growing commitments to effective design and partnerships have broken the stereotype that people and railways cannot share space.



The Rails to Trails Conservancy is the leading advocate and resource clearinghouse for integrating rails and public trail systems through risk management strategies, design, and partnerships. Additionally, in 2012 the federal government established the Transportation Alternatives funding mechanism by which communities can access funding for projects which integrate transportation modes and expand choices. Navasota could benefit from aggressive pursuit of such programs in collaboration with local railroads.

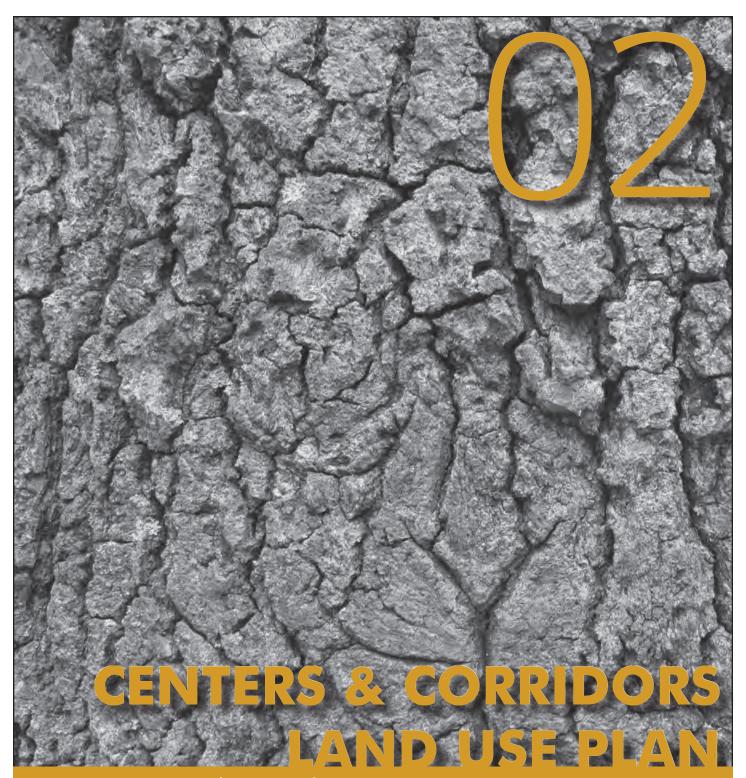
Create greenbelts and trails using easements, detention areas, and cityowned property. Easements and abandoned right-of-way are prime locations for greenbelts and trails. Greenbelts help buffer commercial and industrial land uses or transportation corridors from residential or open space areas. These trail opportunities provide essential community linkage for people and a habitat for flora and fauna. Detention areas are natural locations for trails and multi-use parks.

Build bike paths and trails. Navasota could adapt several major and minor arterials to designated bicycle pathways while erecting the infrastructure to safely blend bicycles and cars on the same roadways. New road development should provide bicycle paths that link neighborhoods and open/park space in a scalable way.

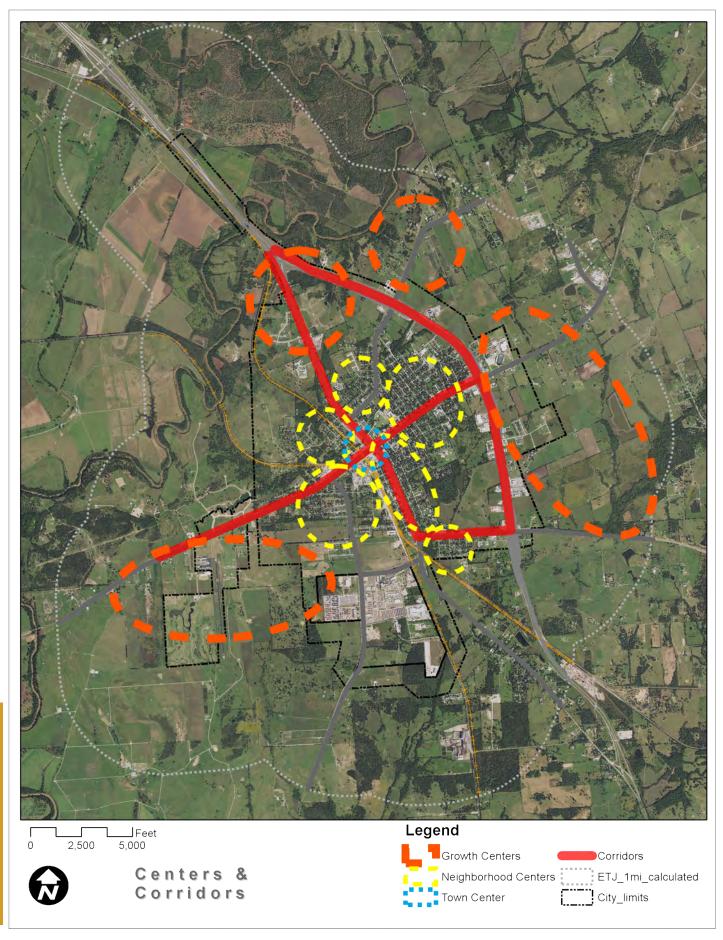
Open access to the Navasota River. Small park or picnic areas in conjunction with canoe/kayak launches into the Navasota River can increase awareness of Navasota as a recreation destination.







Master Map and Legend Town Center Neighborhood Centers Growth Centers Corridors



Vibrant Neighborhood Centers, Responsibly Planned Growth Centers, and Accessible Corridors make Navasota Livable, Sustainable, and Mobile

Centers-urban places consisting of existing neighborhoods or areas strategically selected for growth. Centers are connected largely by Corridors which woven together serve as a framework understanding, planning, and articulating the City's management and growth goals.

Growth Centers are areas strategically targeted for growth within the context of appropriate Land Use classifications. Their purpose is to proactively guide and capture demand within the values and goals of the City in a sustainable way.

Neighborhood Centers are existing neighborhoods where the built environment shares similar character and attributes. They are primarily residential areas served by light retail and commercial enterprises.

The Town Center of Navasota is primarily defined by the commercial downtown area centered on the intersection of LaSalle and Washington and extending for 3-4 blocks in any direction. Navasota Town Center has been the center of commercial activity since the city's founding which continues to this day.

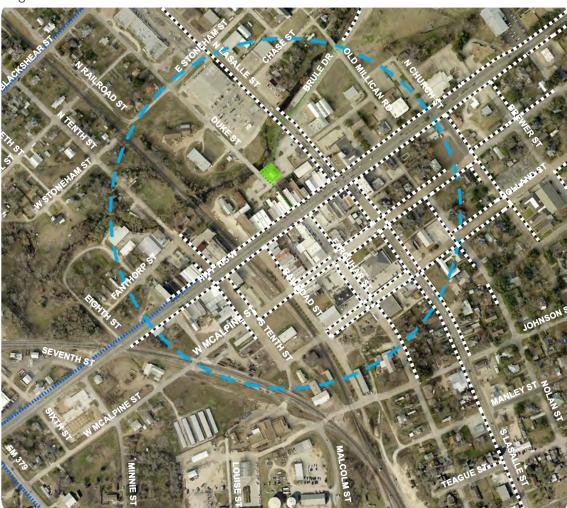
Corridors are mobility and transportation paths between Centers to form an interconnected community and link the City to the rest of the world. They are prime locations for commercial and retail opportunities.

Town Center (Downtown)

The Town Center of Navasota is primarily defined by the commercial downtown area centered on the intersection of La Salle and Washington and extending for 3-4 blocks in any direction. Navasota Town Center has been the center of commercial activity since the city's founding which continues to this day.

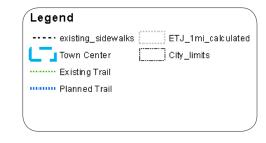
Challenges:

- Mitigating truck traffic impacts at the intersection of La Salle and Washington
- Maintaining historic character and preserving structures
- Increasing walkability
- Parking limitations
- Drainage

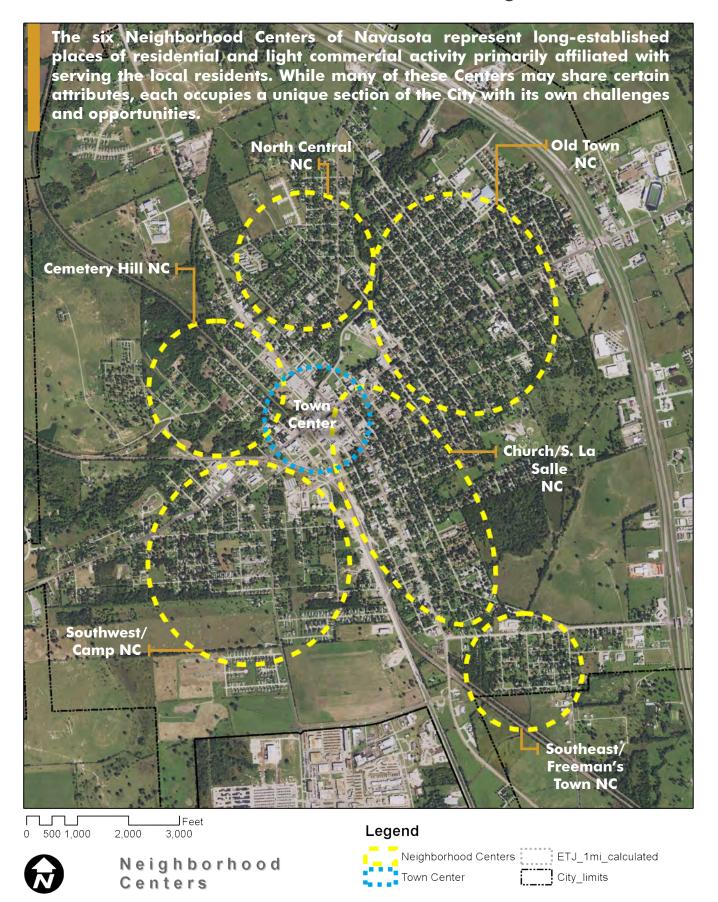


Opportunities:

- Construction of Spur 515 Corridor extension could substantially alleviate truck traffic
- Use of design guidelines and Commercial Development Design Guidelines
- Streetscape improvements
- Identify parking opportunities in open lots
- Wayfinding signage
- Improve drainage



Neighborhood Centers



Southwest/Camp Neighborhood Center

Goals:

- Construct a grade separation (bridge) to allow for vehicle and pedestrian access to neighborhood and Growth Centers west of BNSF and UP railroad tracks.
- Rehabilitation program for renovating homes.
- Build trail to connect to August Horst Park.
- Connect main streets with sidewalk network.
- Pave or resurface heavily-used minor arterials in the Center.
- Improve stormwater drainage issues. May need to be part of a larger city/region wide study.

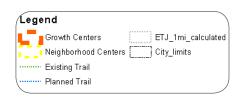
Challenges:

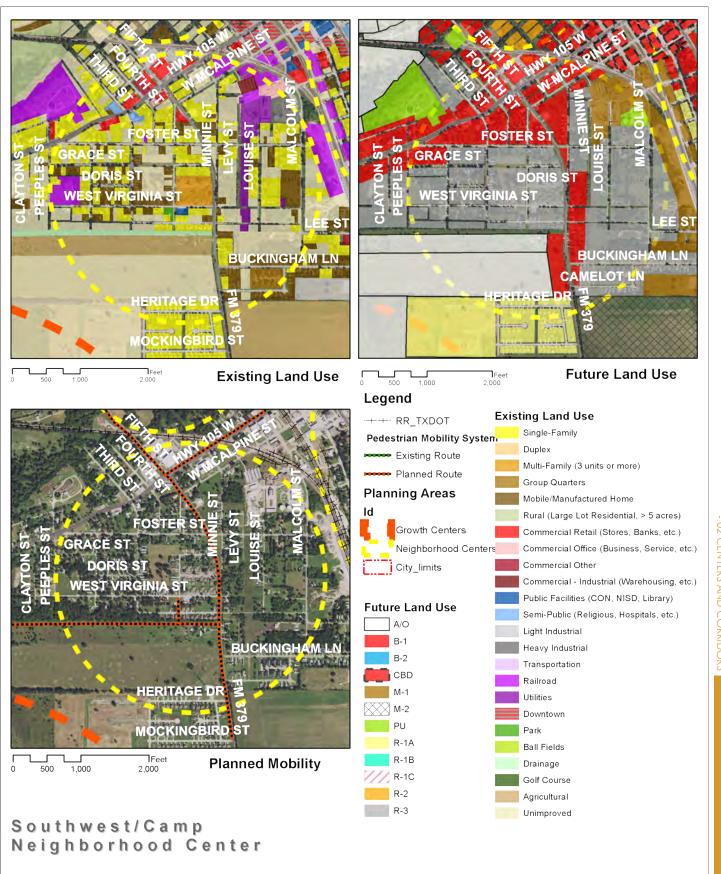
- Emergency services access during train crossings
- Stressed housing
- Connectivity to parks and green space
- Limited walkability
- Unpaved and deteriorating roads
- Stormwater drainage



Significant Projects:

- Build trail to August Horst Park parallel to Roosevelt St. using the ROW extensions at Peeples, Ella, and Wright streets as access points.
- Grade separation across railroad tracks.
- Drainage improvements.
- Development of Miller Park





Southeast/Freeman's Neighborhood Center

Goals:

- Detention area construction; improved drainage
- Rehabilitation program for renovating homes
- Pave or resurface most heavily used minor arterials in the Center

Challenges:

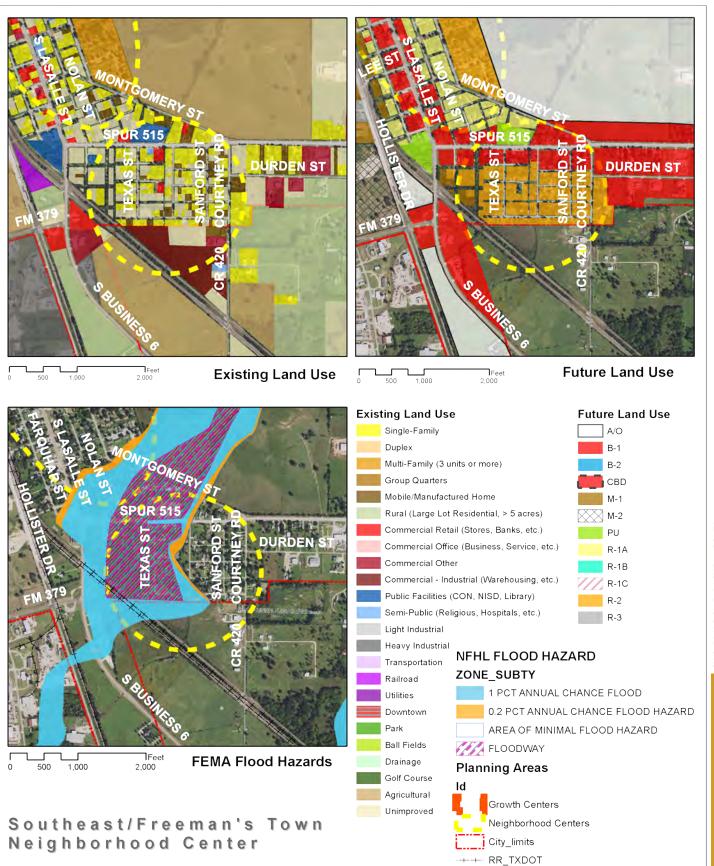
- Drainage Location in floodplain
- Stressed housing
- Connectivity to parks and green space
- Unpaved or deteriorating Roads



Significant Projects:

- This Center should be studied within the context of the proposed Spur 515 extension to the west into the Airport Growth Center. Transportation needs, economic development potential, and drainage problems are substantial and have substantive potential impact on this Neighborhood Center
- Floodplain mitigation

Legend	
existing_sidewalks streets_dissolved Neighborhood Centers	ETJ_1mi_calculated



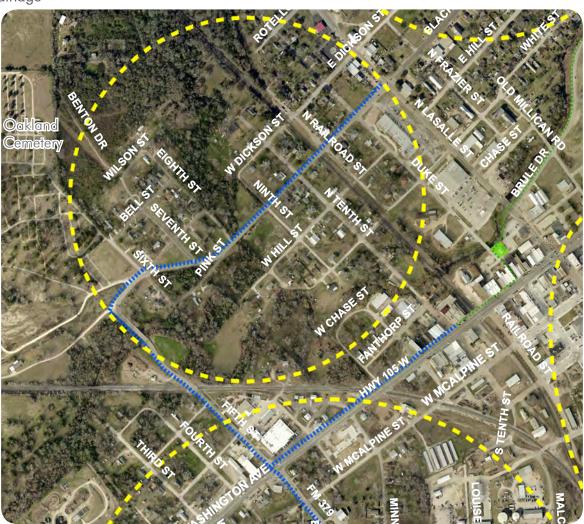
Cemetery Hill Neighborhood Center

Challenges:

- Emergency services access during train crossings
- Stressed housing
- Inappropriate mix of residential/ commercial structures
- Lack of parks
- Unpaved and deteriorating roads
- Lack of pedestrian facilities
- Drainage

Goals:

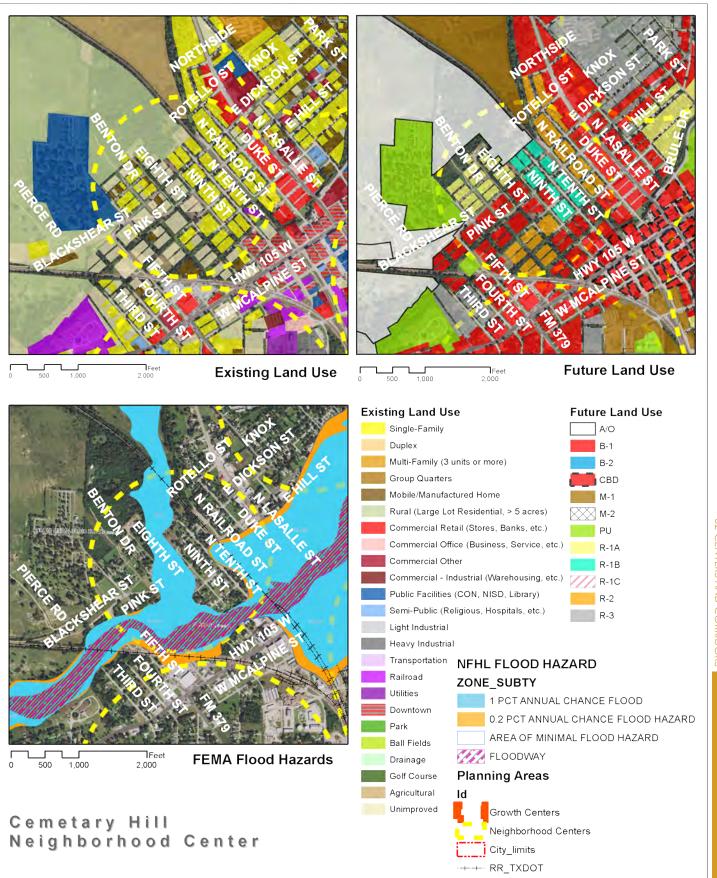
- Construct grade separation across railroad to serve this neighborhood, Southwest/Camp NC, and Airport GC west of BNSF and UP Rail tracks
- Rehabilitation program for renovating homes
- Construction of pocket park
- Pave or resurface most heavily used minor arterials in the Center



Significant Projects:

- Construction of grade separation over the railway crossing at Spur 515 to service areas west of railroads (referenced in Southwest/ Camp NC and Airport GC)
- Improve pedestrian mobility
- Improve drainage





North Central Neighborhood Center

Goals:

- Rehabilitation program for renovating homes
- Construction of sidewalks as streets are repaired or repayed

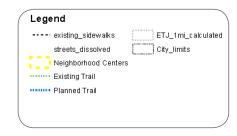
Challenges:

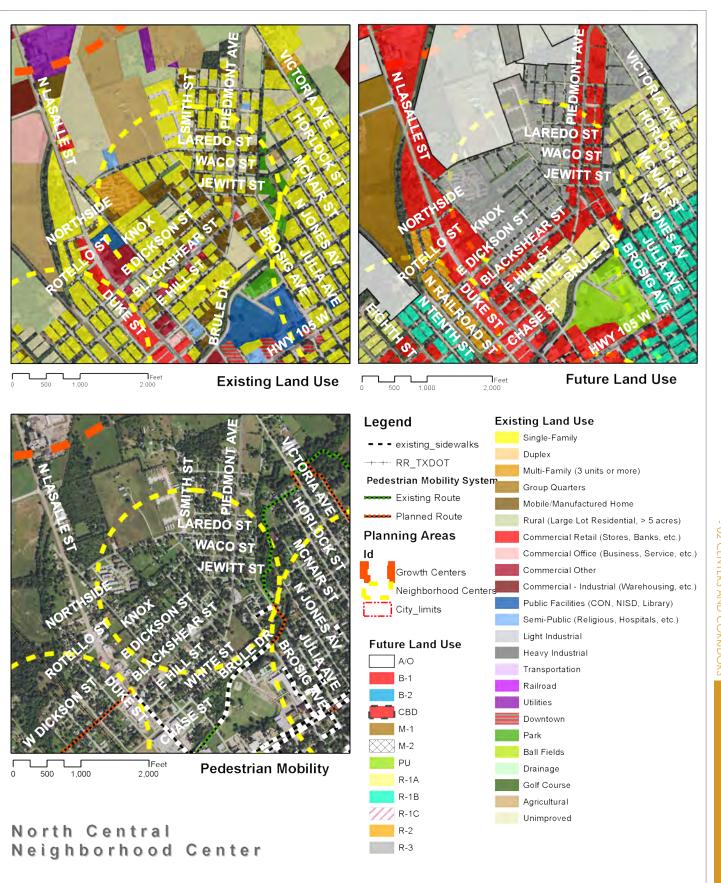
- Stressed housing
- Sidewalk connectivity
- Lack of bicycle paths
- Drainage



Significant Project:

- Sidewalk interconnectivity
- Improve drainage





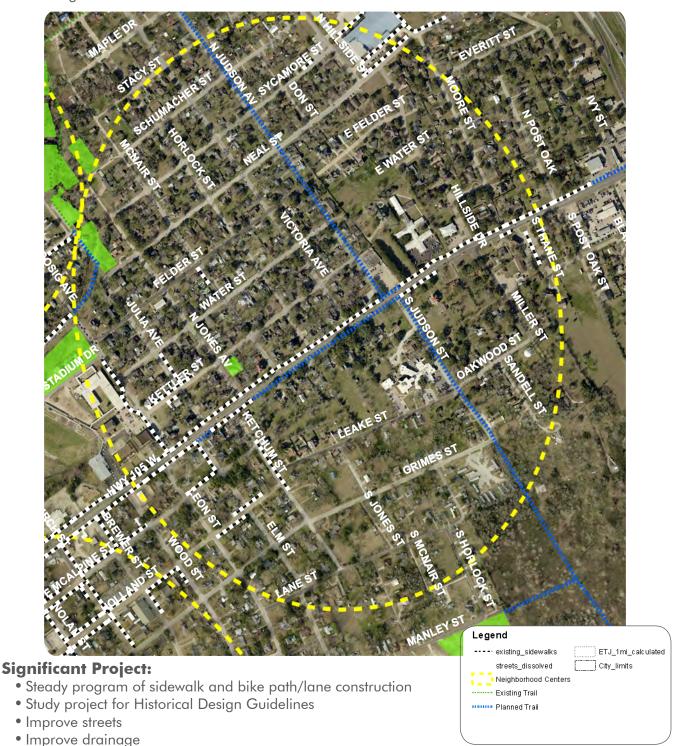
Old Town Neighborhood Center

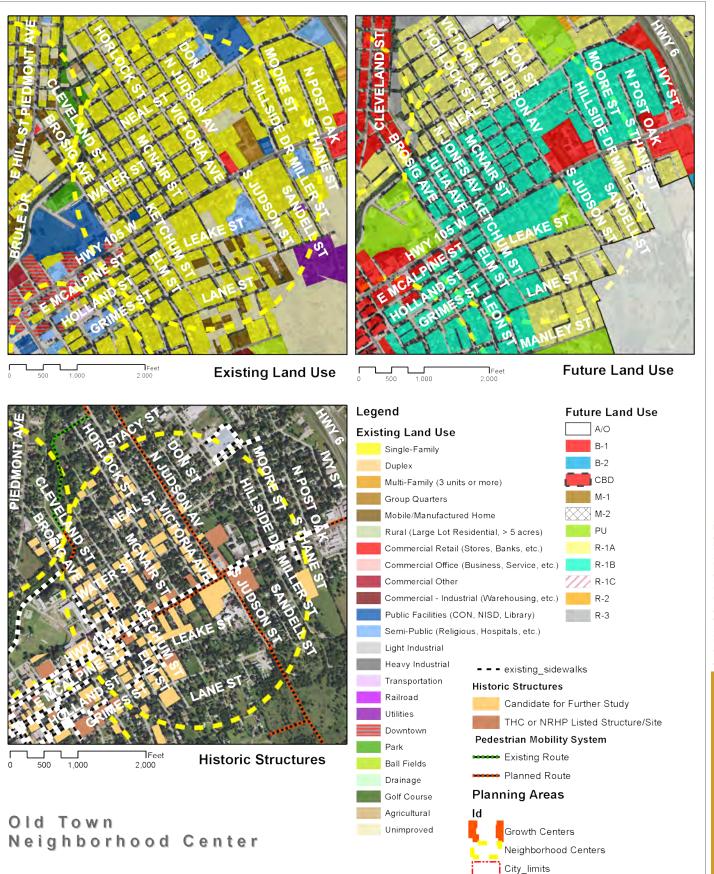
Challenges:

- Walkability and bicycle opportunities
- Sidewalk Connectivity
- Maintain historic nature of neighborhood
- Street conditions
- Drainage

Goals:

- Construct new sidewalks
- Establish bike lanes along minor arterials where feasible
- Ensure vegetation remains cut back for visibility at intersections
- Use of design guidelines for historic preservation





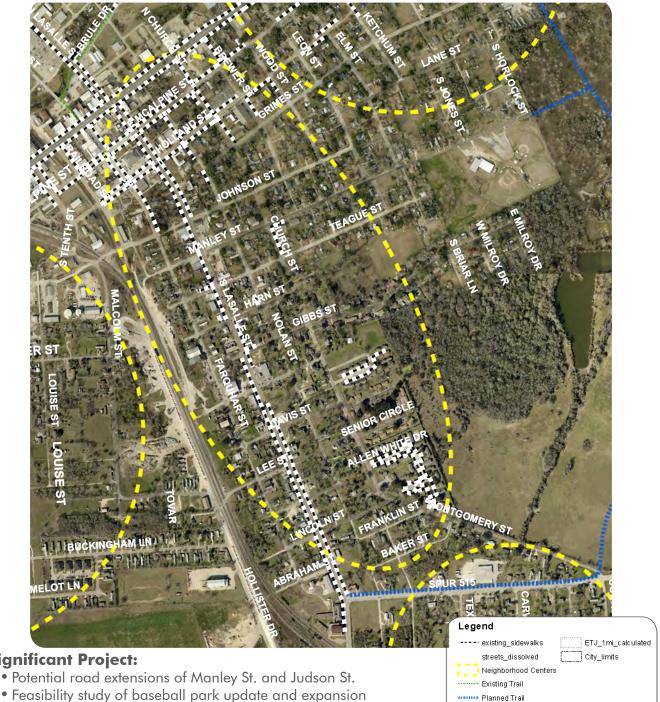
Church/S. La Salle Neighborhood Center

Challenges:

- Walkability and bicycle opportunities
- Sidewalk Connectivity
- Maintain historic nature of neighborhood
- Some minor arterials are in poor condition
- Drainage

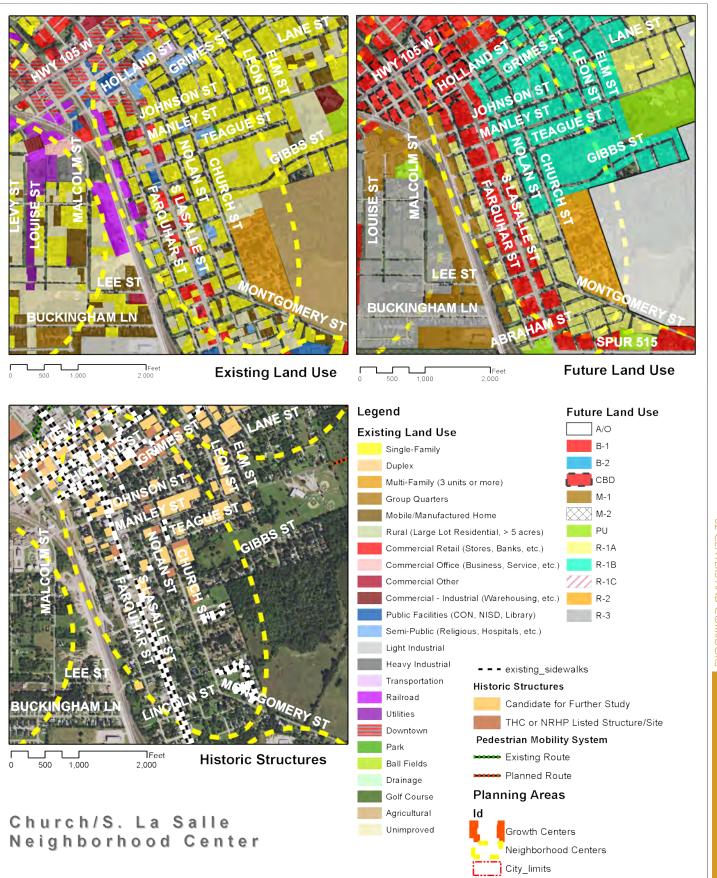
Goals:

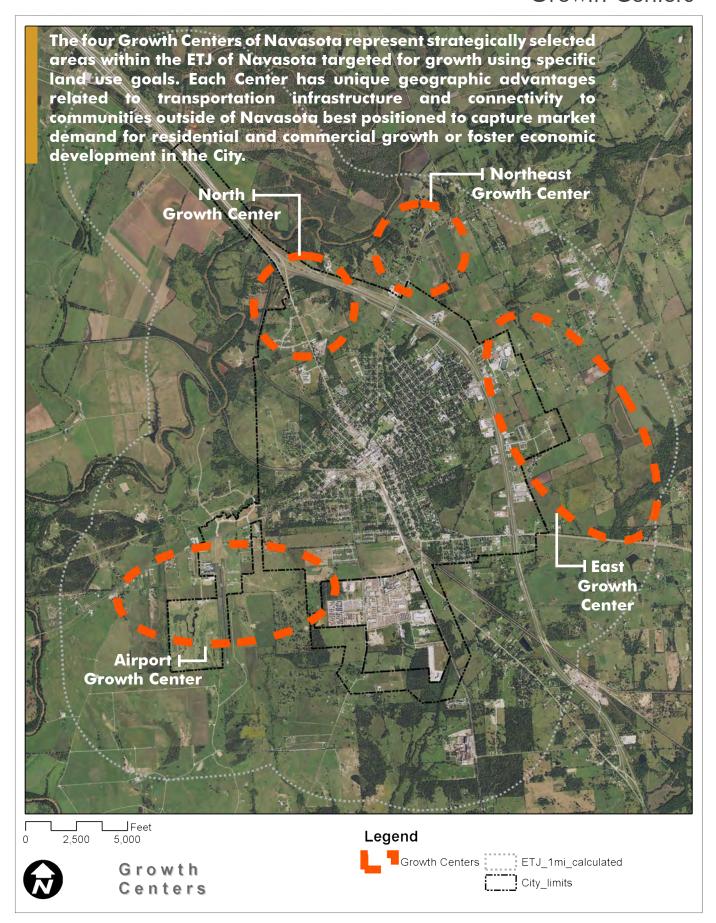
- Construct new sidewalks
- Establish bike lanes along minor arterials where feasible
- Ensure vegetation remains cut back for visibility at intersections
- Use of design guidelines for historic preservation
- Update/expand baseball park on southeast side of neighborhood



Significant Project:

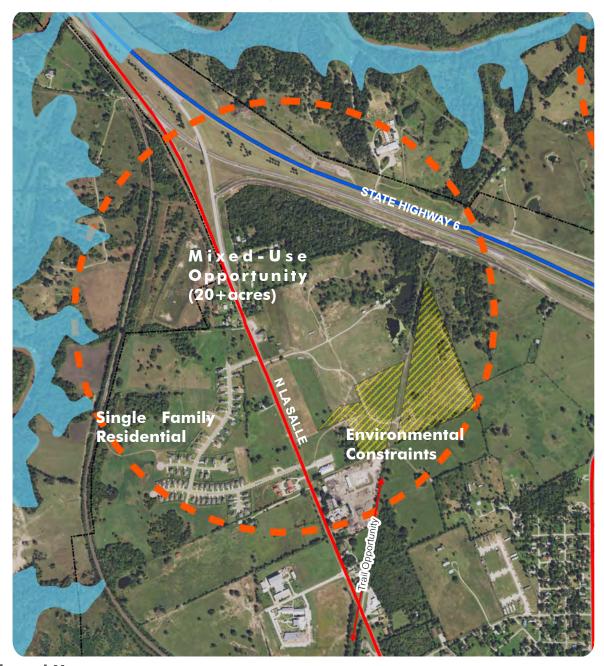
- Improve streets
- Improve drainage



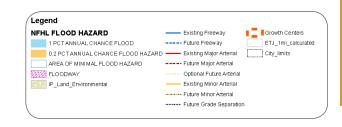


Premise:

- Unimpeded connectivity to SH 6
- Ease of access to/from Bryan/College Station
- Attractive land and space for variety of uses
- Sits on Navasota's main North-South arterial, Business SH 6/LaSalle



- Prime location for mixed-use master planned development
- Park or Greenspace
- Targeting mid-level hotel brands, franchised restaurant and entertainment venues
- Single family residential

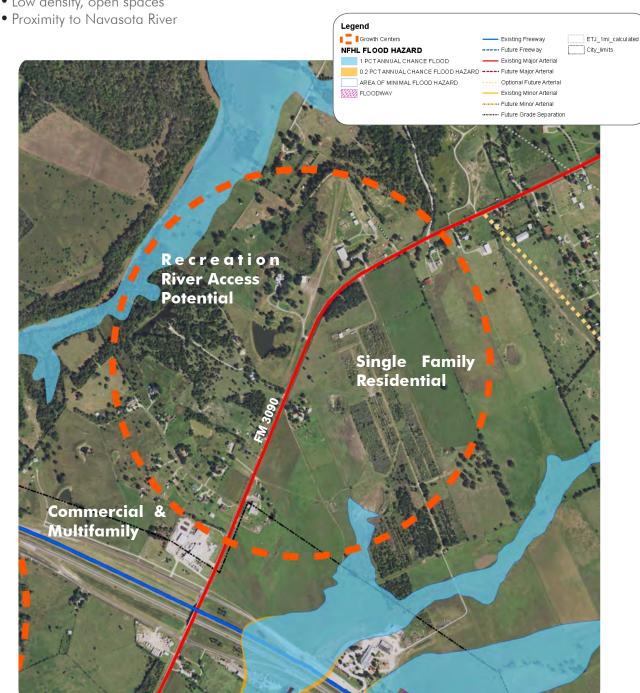


Northeast Growth Center

Premise:

- Unimpeded connectivity to SH 6 via FM 3090
- Highly proximate to Bryan/College Station
- FM 3090 is a key arterial into downtown Navasota

• Low density, open spaces

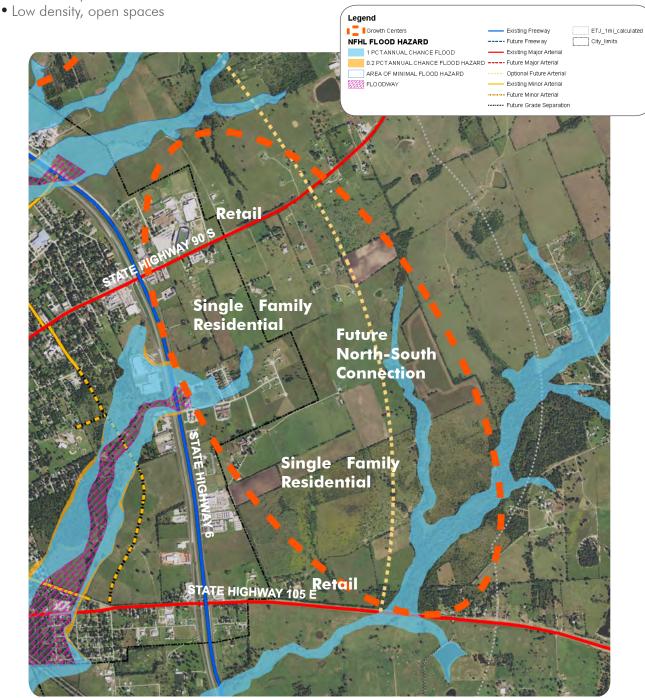


- Mix of single and multi-family housing units
- Park space and/or boat ramp on Navasota River
- Targeting new subdivision and apartment builders, light commercial to support residential growth

East Growth Center

Premise:

- Unimpeded connectivity to SH 6 via SH 90 and SH 105
- Proximity to both the major north-south and easterly routes to other communities

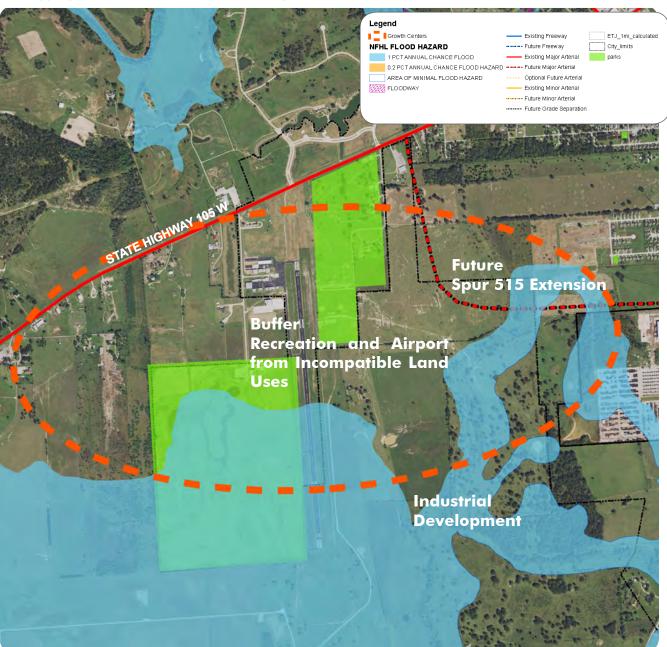


- Primarily single-family units in subdivision form with light mix of multi-family housing units
- Use detention areas for recreation purposes
- Potential need for north-south parkway arterial linking FM 3090 to SH 90 then to SH 105 depending on rate of growth
- Retail along major thoroughfares
- Business/Professional office area

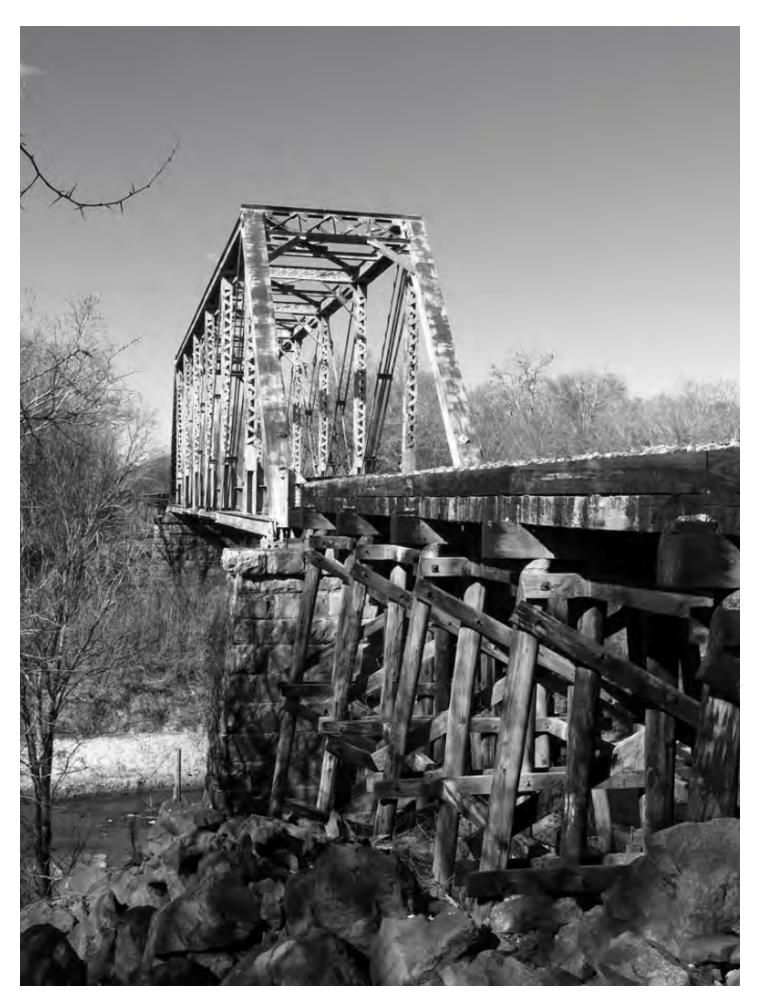
Airport Growth Center

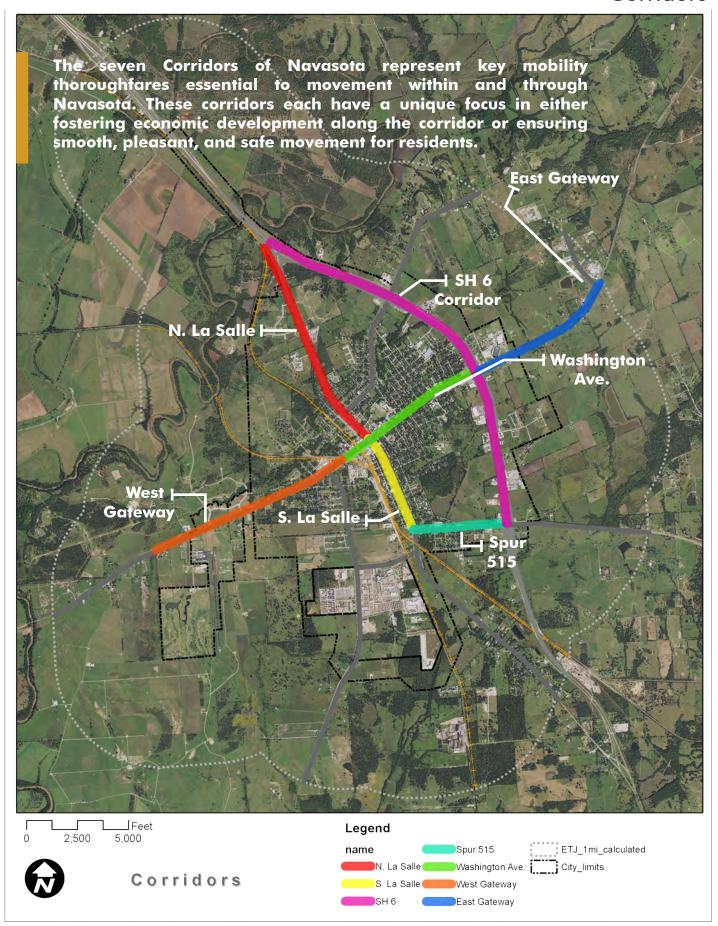
Premise:

- The Airport and existing industrial park to the west of SH Business 6 is prime developable space
- Proximity to the western route of SH 105 and linkage to the Spur 515 Corridor
- Low density, open spaces
- Appropriate for mixed-use and medical specialties



- Industrial development
- Need for extension of Spur 515 Corridor to the west to connect to SH 105 on west side of City –such a move would substantially increase development opportunities while improving transportation
- Consider a green space buffer on the eastern boundary of the airport between any other industrial development east in the Center





West Gateway Corridor

This Corridor consists of SH 105 on the west side of Navasota near the airport to the west end of Navasota Town Center.

- Potential tie-in to Spur 515 extension that would alleviate truck traffic on this Corridor.
- Commercial and industrial land uses with potential to become a genuinely mixed-use Corridor help optimize the development potential of the Airport Growth Center.
- Wayfinding opportunity exists to divert trucks to designated route supporting a walkable environment.

East Gateway Corridor

This Corridor is a key connection to Huntsville, Anderson and the rest of Grimes County. Significant growth is expected to occur in this area.

- Suitable for light commercial, primarily retail.
- Future residential neighborhoods.
- Currently underdeveloped.

N. La Salle Corridor

This corridor provides a route through the northern area of the City and provides a mix of retail and other important services for residents.

- Commercial land uses.
- In close proximity to four of six Neighborhood Centers.
- Provides critical access to Bryan-College Station.
- Serves as an opportunity to implement access management.

S. La Salle/Business SH 6 Corridor

This is the southern gateway through Navasota and provides a linkage between Spur 515 and Washington Avenue.

- Residential and commercial land uses.
- Well-Defined designated truck route for large freight traffic south to Route 379.
- Connects three Neighborhood Centers.
- Diminished safety for pedestrians and vehicles.
- Walkability and linkage of downtown to the Old Town and Church/S. La Salle NCs.

Spur 515 Corridor

This Corridor provides a reportant east-west connection, beginning at the intersection of SH 105/SH 6 and tying into Business SH 6/S. La Salle in the southeast area of the City.

- Well-suited to support commercial and industrial land uses.
- A possible extension to the Airport Growth Center with a grade separation across the railroad tracks is important for emergency services access and traffic alleviation.
- Stormwater drainage issues in this area must be addressed.

Washington Avenue Corridor

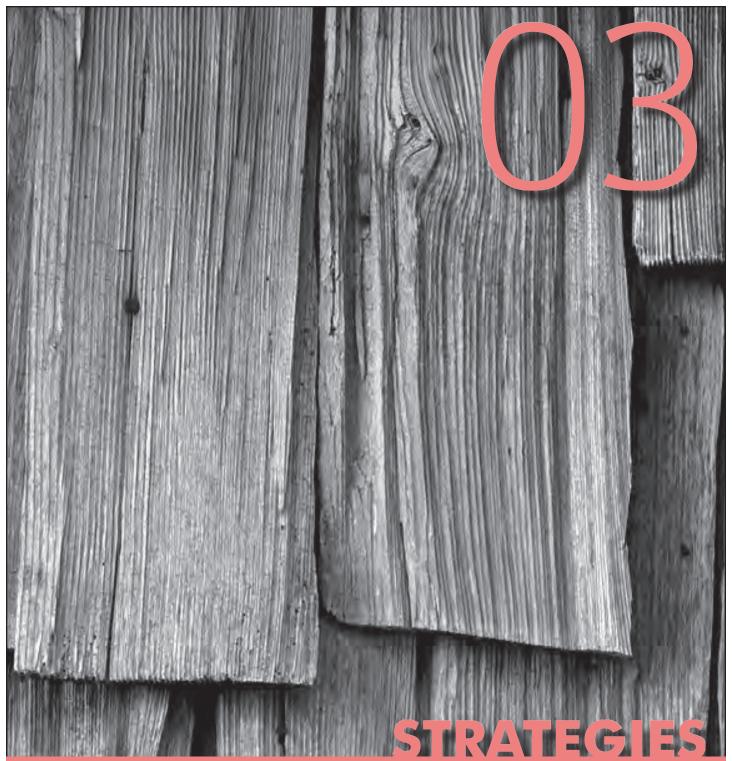
This is Navasota's primary east-west rolling and provides an assortment of antique shops and abutting historic houses in the Town Center.

- Commercial and residential land uses.
- The presence of high traffic counts along this Corridor and trucks bypassing the City through this roadway creates a safety challenge to pedestrians and vehicles.
- The presence of onstreet parking helps draw attention to the character of this Corridor through the downtown area.

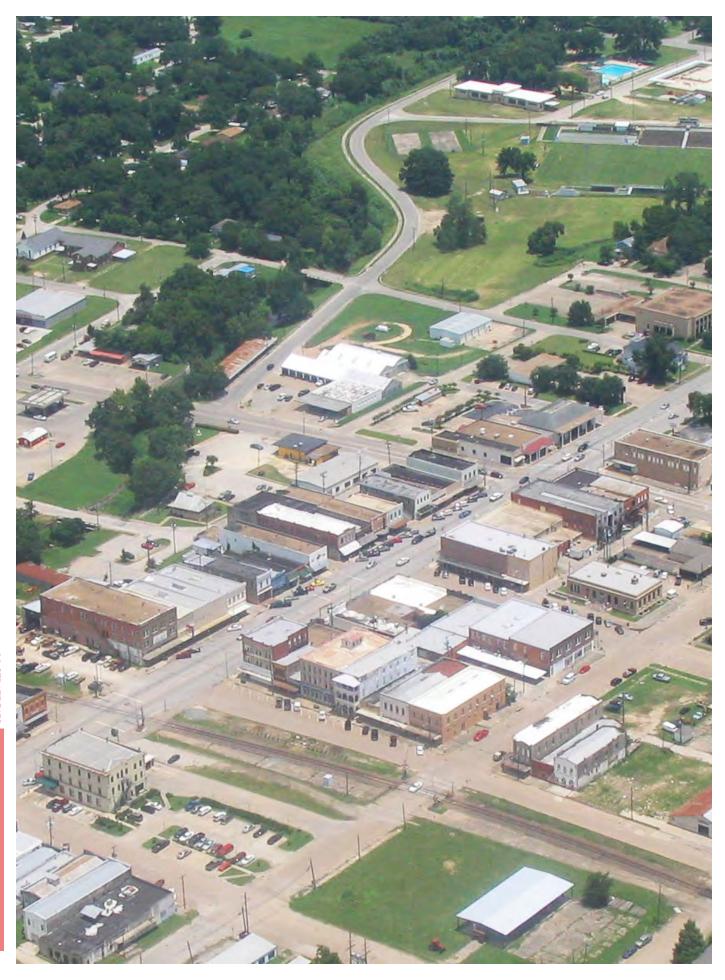
SH 6 Corridor

This is Navasota's rainary north-south roadway and provides a critical linkage to Houston and Bryan-College Station.

- Commercial land uses.
- New feeder road and u-turns should accommodate further commercial development.
- Provides challenge to be developed at scale and character compatible to the rest of community.



Growth Management
Economic Development
Public Assets and Services
Transportation
Housing and Residential
Heritage
Public Spaces and Natural
Resources



Purpose

The principles and policies discussed in this chapter communicate the City's intent and desire to:

- Communicate a proactive and coherent strategic approach to growth.
- Serve the needs of all Navasota's citizens and businesses through conscious planning that reinforces the whole community.
- Encourage economic diversity and sustainable growth.
- Use Growth Centers, Corridors, Neighborhood Centers, and Commercial Districts as framing tools for geographic context in growth and planning.

Background

Land Use Plans serve as the primary tool for communicating the growth management goals and strategy of Navasota. The role of Land Use Plans is inherently and legally limited to use for the planning and communication of strategic growth goals of cities. It is important that they not be confused with zoning maps and associated supporting ordinances which provide both property owners and the City statutory rights and privileges as to specific use on specific land parcels.

Zoning ordinances and maps exist as the primary policy tool for ensuring development and construction are congruent with the goals of the City. On the other hand, the Land Use Plan is a planning and policy document intended to guide the City in the adoption of zoning policy and review and approval of individual rezoning decisions. To the extent that land use plans are incongruent with existing zoning ordinances, a city must decide whether to modify land use goals or modify zoning ordinances.

The Land Use Plan developed for this document is the result of input and collaboration with the public, city staff, Planning and Zoning Commission, and the political leadership of Navasota. The use of Place Types in the context of Centers, Districts, and Corridors provides a contextual and easy-to-read guide for primary and secondary land uses.

Growth Centers – Areas within the City's boundaries and ETJ that are positioned for development. Four areas have been identified as Growth Centers:

North GC – Encompasses an area at the intersection of SH 6 and Business 6, just south of the Navasota River. Its close proximity to Bryan-College Station, multiple points of access and the amount of undeveloped land in the area, makes it prime for development opportunities both residentially and commercially.

The North GC is ideally suited for mixed-used master planned development with multi-family and small single-family condo/loft living surrounded by light commercial and retail of mid-level hotel brands, franchised restaurant, and entertainment venues. Alternatively, single-family homes and light commercial could be continued in the pattern of development currently seen. Growth in Navasota is expected to occur the most in the north and northeast sectors of the community.

Northeast GC - Encompasses an area east of the intersection of SH 6 and FM 3090. This area is characterized by multiple points of access and undeveloped land. The presence of a major thoroughfare in the form of FM 3090 provides important north-south linkage from this Center northeast of SH 6 into the downtown portions of Navasota.

Ideally, the Northeast GC could capture a wide mix of single and multi-family housing units. Park and green space should be considered as adequate land becomes available in the northeast section of the Center along the Navasota River.

East GC - Encompasses an area just south of the intersection of SH 6 and SH 90 and including an area at the intersection of SH 6 and Dove Crossing Lane all the way south of SH 105. The probable development of the new Wal-Mart Supercenter will play a major role in the growth of this part of the community. Also likely to play a role in the growth and development of this area will be its proximity to the proposed SH 249 toll road extension into Grimes County. Likewise, its adjacency to the Hwy 6 Corridor will have a significant impact on both demand for housing and in supporting the commercial markets of the Corridor.

High-density, single-family homes with limited multi-family units specifically along SH 90 and SH 105 with commercial and big-box retail are the ideal fit for this Center.

Airport GC - Encompasses the airport grounds, as well as adjacent land in the ETJ to the west and the area to the east up to FM 379/1227. The Navasota Municipal Airport is a unique and significant regional asset. The development of support industries, such as hangars and aviation repair is highly realistic. City staff have expressed interest in this Center, specifically the airport, as a distribution and logistics center for medical specialties as the airport continues to grow. The expansion of these uses will have the potential for conflict with any nearby residential areas. Stakeholder input has indicated a desire to attract high-quality development in the Airport GC that maintains the attractiveness of the area and adds to the economy. Mixed-use style of development may work well here.

Likewise, the presence of an existing industrial park to the east of this Center underpins a logical extension of industrial land use classification for land in the Center. The construction of a new roadway via an extension of Spur 515 intersecting with SH 105 to the west of the downtown area near the park would serve an essential role in furthering the development of this Center as well as provide much needed relief of freight truck movement through the downtown area.

Corridors – Areas along major thoroughfares that have significant transportation and economic development impact for the City. Seven Corridors have been identified for Navasota:

N. La Salle Corridor – La Salle Street running north from the intersection of Washington Avenue downtown. Serves as primary ingress and egress of residents and pass through commuter traffic who travel to College Station or other points north each day. Provides a mix of highly utilized services and retail stores vital to Navasota residents, including Brookshire Brothers grocery, which is one of the few grocery stores in the City, and is in close proximity to four of the six Neighborhood Centers. Commercial sustainability and ease of movement is the primary goal for this corridor.

Improving traffic management along this corridor can help alleviate frequent backups which delay movement and increase the risk for vehicular and pedestrian accidents. This will become increasingly important as Navasota grows.

Growth Management

S. La Salle/Business SH 6 Corridor – This southern gateway links into both Business SH 6 and Spur 515 before intersecting with Washington Avenue in downtown.

Spur 515 Corridor - One of the relatively few east-west thoroughfares in Navasota existing as the physical "continuation" of SH 105 and intersecting with Business SH6/S. La Salle. This corridor provides a southern gateway for traffic coming from the east on SH 105 into or through Navasota. Serves as the east-west portion of the truck route around downtown which ties into SH 105 and SH 6.

Some commercial and industrial development is possible along this corridor, particularly if the Airport Growth Center were to be fully optimized with a new roadway extending Spur 515 west and north to SH 105 west of downtown. The corridor is a prime candidate for a grade separation over the railroad tracks.

West Gateway Corridor – Consists of SH 105 on the west side of Navasota near the airport to the west end of the downtown business district. This Corridor provides singular access to the airport and is the gateway into downtown Navasota from the west. It is also where any extension of Spur 515 would tie into SH 105. Commercial and industrial opportunities abound and should closely tie into efforts to further optimize the Airport Growth Center. Additionally, wayfinding to cultural landmarks should begin in this Corridor to create a sense of "arrival" in the community. Enhanced wayfinding would also serve to alert trucks bypassing Navasota as to the proper route on La Salle/Business SH 6.

Washington Avenue Corridor – The primary artery running east-west in Navasota extending from the west end of downtown to SH 6 on the east side of the City. This heavily traveled major roadway experiences the majority of and most diverse traffic in all of Navasota.

The most important enhancements of this corridor revolve around speed and lane management for increased safety. Installation of improved sidewalks, crosswalks, and bicycle lanes can also serve to link eastern Navasota and the high school to downtown while furthering safety, mobility, and aesthetics. Walkability and linkage of downtown to the Old Town and Church/S. La Salle Neighborhood Centers are crucial goals.

SH 6 Corridor – The primary highway running north-south around the east side of Navasota linking Houston to Bryan/College Station and other metropolitan areas to the north, this Corridor by far has the greatest potential for new commercial development. It is critical that this corridor is developed with respect to the scale and character of the community.

East Gateway Corridor– Consists State Highway 90 running east from State Highway 6 towards Huntsville, Anderson and other areas of Grimes County. The area is expected to see significant growth and development in the future.

ANNEXATION PLAN

As a home-rule municipality, Navasota has the legal authority to unilaterally incorporate an area contiguous to its existing city limits boundary and within its ETJ. A primary duty of the Navasota Planning and Zoning Commission is to assist in the annexation process (see City Code, Article 1.04, Section 1.04.033). The annexation of unincorporated lands is an important strategy for Navasota to control surrounding land uses for the purposes of ensuring compatible standards to those within the city limits. Prior to annexation, the City Council will need to adopt a policy that supports a framework for staff to study priority areas and bring forward a recommendation to the City Council. The following are a series of policies designed to provide more specific guidance for making annexation decisions, to be more proactive in identifying annexation areas and to promote more meaningful citizen participation during the annexation process.

Annexation Policy 1 - Support an Annual Program.

This program identifies areas that staff wishes to consider for annexation during a 3-5 year period. It expresses the staff's intent to consider specific areas for annexation, but is not legally binding. Inclusion of an area in the program does not obligate Navasota to annex that area and vice versa. The program will follow calendar years and begin on January 1 and conclude on December 31. This establishes a good process for properties to be added to the tax rolls and allows for the proper hearings and public notification process to occur.

Annexation Policy 2 - Define Criteria.

The following criteria will be followed closely by staff and City Council in the annexation process, prioritizing properties that are: voluntary, currently limited purpose, under a development agreement and have lost their agricultural tax valuation due to planned development/preliminary plat submittal or have expired/not renewed, already receiving one or more services from the city (within Navasota's Certificate of Convenience and Necessity) and those preventing the City from further annexation. Annexation Development Agreements, as permitted by Texas Local Government Code, allow the City to take a pro-active approach to annexation of land that is changing from an undeveloped state to a developed, higher-value state. This process allows the City to capture added tax value upon change of land use and to plan for needed infrastructure.

Annexation Policy 3 - Support a Standardized Process.

Staff will conduct a preliminary feasibility report and presentation to Council. Council will direct staff to either proceed with annexation or to table the annexation report until the following year. If Council directs the staff to move forward with annexation proceedings, staff will establish a timeline that includes public agency notifications and public hearings. While the state does not mandate certified notifications, it is highly recommended as an appropriate tracking tool. Once Council adopts the annexation ordinance, transition to city services will require further coordination and notification to existing service providers in the affected area.

2015-2016 Annexation Program

Before creating a 3-5 year annexation plan, the following steps are recommended for staff during the first year of program creation. The actions resulting from a first year of programming will be the basis for a formal plan that subsequently allows for the prioritization of annexations during a 3-5 year timeframe. The overall strategy is to identify areas where growth is likely to occur and the provision of municipal services is feasible.

Years 1 to 2

- Adopt formal annexation policy and process.
- Develop a master list of AG EXEMPT properties contiguous to existing city limits boundary and enter into development agreements* with property owners.
- Develop a formal list of areas currently under one or more city service and develop a feasibility report for each corresponding area.
- Continue to expand Navasota's Certificate of Convenience and Necessity in areas programmed for possible annexation.

Years 3 to 5

- Program the annexations approved by Council in order of priority.
- Continues to follow an annual program that repeats the Year 1 to 2 process.

* H.B. 1472 - Annexation Development Agreements

What is a development agreement?

Subchapter G of Chapter 212 of the Texas Local Government Code, which was enacted 2003, allows any city (other than the City of Houston) to enter into a written contract with an owner of land in city's extraterritorial jurisdiction to: (1) guarantee the land's immunity from annexation for a period of up to fifteen years; (2) extend certain aspects of the city's land use and environmental authority over the land; (3) authorize enforcement of land use regulations other than those that apply within the city; (4) provide for infrastructure for the land; and (5) provide for the annexation of the land as a whole or in parts and to provide for the terms of annexation, if annexation is agreed to by the parties. TEX. LOC. GOV'T CODE § 212.172.

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High Quality, Responsible Development

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Growth Management Policy 4

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Growth Centers

Corridors
Zoning Conformity to Land Use Plan

Community-Oriented Development

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Principles

Growth Management Principle 1 - High Quality, Responsible Development

Navasota will effectively accommodate growth within the context of a proactive framework of Growth Centers, Corridors, and Districts that encompass deliberately focused and meaningful land use classifications matching the City's growth goals.

Growth Management Principle 2 - Community-Oriented Development

Navasota will develop and grow in a manner consistent with high livability standards that engender community cohesiveness, mobility, tranquility, and walkability, economic vitality for all, and strives to link all parts of the City together in a common purpose and fabric.

Growth Management Principle 3 - Preservation of Open Space

Navasota believes preservation and utilization of open and public space to be an essential element of growth management that accrues to the enjoyment, safety, well-being, and tranquility of the community.

Growth Management Principle 4 - Sensible and Managed Annexation

Navasota will use phased annexation that encourages efficient and managed growth effectively linked to the deliverability of public infrastructure and services.



Policies

High-Quality, Responsible Development

Navasota is geographically positioned to absorb significant growth relative to its size. Other communities who have experienced sudden and unplanned growth spend years and significant portions of their budget simply playing catch-up with the consequences of unmanaged growth. Navasota seeks to use proactive policy and strategic planning to capture market demand in a way that respects the values and traditions of the City and ensures it can effectively deliver services to existing and new residents at the highest possible standards.

Growth Management Policy 1New Development Consistent with Existing Land Use

Where practical, promote development on undeveloped and vacant properties within the City Limits that conforms to zoning that is congruent with the Land Use Plan.

Growth Management Policy 2 Growth Centers.

Growth Centers are the framework intended to communicate new development areas and opportunities to staff and the development community. They are associated with specific Land Use classifications that are strategically associated with new construction goals intended by the City.

Growth Management Policy 3 *Corridors.*

Corridors are major mobility routes that connect the Centers of the City together and provide linkage to the outside world. They are primarily used for transportation planning and frontage of commercial/industrial planning Land Uses.

Growth Management Policy 4 Zoning Conformity to Land Use Plan.

Revise and adopt zoning and planning policies which create a contiguous pattern of land uses consistent with the Land Use Plan.

Community-Oriented Development

Navasota's residents are its lifeblood and first priority. All development meant to serve new residents cannot come at the expense of existing residents or negatively impact the City's ability to serve its new inhabitants. As such, Navasota strives to use growth as an opportunity to make the community stronger and more harmonious through design and deliberate frameworks that ensure land uses are not incongruent with other goals important to the people of Navasota.

Growth Management Policy 5 *Incompatible Land Uses.*

Identify incompatible land uses and take steps to render them to the Land Use Plan.

Growth Management Policy 6 *Buffering Requirements.*

Evaluate buffering requirements in zoning and subdivision ordinances and adopt a policy for buffer zones.

Growth Management

Growth Management Policy 7 Site and Building Design Guidelines.

Site planning for subdivisions will promote mobility, pedestrian and traffic safety, and community in the context of place via site and building design guidelines. Site and subdivision guidelines should guide developers with flexibility and innovation while clearly communicating those plans and designs that are in conflict with the desires of the City.

Navasota will honor its historical heritage and character of the Neighborhood Centers and downtown by ensuring infill housing, rehabilitation, and new construction are informed by design guidelines oriented around character preservation and community.

Growth Management Policy 8 Walkability.

Walkability and non-vehicular mobility will be encouraged and enforced through policies that promote and require sidewalks, crosswalks and bicycle paths where safe and practical as 1) new arterials are constructed, 2) when existing streets are repaired or widened, and 3) in new subdivision or construction in the Growth Centers.

Preservation of Open Space

Open space for flood management, recreation, and aesthetic purposes is crucial to maintaining a responsible balance of rural, agricultural, and conservation spaces that growth inherently challenges. Open space preservation can assist the City in reaching its Land Use goals in the Growth Centers and Corridors while also opening opportunities for parks and recreation areas. Effective use of open space preserves the tranquility and scenery of this beautiful region for residents to enjoy without inhibiting growth. Open space and growth are not mutually exclusive goals or values.

Growth Management Policy 9 *Identification of Rural Areas.*

In order to balance the effects of growth, it will be critical for Navasota to continue the identification of rural land deemed appropriate for preservation of open space. This will be even more critical as development occurs within Growth Centers in areas that were once rural.

Growth Management Policy 10 Resource Conservation.

The conservation of natural resources in Growth Centers are especially important to Navasota residents' future quality of life. The conservation of resources in Growth Centers serve as amenities that will help sustain each center from pre-development phase to build out phase.

Growth Management Policy 11 Greenbelts and Conservation Easements.

A formal conservation easement that creates a buffer on the eastern side of the Airport Growth Center and creates a clear separation from industrial development to the east is essential.

Growth Management Policy 12 Flood Management.

A very important opportunity exists to utilize detention from the future expansion or construction of roadways to mitigate flooding and undesirable housing types, particularly east of the Southeast/Freeman's Neighborhood Center and west of the East Growth Center at SH 6 and Spur 515. The Southwest/Camp Neighborhood Center, Dove Crossing neighborhood and the Central Business District all experience periodic flooding that must be addressed. The City should address flood management through a city-wide drainage study and master plan process. Collaboration with local, regional, and State jurisdictions and pursuit of federal support will be vital.

Sensible and Managed Annexation

Navasota will use a phased annexation program that encourages efficient and managed growth effectively linked to the deliverability of public infrastructure and services. As a home-rule municipality, Navasota has the legal authority to unilaterally incorporate an area contiguous to its existing city limits boundary and within its ETJ. The annexation of unincorporated lands is an important strategy for Navasota to control surrounding land uses for the purposes of ensuring compatible standards to those within the City Limits.

Growth Management Policy 13 Growth Center, Corridor Alignment.

One of the strategies for identifying possible annexation areas will be to consider areas that are likely to accommodate future growth and align well with existing water and sewer service along major Navasota Corridors.

Growth Management Policy 14 *Phased Annexation.*

Prior to annexation, the City Council will need to adopt a policy that supports a framework for staff to study priority areas and bring forward a recommendation to the City Council. The formal policies will be designed to provide more specific guidance for making annexation decisions, to be more proactive in identifying annexation areas and to promote more meaningful citizen participation during the annexation process.

Growth Management Policy 15 *Limited Service Annexation.*

Once areas have been identified by staff, it will be critical to annex areas already under service by outside providers, but unable to be under the full provision of municipal services by Navasota. These areas will continue to be charged 1.5 times the standard municipal rate for the provision of "limited" services.

Growth Management Policy 16 Full Service Annexation.

Full service annexations will serve as the basis for Navasota's annexation program. Areas identified as full service annexations are those where the provision of "full" municipal services from Navasota is feasible. This program identifies areas that staff wishes to consider for annexation during a 3-5 year period. It expresses the staff's intent to consider specific areas for annexation, but is not legally binding. Inclusion of an area in the program does not obligate Navasota to annex that area and vice versa. The program will follow calendar years and begin on January 1 and conclude on December 31. This establishes a good process for properties to be added to the tax rolls and allows for the proper hearings and public notification process to occur.

Growth Management Policy 17 Annexation Development Agreements.

Prioritize a master list of properties holding an agricultural tax valuation that are contiguous to the existing City Limits boundary and enter into a development agreement with property owners identified on tax rolls of the Grimes County Appraisal District. (See Page 69 for explanation of Annexation Development Agreements)

Tools and Resources

Land Use Classifications
Future Land Use Classifications

EXISTING LAND USE DEFINITIONS

CODE	LAND USE	DESCRIPTION
110	Single-Family Residential	Detached and attached, e.g. townhouse
120	Duplex Residential	Duplexes, 2 unit multifamily
130	Multi-Family	Tri-/Four-Plexes, Apartments, Condos
140	Group Quarters	Nursing home, assisted living facility, rooming/boarding house
150	Mobile/Manufactured Home	Mobile homes, manufactured homes
210	Commercial Retail/Trade/Service	Banks, general merchandise, department store
220	Commercial Office	Realty offices, Professional Services
230	Commercial Other	Body shops, driving ranges, etc.
310	Commercial - Industrial	Warehouse sales, distribution center, etc.
320	Light Industrial	Assembly line, etc.
330	Heavy Industrial	Pipe fabrication,
410	Public	CON Buildings, NISD Schools, Library, JOP, cemetery
420	Semi-Public	Religious institutions, hospitals
510	Transportation	Air, parking as a primary use
520	Railroad	Railroad facilities, side tracks
530	Utilities/Communications	Electrical substations, water storage tanks, wastewater treatment facilities, parcelized telecommunication tower sites (cell phone towers), etc
611	Downtown Residential/Retail	
612	Downtown Residential/Office	
613	Downtown Retail/Office	
614	Downtown Mixed-Use Other	
615	Downtown Retail/Vacant	
616	Downtown Office/Vacant	
621	Downtown Public	
622	Downtown Semi-Public	
630	Downtown Non-Profit	
641	Downtown Theatre	
642	Downtown Tavern	
643	Downtown Night-Club	
644	Downtown Restaurant	
650	Downtown Retail	
660	Downtown Office	
670	Downtown Residential	
680	Downtown Vacant	
710	Parks	
720	Ball Fields	
730	Drainage Facility	Detention pond, parcelized detention
740	Golf Course	
810	Agricultural	Agriculture/ranching as the primary use
910	Rural	Residential development of > 5 acres, may contain other minor uses
920	Unimproved	May include land with abandoned, or minor structures - deteriorated barn

FUTURE LAND USE DEFINITIONS

CODE	LAND USE	DESCRIPTION
101	Low Density Single-Family	The goal of this land use classification is to retain a rural land use character. This land use category requires a minimum lot size of five acres
102	Medium Density Single-Family	This classification consists of traditional single-family homes, with one-acre minimum lot sizes
103	Neighborhood Density Single- Family	This classification consists of traditional single-family homes with a maximum lot size of 7,200 square feet
104	Low Density Multi-Family	Low Density Multi-Family Residential consists of residential complexes such as a fourplex, triplex, duplex, apartment, and townhomes with a maximum density of 15 dwelling units per acre
105	Medium Density Multi-Family	The purpose of this classification is the development of traditional apartment complex structures. This category allows for a maximum density of 25 dwelling units per acre
210	Commercial	The General Retail classification consists of developments such as retail centers, restaurants, service, hotel/motel, and other commercial developments for the community as well as the region
220	Neighborhood Retail	Neighborhood Retail allows for neighborhood-scale development in predominantly residential areas. Examples of acceptable uses include small-scale retail, corner convenience stores, and smaller restaurants
303	Research and Development	Further details on potential projects within these areas can be found in the associated document, the Navasota Economic Development Plan
310	Warehousing	The warehousing category identifies storage areas for industrial uses in addition to private warehouse facilities
320	Industrial	This category is for land dedicated to manufacturing facilities, processing plants, factories, wholesale trade facilities, or other similar uses
410	Public Use	The Public Use category includes areas intended for public and semi-public use. Examples of these uses can include schools, churches, fraternal organizations, government buildings, and hospitals
614	Pedestrian Mixed Use	The Pedestrian Mixed Use group allows residential and commercial development. Residential units are not permitted on the first floor of these structures. A maximum of 60% residential use is permitted in this category
616	Historic Mixed Use	Historic Mixed Use allows for Bed and Breakfasts, cafés, artisan studios/galleries as well as single family residential. This category requires a minimum of 30% residential use per lot
618	Corridor Mixed Use	Corridor Mixed Use permits commercial development, high density residential (apartments), office space, and light industrial within the same or adjacent sites
650	Central Business District	The Central Business District (CBD) maintains its historic boundaries and use types in the Future Land Use Plan
700	Parkland	This category includes parkland or recreation uses
1000	Redevelopment	Further details on potential projects within these areas can be found in the associated document, the Navasota Economic Development Plan

Economic Development

Purpose

While many small towns dedicate their resources to business recruitment and attraction, it will be critical for Navasota to focus its economic development strategy on business retention, expansion, improvement and on using its historic character to further stimulate retail activity in its downtown. Throughout this plan, different subject areas addressed a number of issues that are critical to a strong Navasota economy. This section of the Comprehensive Plan integrates those elements and elements from the Economic Development Master Plan adopted by the City Council in 2013. The purpose of this section is to recap and integrate the goals of the policy into a set of target policies for further action.

Background

According to a 2014 projection by the Navasota Economic Development Corporation (NECD), there are a total of 20,731 people in the retail trade area, which includes a population in the city of 7,904 (Retail Coach, LLC). The retail trade area represents Navasota and surrounding areas where commerce is taking place, with the exception of Bryan-College Station. The median age for Navasota residents is approximately 39 years old and the unemployment rate is 5.9%.

Navasota recently completed a Retail Master Plan to guide the character and type of development desired in commercial areas of the community. The Retail Study included a Downtown Retail Potential Study, Target Industry Analysis, Retail Outlook Guide, Psychographic Profile for the Retail Trade Area and Retail Leakage Summary.

The establishment of an Industrial Foundation also shows a strong commitment to growing the light industrial/ flex sector in the community. The Navasota Business Park is an example of one early success. The Business Park provides a number of important jobs and helps complement a growing regional economy in the Biomedical and Technology sectors. The foundation supports a performance-based incentive strategy based on the metrics of investment and number of jobs to be created.

The following is a list of Navasota's top employers: Grant Prideco, Inc., Elwood Texas Forge., Ergo Genesis Body Bilt, Inc., Trinity Industries, Inc., Texas Pipe Works, B & R Industries, D & R Specialties, Forged Components, HTRI, Fremac Millwork, Inc., Navasota Industrial Supply, Grimes St. Joseph, Navasota Independent School District and the City of Navasota.

Retail Trade Area

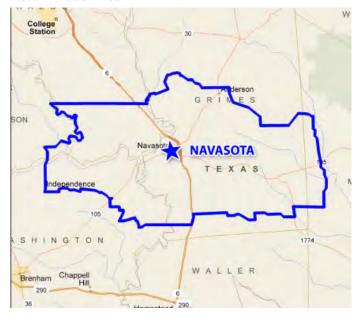




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Economic Development

POLICIES

Local Economic Base

Continue to diversify the local economic base and strengthen and stabilize the tax base. There are number of different policies that can help support this principle. The existing land use classification system allows for diversity throughout Navasota. The mixed use classification in particular is helpful in allowing flexibility in the zoning ordinance for future Growth Centers to continue to embody this principle.

Economic Development Policy 1 Land Use Mixes.

Support a mix of uses in developing areas, particularly future Growth Centers. Supporting a mix of uses will stabilize property and sales tax revenues. Support the creation of a regional activity center to create a unique destination on the eastside that complements the historic quality of Navasota's built environment.

Economic Development Policy 2 Varied Housing Supply and Price.

Ensure an adequate supply of housing types and price ranges. As the community continues to grow and build out, it will be even more critical for the community to ensure an adequate housing supply for residents, employers and employees. Prioritize creating more infill housing and options for seniors, particularly due to the growing retiree population within close proximity.

Economic Development Policy 3 Revitalize Neighborhood Centers.

Develop a strategic approach to the revitalization of older neighborhoods and corridors.

Economic Development Policy 4 *Mobility.*

Support high-impact local, county or state road projects. The construction of the SH 249 toll road in close proximity to Navasota has potential to be a high-impact mobility project that could lead to positive economic development activity in Navasota.

Economic Development Policy 5 *Marketing.*

Design and implement an enhanced marketing program. The program will promote Navasota's history, identity as an arts and/or Blues capital, proximity to the Dallas/Houston/Austin/San Antonio area and increase the number of events that attract visitors to the city. Enhance efforts to attract health care services to Navasota.

Quality Work Environments

Create quality working environments that foster an attractive sense of place. Making the community more attractive to residents, employers and employees alike will continue to build on the history and character of Navasota. Identify quality of work barriers and develop solutions to environment challenges such as parking, train horn noise, walkability, and hospitality services. Investments in product development make it much easier to market and sell the community to prospective investors. The momentum already exists for Navasota to carryover its quality historic charm into quality work environments.

Economic Development Policy 6 Support Beautification.

Support beautification of Navasota's principal commercial corridors, such as Business 6, Washington Avenue, Spur 515 and SH 6. Enhancing aesthetics throughout the community and particularly on corridors will help facilitate quality growth. For instance, extending the median in front of the La Salle statue could provide a safe park-like space for Navasota residents and visitors to view and photograph the landmark. Develop a wayfinding and family of gateway signs master plan. Continue to support the Business Improvement Grant. Improve recreational, cultural, and lodging amenities.

Economic Development Policy 7 Support Historic Preservation.

Continue support for one of the community's strongest assets and competitive advantages. Enhance efforts to convert Commercial Development Design Guidelines to a more regulatory framework. A regulatory approach would require a transition to an ordinance-based policy such as a Unified Development Code that aligns with the Zoning Ordinance and provides standards for new development. These standards can detail the requirements for new construction and rehabilitation to preserve the character of the City. Historic properties can be addressed from a standpoint of policy, where standards are established for rehabilitation/improvements to historic structures, or through incentive programs such as grants.

Retail and Service Sectors

Encourage a full-service array of retail and service opportunities throughout the community. Efforts to attract retail and service opportunities to Neighborhood Centers and Growth Centers will be critical to the long-term health of the local economy. As the regional retail trade area in the Bryan-College Station MSA continues to strengthen, it will be important for Navasota to remain proactive in welcoming complementary retail and service opportunities. Target desired retail business through prescriptive planning, zoning and incentive programs.

Economic Development Policy 8 Use the Commercial Design Guidelines.

The Downtown Retail Potential Study is a useful tool that will allow Navasota to prioritize this industry in its recruitment and expansion efforts throughout the city, but particularly in the Town Center area. Identify locations and evaluate the feasibility for establishing a Tax Increment Reinvestment Zone (TIRZ) along the western portion of Washington Avenue that funds future streetscape improvements all along this corridor. Apply the policies in this plan to other sectors of the local economy.

Economic Development Policy 9 Develop Regional Partnerships.

Use the wealth of resources available in Texas to make smaller towns more competitive, particularly partners in the Brazos Valley Workforce Development Area. Continue to forge partnerships with communities in the Bryan-College Station MSA that are beneficial to both sides.

Economic Development

High Quality Workforce

Encourage dialogue between regional colleges and universities, private sector businesses and Navasota's partners to create programs that will develop a high-quality workforce by making opportunities for lifelong learning accessible. Creating policies and an environment that values human capital will have a high return on any sort of investment that supports this principle.

Economic Development Policy 10 Education and Workforce.

Advance local education and workforce development pipelines in Navasota. Develop a strategic plan to better support and coordinate education and workforce training in Navasota. Foster and manage partnerships to formalize career pathways in NISD schools. Support the development of new and expanded educational facilities in Navasota. Strive to increase matriculation rates for Navasota-area students choosing to attend college.

Economic Development Policy 11 Incubate Success.

Support implementation of a small business incubator program within the city; ideally, the location would be somewhere in the Town Center. Partner with Prairie View A&M's Small Business Development Center for ideas and general assistance.

Tools and Resources

Texas Governor's Office Incubators Directory
Refer to "Texas Business Incubators Directory" for the
arts-related business incubator programs:
http://www.governor.state.tx.us/files/ecodev/
Business Incubators Directory.pdf

Texas Economic Development Council – Resource Library

http://www.texasedc.org/resources

Navasota Economic Development Corporation http://www.navasotaedc.com/

Brazos Valley Workforce Solutions http://bvjobs.org/

Brazos Valley Council of Governments http://www.bvcog.org/ U.S. Small Business Administration Houston District Office

https://www.sba.gov/offices/district/tx/houston

Texas Center for Rural Entrepreneurship http://www.tcre.org/

Navasota Grimes County Chamber of Commerce http://navasotagrimeschamber.com/business

Texas Department of Agriculture

http://www.texasagriculture.gov/grantsservices.aspx

Commercial Development Corridor Design Guidelines

2013 Navasota Economic Development Policy (Marsh-Darcy Partners)

2013 Navasota Downtown Retail Potential Study (Retail Coach)



Purpose

The principles and policies discussed in this chapter communicate the City's desire to:

- Affirm that community facilities and services are essential to maintain the health, safety and general welfare of the citizens of Navasota.
- Facilitate the quality of life in the community by enhancing through policy the integrity and availability of public facilities and services.
- Encourage periodic assessment of land use to determine the adequacy of the services and facilities required to accommodate new development.
- Foster public support and investment in existing and new infrastructure to attract and encourage retail, residential and employment development in the city and in future Growth Centers.

Background

The City recently completed the construction of a City Hall in the heart of Navasota's downtown. The City Hall and plaza that surrounds it sets a quality standard for the entire community to follow. Navasota has extended its efforts to upgrade facilities and services to a higher level of service without compromising its quality. The primary facilities and services provided to the citizens of Navasota are listed below. While this is not intended to be a full inventory, it does provide a brief snapshot.

Municipal Government/City Hall (200 E. McAlpine Street) – The new City Hall houses municipal departments, including police, community development, public works administration, city administration and municipal court. It also houses the offices of Keep Navasota Beautiful.

Navasota Center (101 Stadium Drive) – The multipurpose facility houses one banquet hall with kitchen, 3 small meeting rooms, the City Pool, and one event center. In addition to renting space to area residents for events, the Navasota Center will also host a variety of activities including adult continuing education courses, fitness classes, senior citizen programming, after school programs, as well as other community events.

Horlock Art Gallery and History Museum (1215 E. Washington Ave.) - The Horlock house serves as an exhibit of the Victorian era in Navasota. A large estate, the Horlock House represents a beautiful glimpse into Navasota's historic past, and serves as a home for local artists.

Library (1411 E. Washington Ave.) - The Navasota Public Library provides services for all Grimes County residents. The library has an extensive book and audio/visual collection, computers available for Internet and word processing use, photocopy services, and community bulletin board for public use.

Animal Control (1607 Nolan St.) – The City's Animal Control Officer enforces the animal control ordinances and takes care of the animals placed in the animal shelter.

Oakland Cemetery (801 6th St.) - The City of Navasota acquired the Cemetery from the Oakland Cemetery Association and the Women's Cemetery Association on June 23, 1954. The Resthaven Section, located on the west side of Oakland Cemetery, is also a piece of historical significance for Navasota. This section is the burial ground for Navasota's famous blues musician and songster Mance Lipscomb.

Fire (Station 1 at 1500 S. La Salle) – The Navasota Fire Department currently protects around 14,000 people living in a 165 square mile area with 20 career firefighters and 12 volunteers - responding to an average of 1200 calls, annually. Firefighters respond out of Station 1 in the southern part of the City. All fire fighters are certified Emergency Medical Technicians (EMTs) and provide EMS first responder service, but do not provide EMS transport service. The Navasota Fire Department recently went through an ISO Classification regrade and should be published by the end of 2015 as a Class 3. The Fire Department provides services that include fire suppression, fire prevention and public education, light hazmat, technical rescue, vehicle extrication, EMS first response, and Emergency Management. The Department works closely with departments from Bryan and College Station FD's and the Brazos and Grimes Co. VFD's.

Police (200 E. McAlpine) – The Police Department's administrative offices are housed inside City Hall. There are a total of 29 employees that form a part of three divisions: patrol, criminal investigation and communications. Six communication dispatchers at City Hall form the basis for 24/7, 9-1-1 emergency response service and coordination with the Fire Department. The department has a total of 14 certified police officers. Officers patrol an approximate 8.03 square miles of area within the City Limits enforcing laws and preventing crime, making traffic stops, responding to dispatched calls, working accidents, and serving arrest warrants. Two officers serve as School Resource Officers and are assigned to the NISD. The Criminal Investigation Division consists of five investigators responsible for the investigation and/or follow up investigation of offenses reported to the Navasota Police Department with one investigator specializing in Narcotics Enforcement. Assistance also is provided by the Texas Department of Public Safety (DPS) and the Grimes County Sheriff's Department.

Schools – The Navasota Independent School District (NISD) consists of six educational facilities serving over 3,000 students within an approximate 362 acre radius.

- Navasota High School, 1 Rattler Drive (Grades 9-12)
- W. B. Bizzell Academy, 9238 Highway 90 South (Alternative, (Grades 9-12)
- Navasota Junior High School, 9038 Highway 90 South (Grades 6-8)
- Brule Elementary School, 203 Brosig Avenue (Grades PK-5)
- John C. Webb Elementary School, 1605 Neal Street (Grades PK-5)
- High Point Elementary School, 11937 Highway 105 East (Grades PK-5)

Infrastructure – The Public Works Department operates and provides a number of critical infrastructure services to the citizens of Navasota. Residential areas located outside of the City Limits must pay for utility services provided by Navasota at a rate 1.5 times higher than City rates. The City owns over 60 miles of combined water, natural gas and sanitary sewer mains.

Water – Navasota currently has 6 water well sites capable of pumping up to 3,000,000 gallons per day (MGD), however pumping capacity can fluctuate subject to changing aquifer levels during drought conditions or heavy rainfall. Drawn water is owned by the city and the Bluebonnet Water Conservation District. The City also has 2 elevated and 2 ground storage tanks with total capacity of 2,150,000 gallons. The well completed in 1997 provides the most daily capacity of approximately 1,300,000 gallons. Water is pumped from wells to Ground Storage Tanks 1 and 2 where water is aerated to remove gases and is disinfected to remove any possible bacterial contaminants. Water from the ground storage tanks is then fed to a pump house where three 1,500 GPM booster pumps are activated as needed to provide pressure to the system for filling elevated storage tanks. Elevated tanks also provide extra storage and help to maintain pressure when booster pumps are not called for. (1 lb/2.31 feet of height). Elevated Storage Tanks #1 and #2 are approximately 140' and 175' in height respectively.

Wastewater – The majority of Navasota is served by a traditional centralized wastewater system; however, there is still a small minority on septic systems. The wastewater treatment plant treats approximately 590,000 gallons per day, with a designed flow of up to 1,800,000 gallons per day. Wastewater lines range in diameter from 6-12"

and there are two 18" trunk lines feeding the plant. Forced main lines are used in areas where gravity sewers do not work. Navasota also has 11 lift stations to assist in the wastewater collection process where the topography does not allow for gravity flow. Wastewater is treated biologically at the treatment plant, then clarified and disinfected before release into the environment. Wastewater is sampled and tested for pollutants of concern at a certified laboratory. In addition to normal sampling, water samples are also collected and sent to a biomonitoring laboratory, where they use minnows and water fleas to test for survival and reproduction. When the tertiary treatment process is complete, the liquid outflow is released into Cedar Creek. Sludge is removed and hauled to the Brazos Valley Compost Center.

Natural Gas – The City of Navasota owns the gas lines in the community and is involved in the installation, maintenance and operation of all gas lines. ATMOS Energy is the city's natural gas supplier. Natural gas enters the city through a single gas gate regulator station located in southeast Navasota. From this point, the natural gas flows through a 11 pressure reducing stations, gas mains and service taps. Services are monitored continually for leaks, corrosion and general condition. New natural gas mains and services are made of polyethylene pipe or cathodically protected steel.

Solid Waste Management – Navasota is currently under contract with Republic Services, Inc., for its weekly residential curbside trash collection. Annually, the city discards approximately 3,673 tons of trash. The City is divided into four curbside collection areas. Each resident is allowed to place one large bulk item for monthly collection. Large dumpsters requiring commercial services contract separately. The city owns and operates a wood chipper that chips the collected material into compost for resale to the public at a cost of \$5 per cubic yard. Navasota operates a Recycling Station at 501 Fifth Street that provides recycling operations for yard waste, paper, aluminum cans, and plastic.

Electrical, Cable and Telephone – Electricity providers are Entergy and Mid-South Synergy. Cable is provided by Suddenlink. Telephone service is provided by CenturyLink.



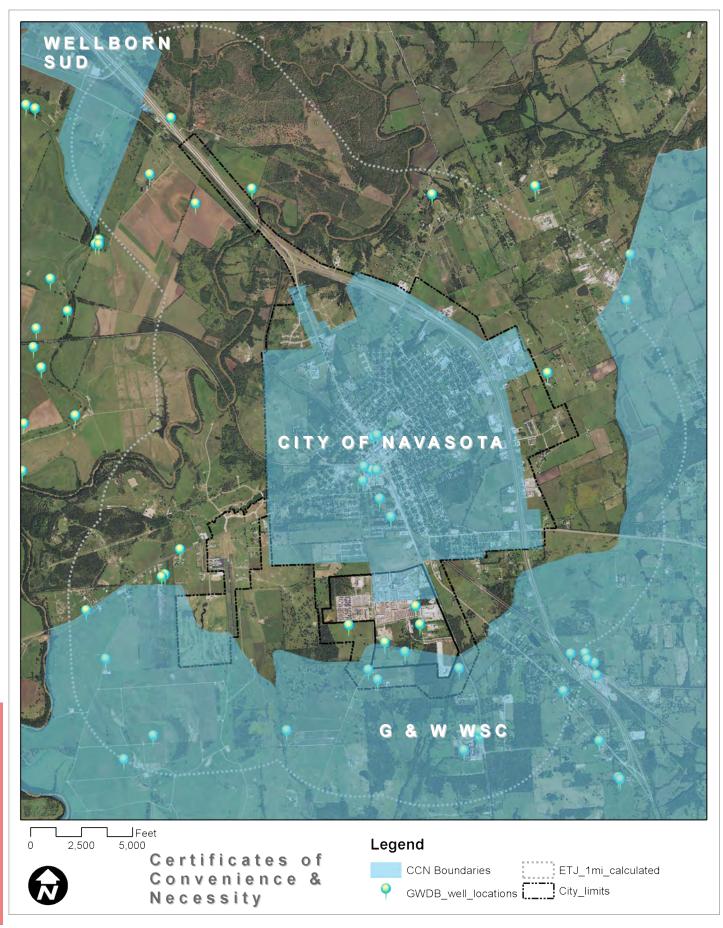


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Sustainable Funding Strategy

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Coordinate

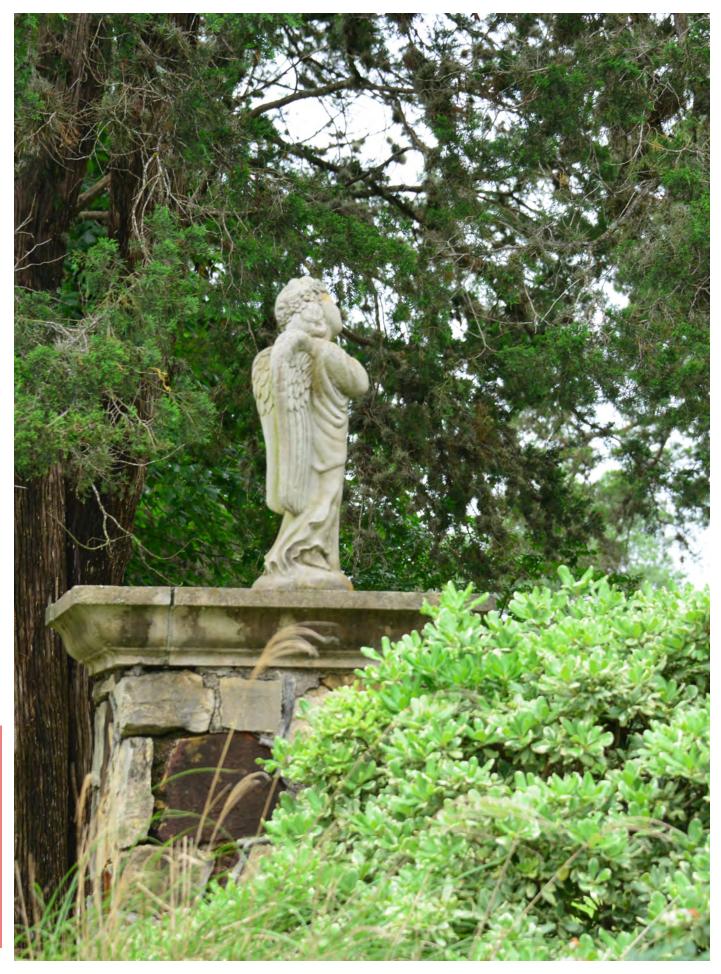
Public Assets and Services Policy 11

Coordinate Infrastructure

Quality Facilities and Services

Public Assets and Services Policy 12 Public Assets and Services Policy 13 Leadership Model and Plan





Principles

Public Assets and Services Principle 1 - Sustainable Funding Strategy

Identify, prioritize and adopt a funding strategy, based on preliminary cost estimates, for the infrastructure projects necessary to support new construction so that improvements are in place when they are needed.

Public Assets and Services Principle 2 - Fix the Basics and Build on the Assets

Maintain a high priority of maintenance of infrastructure as to the construction of new facilities.

Public Assets and Services Principle 3 - Return on Investment

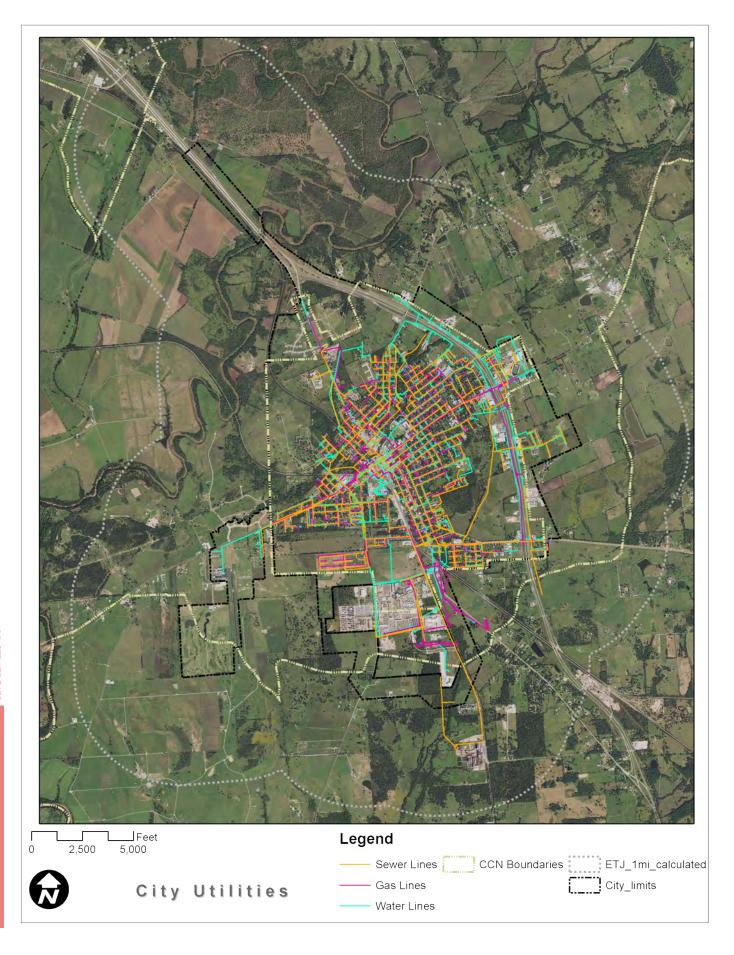
Prioritize infrastructure improvements and maintenance projects to provide the best economic return to the City.

Public Assets and Services Principle 4 - Coordination

Coordinate with services providers in public and private sector to ensure the most efficient provision of services.

Public Assets and Services Principle 5 - Quality Facilities and Services

The quality facilities and services in Navasota will serve as the foundation for a community built on quality of life.



Policies

Sustainable Funding Strategy

Identify, prioritize and adopt a funding strategy, based on preliminary cost estimates, for the infrastructure projects necessary to support new construction so that improvements are in place when they are needed.

Public Assets and Services Policy 1 Evaluation Criteria.

Develop measurable criteria and targets to evaluate existing infrastructure on a regular basis, not only to determine its current state of repair and functionality, but also to assess whether there is capacity to support new growth.

Public Assets and Services Policy 2 Underutilization.

Prioritize funding and support for projects in Navasota that will locate in underutilized areas. Similarly, prioritize investments in public facilities, such as the Navasota Center and Horlock House, and existing infrastructure in Neighborhood Centers and Corridors. Guide development to areas of the city with existing water and sewer service.

Public Assets and Services Policy 3 Conservation of Resources.

Prioritize funding a program that supports the conservation of water, energy efficiency and recycling. Seek grant sources to fund possible demonstration projects in these areas. Since Navasota relies entirely on groundwater sources, it is absolutely critical that citizens protect this natural asset from contamination and consumption. Seek renewable sources that help reduce infrastructure costs to the end user – Navasota residents. Options for sustainable water sources include collaboration with state and regional authorities to develop surface water reservoirs (long-term) and reclaimed water programs. Surface water and reclaimed water programs are becoming increasingly popular throughout Texas, and will continue to do so for generations to come.

Public Assets and Services Policy 4 New Infrastructure.

Ensure that new development bears a portion of the cost of new infrastructure through direct construction and dedication, development fees or other acceptable forms of compensation. Monitor real estate transactions closely and engage regional lenders and brokers to more accurately predict future development plans.

Fix the Basics and Build on the Assets

Give the same level of importance and attention to the maintenance of infrastructure as to the construction of new facilities. Road conditions have been identified as a high priority of citizens.

Public Assets and Services Policy 5 Monitor and Repair.

Streamline monitoring and repairing infrastructure. Monitoring, inspections, repairs, leaks, stoppages or overflows are considered smaller issues, but may lead to greater system failures and costly repairs in the long-term. Adopt technologies that help support this policy, particularly in Neighborhood Centers with aging infrastructure; continue identification of infiltration and inflow to the wastewater system. Check water wells for bad casings and maintain city facilities with a great level of detail. Consider the feasibility of a new wastewater treatment plant that serves the east and southern portions of Navasota.

Public Assets and Services Policy 6 Equity.

Guarantee that every citizen of Navasota receives the same benefit and access to facilities and services. Uniformity to older areas of Navasota, newer areas and future Growth Centers must remain uniform and follow city policies and standards.

Public Assets and Services Policy 7 Customer Service.

Support a central reporting mechanism that allows citizens to track their service-related issues. This approach will stress accountability and allow citizens to understand where their issue lies in the chain of priorities.

Return on Investment

Prioritize infrastructure improvements and maintenance projects to provide the best economic return to the City.

Public Assets and Services Policy 8 Economic Development.

The highest yielding projects will be ones that create the highest value in terms of property and sales tax revenues and jobs. Policies for new investment should reinforce the ROI principle with a keen goal to stimulate economic activity in Growth Centers. Partner with the NEDC to use their financial and marketing tools to ensure highest possible return.

Public Assets and Services Policy 9 Growth Centers.

New improvements must be anticipated based on population projections and future Land Use preferences in Growth Centers. Improvements should be planned and constructed where new development is likely to occur first and where the City will reap the most economic and community benefit for the costs incurred. Continue to expand Navasota's Water and Sewer Certificates of Convenience and Necessity (CCNs) boundary area to touch the ETJ boundary; this will ensure Navasota sees a return from future development in growth areas in a hypothetical build-out scenario. Begin a deliberate effort to provide basic infrastructure to expected areas of growth, particularly at likely commercial nodes along SH 6, which includes determining any necessary easement acquisition.

Public Assets and Services Policy 10 Annexation.

Require annexation of unincorporated areas within Navasota's ETJ as a prerequisite for receiving proportional services, particularly Fire, Police, Water and Sewer. Maintain and support the current policy for areas outside the City Limits that currently receive water and sewer service from Navasota at a rate 1.5 times the City rate.

Coordination

Coordinate with services providers in public and private sector to ensure the most efficient provision of services.

Public Assets and Services Policy 11 Coordinate Infrastructure.

The City of Navasota will lead all partner agency coordination efforts to guarantee efficient and effective facilities and services. Coordinate improvements with transportation agencies, especially TxDOT and Grimes County to limit damage to and reconstruction of the roadway network. Develop a coordinating committee that meets on a quarterly basis to ensure collaboration. Adopt interlocal agreements that formalize specific provisions, particularly with Grimes County. Prioritize emergency preparedness, response and recovery in all coordination efforts. Install fiber optic for faster broadband service, which also may produce a high ROI for Navasota.

Quality Facilities and Services

The quality facilities and services in Navasota will serve as the foundation for a community built on quality of life.

Public Assets and Services Policy 12 Leadership.

Provide quality public utility service for domestic use, fire protection, and emergencies. This may include facilitating additional staff training, updating communication protocols and technology, and encouraging emergency preparedness outreach projects. Conduct an annual benchmarking study to ensure that Navasota is a regional leader in provision of services following best practices and sound asset management principles that meet or exceed federal and state regulatory standards. Adopt green infrastructure standards and apply them to all areas, particularly all city-owned and operated facilities, such as City Hall. House a green infrastructure center at City Hall that educates the citizens of Navasota on water conservation, energy efficiency, solid waste reduction, backflow prevention and grease abatement. Continue to expand the Navasota Citizens University to empower residents in the understanding of critical facility and infrastructure-related issues.

Public Assets and Services Policy 13 *Model and Plan.*

Work to increase the resiliency of the most critical infrastructure needs by anticipating risk factors and developing and updating master plans for all critical areas. Adopt master plans and models for water and wastewater demand and use them to ensure timely implementation and coordination of planning efforts. Participate in FEMA's voluntary Community Rating System (CRS)*.

* The Community Rating System (CRS) recognizes and encourages community floodplain management activities that exceed the minimum NFIP standards. Depending upon the level of participation, flood insurance premium rates for policyholders can be reduced up to 45%. Besides the benefit of reduced insurance rates, CRS floodplain management activities enhance public safety, reduce damages to property and public infrastructure, avoid economic disruption and losses, reduce human suffering, and protect the environment. Technical assistance on designing and implementing some activities is available at no charge. Participating in the CRS provides an incentive to maintaining and improving a community's floodplain management program over the years. Implementing some CRS activities can help projects qualify for certain other Federal assistance programs. (source: www.fema.gov)





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Tools and Resources

Clean Water State Revolving Fund (CWSRF)

Grantor: State of Texas

http://www.twdb.state.tx.us/financial/programs/

CWSRF/

Economically Distressed Areas Program

Grantor: Texas Water Development Board (TWDB) http://www.twdb.state.tx.us/financial/programs/ EDAP/

Regional Water Supply and Wastewater Facilities Planning Program

Grantor: Texas Water Development Board (TWDB) http://www.twdb.state.tx.us/assistance/financial/fin_ regionalfacilityplan/regionalplanning.asp

Water and Environmental Programs

Grantor: United States Department of Agriculture

USDAJ

http://www.rurdev.usda.gov/UWEP_HomePage.html

Advanced Water Treatment Pilot and Demonstration Grant

Grantor: Bureau of Reclamation

http://www.usbr.gov/WaterSMART/awtg/index.html

Regional Solid Waste Grants Program

Grantor: Brazos Valley Council of Governments and Texas Commission on Environmental Quality (TCEQ) http://www.bvcog.org/programs/solid-waste-management/forms-applications/

Purpose

The principles and policies discussed in this chapter communicate the City's desire to:

- Provide the safe and efficient movement of people and goods within a comprehensive network of streets that complement the surrounding land uses.
- Facilitate the city's transportation systems to be adaptable and sustainable.
- Promote pedestrian friendly initiatives in conjunction with the local transportation system.
- Lead solutions that contribute to a transportation system that accommodates growth and change while minimizing adverse environmental impacts.

Background

Navasota will continue to grow as well as attract new residents and businesses to the community. Such growth will impact all transportation corridors. Bryan-College Station and Houston will continue to contribute to the volume of traffic that regularly travels to and through the region. Transportation needs of residents, commuters and visitors must be served while accommodating commercial, industrial and residential growth.

The proposed SH 249 extension that would extend into Grimes County and the possible high-speed rail service from Houston and Dallas could have a pivotal economic development impact on Navasota's future and should be considered seriously for its influence on the overall transportation network in Navasota.

Transportation is critical to the viability of Navasota. Access to safe and connected means of multimodal transportation systems improve accessibility to the community, enhance opportunities for commerce, and strengthen public health and mobility. The following principles and policies reflect Navasota's commitment to focus on current and long-term needs of connecting the community with local, regional, state, national, and international goods and services.





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Principles

Transportation Principle 1 – *Transportation Planning*

Navasota is committed to transportation planning that responds to volume demand, urban design initiatives, policy development, safety, public health, agency coordination, and assessing future needs.

Transportation Principle 2 - *Multi-Modal Choices*

Navasota encourages facilitating the availability of multiple mobility choices—walking, biking, and transit to Navasota citizens to help reduce vehicular trips on all streets and Washington Avenue in particular.

Transportation Principle 3 - *Technology*

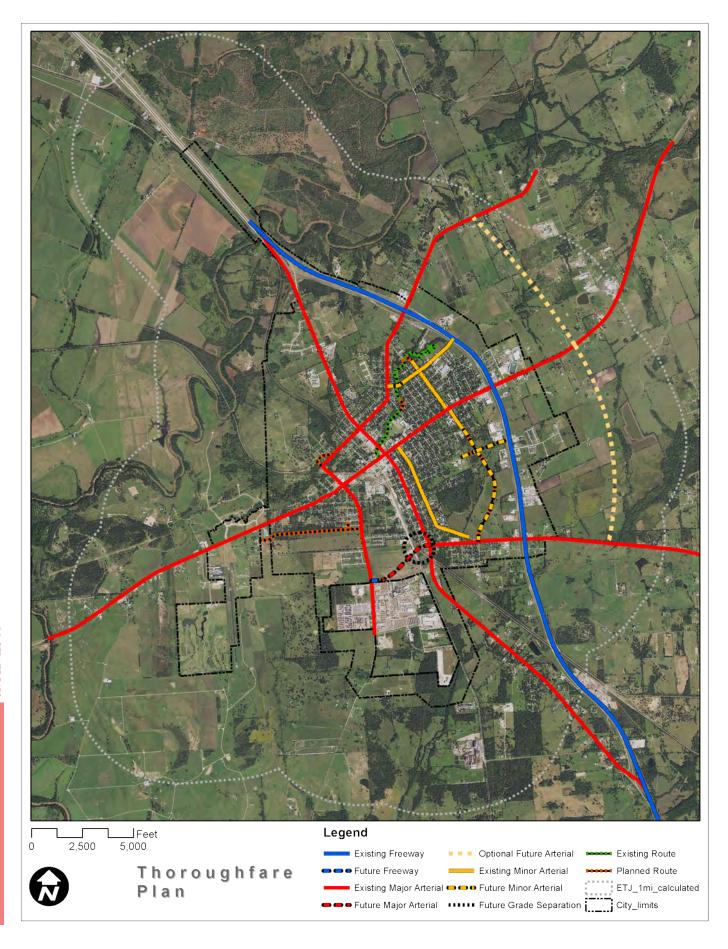
Navasota remains engaged in assessing and where applicable implementing the feasibility of various technologies to improve mobility throughout the City Limits.

Transportation Principle 4 - Finance

Navasota endeavors to ensure that investment in the existing and new transportation networks will benefit all of Navasota residents alike and that the cost of improving transportation networks will be responsibly leveraged and managed.



The designated truck route for through-traffic in Navasota. Enforcing the use of this route may require enhanced signage within the right-of-way. Collaboration with TxDOT to allow for non-standard signs may be necessary.



Policies

The following policies have been vetted against the Strategic Direction Plan (2012-2015), planned TxDOT Projects in the Bryan District, city staff and Council, the 2013 Texas Target Cities Comprehensive Plan and the principles in this section. Evaluating the design of local streets should respect the surrounding context and land uses. Connectivity through Neighborhood Centers and future Growth Centers is critical to ensuring an efficient and sustainable transportation network. Assessing the feasibility of employing new technologies will ensure that Navasota's transportation investments yield a higher life cycle. When development of land identified on the Thoroughfare Plan is proposed, the City should require dedication through the platting process. With the number of TxDOT roadways in the community, special attention should be dedicated to understanding the State and/or regional Transportation Improvement Program (TIP) and special agreements, such as Advance Funding Agreements (AFA's) needed to participate in shared costs.

Transportation Planning

Through design, development guidelines, policy administration, and land use planning, existing and projected transportation infrastructure needs can be assessed and responded to in methodical results-oriented effort that not only identifies critical responses, but allocates for future growth and change.

Transportation Policy 1 Street Design.

Streets and roads should conform to the City's Design Manual and reinforce streetscaping efforts particularly on Washington Avenue. Design existing and new streets to include traffic calming measures that ensure safety for all vehicular and pedestrian traffic. Facilitate on-street parking design requirements. Prioritize traffic calming measures in Neighborhoods Centers. The City can encourage private participation to ensure implementation of the guidelines during the pre-development process.

Transportation Policy 2 Access Management.

Maintain access while not affecting the flow of traffic for primary and secondary streets. Continue to employ access management techniques, such as shared driveways and cross-access easements to reduce the number of driveways on high-volume roadways like Washington Avenue and North/South La Salle.

Transportation Policy 3 Corridors.

Ensure a systematic approach to the implementation of curbs, gutters, lighting, landscaping, urban design, and drainage to the streets that create inviting principal commercial corridors throughout Navasota. Prioritize improvements to the existing street network by developing a local transportation improvement program (TIP) that applies similar evaluation criteria to the Brazos Valley Council of Governments and the Bryan TxDOT District. Incorporate these needed improvements into Navasota's overall Capital Improvement Program (CIP). Coordinate efforts with downtown revitalization and design programs and guidelines.

Transportation Policy 4 Compatibility with Land Uses.

Traffic generating uses such as employment centers, retail centers, industrial centers and schools are located to ensure they are accessible and compatible with adjacent land uses. Truck-traffic generating uses should be located adjacent to arterial roadways with ease of access to the region. High tripgenerating uses such as employment and regional centers should be located adjacent to arterial streets, collectors, or freeway frontage roads. Coordinate with NISD on bus routes and alternative routes to existing and new schools. Pursue a "safe routes to school" program to encourage safe walking to all NISD schools and public facilities.

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Transportation Policy 5 *Thoroughfare Plan.*

Initiate a Thoroughfare Plan to determine, classify, locate and schedule roadway development improvements. As development applications are considered, determine connectivity and route alignments, as well as right-of-way dedication requirements. A public-private financing partnership could assist in expediting future construction priorities. As CIP projects are considered, consult the Thoroughfare Plan to determine connectivity, route alignments, as well as right-of-way dedications.

Transportation Policy 6 *Monitor Growth and Function.*

Monitor the growth and function of the City's roadway network continuously, including a broad base of stakeholders and partners in order to promote safety. Form a street committee from members of the general community, business community and partners (Grimes County, Bryan TxDOT District, Brazos Valley COG, Brazos Transit District, etc.) and task this advisory group with evaluating the local transportation network on an annual basis. The committee should include participation from Navasota staff, including public works, police and fire departments. Collect and analyze data for high crash locations. Review TxDOT's traffic count program and coordinate locations and timing to augment TxDOT's efforts with locally collected data.

Transportation Policy 7 Coordinate with Outside Agencies.

Coordinate with outside agencies with the most important and significant roles in the development of major transportation infrastructure. This will assist Navasota in leveraging existing funding sources and expedite the construction of necessary long-term projects.

Transportation Policy 8 *Airport.*

Initiate an Airport Development Plan that protects FAA mandated safety areas, runway protection zones, but additionally provides restriction to land uses through zoning, development code, and other requirements. As part of the development plan, consideration should include meteorological monitoring, eventual terminal construction, and fixed-based operator for commercial facilitation of airport services.



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Multi-Modal Choices

Developing pedestrian-oriented mobility opportunities—walking, biking and transit increases transportation choices available to Navasota citizens to help reduce vehicular trips on all streets and Washington Avenue and promotes public health and aligns with other development initiatives.

Transportation Policy 9 Pedestrians.

Promote pedestrian-oriented transportation and active living choices as an integral part of the growth of the city. Ensure the development of a well-connected network of streets and sidewalks. Identify bicycle and pedestrian connections to key community facilities, such as schools, parks and downtown amenities. Improve safety and accessibility for all community members by developing speed zones and providing clearly marked crosswalks. Review the requirements for sidewalk construction in the subdivision regulations. Efforts should be made to complete connections within the current sidewalk system and implementation of proposed trail connections.

Transportation Policy 10 Multi-Use.

As the City of Navasota continues to grow, it becomes more critical to consider transit. Study the feasibility of a fixed route and use other communities in the Brazos Transit District as benchmarks for evaluating the potential level of service. Alternatively, exploring non-traditional methods, such as rideshare, may assist in leveraging the demand for public transit and developing a possible reimbursement incentive to facilitate a need.

Technology

Utilize existing and new traffic management technologies to facilitate safety, strengthen the capacity, and target improvement of the transportation network system.

Transportation Policy 11 Technology.

Research and implement applicable Transportation System Management (TSM) strategies to maintain and/or improve mobility. Employ Transportation Demand Management (TDM) techniques to reduce traffic demand.

Transportation Policy 12 Optimize Signalization.

Work with TxDOT to optimize signalization of traffic signals on principal commercial corridors, such as Washington Avenue and La Salle. Improve mobility at intersections, particularly Washington/La Salle. Promote use of the designated truck route and enforce rules and regulations through improved signage. Provide a safe route for vehicular and pedestrian traffic (grade separation) over the railroad tracks on the south side of the City.

Finance

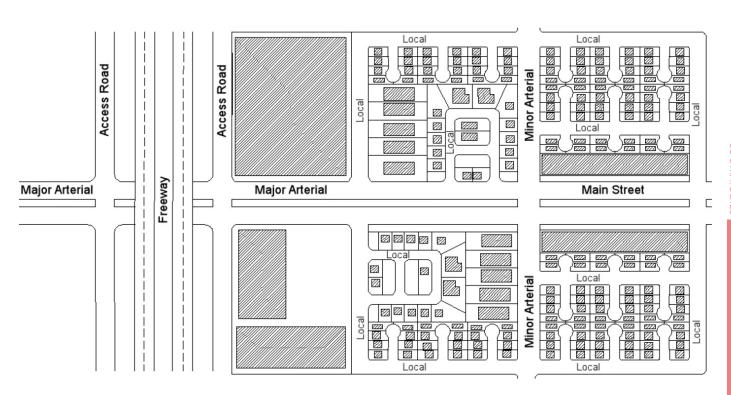
Funding is needed to facilitate the transportation network. Proper funding strategies engender prioritization of needed and future projects. Through concerted efforts, projects may be realized that provide mobility, allocation of resources, and accessibility for various agencies and users.

Transportation Policy 13 CIP Budget.

Develop a long-range and incremental plan for budgeting and prioritization of projects identified in the thoroughfare plan. City staff are currently undergoing training to perform street condition assessments for use in development of a CIP. Develop a multi-year CIP that reflects prioritization and revenue sources. Continue to seek funding through TxDOT and other entities to collaborate with the City in accomplishing transportation-related projects. Potential funding mechanisms apart from the General Fund could be dedicated sales tax, 4B Sales Tax Revenue, grants, or local street assessment.

Transportation Policy 14 Affordability.

Invest in improving and maintaining the transportation system to increase access to convenient and affordable transportation options, particularly in Neighborhood Centers where residents have limited automobile access.



- 03 STRATEGIES

Tools and Resources

Street Classification System

Traditional Classification	Current	Future
Freeway	State Highway 6	State Highway 6
Major Arterial	Washington Avenue (Highway 105 West)	FM 3090
	Highway 105 East	Blackshear Street
		Spur 515
		FM 379
Minor Arterial	Blackshear Street	LaSalle Street (Business State Highway 6)
	FM 379	Judson Avenue
	FM 3090	Gibbs Street
	LaSalle Street (Business State Highway 6)	
Main Street		E Washington Avenue
		(Judson Avenue – 5th Street)

Navasota Economic Development Corporation - Grimes County Traffic Counts http://www.navasotaedc.com/CommunityProfile

Brazos Transit District http://www.btd.org/

Texas Department of Transportation (TxDOT) - Bryan District http://www.txdot.gov/inside-txdot/district/bryan.html

Purpose

The principles and policies discussed in this chapter communicate the City's desire to:

- Retain the small-town character of established Neighborhood Centers via design standards and policies that ensure perpetuation of these neighborhoods.
- Create frameworks by which to responsibly accommodate new population growth via Growth Centers.
- Elevate the quality of existing housing stock in stressed areas.
- Appropriately capture the demand and need for Low-Moderate Income ("affordable") housing opportunities by encouraging the development community to provide a variety of housing options.

Background

Housing goals over the next several years vary depending on the expected growth of Navasota. Generally speaking, other than affordable housing goals which can be directly impacted by the City, the private development marketplace is best suited to determine supply for the majority of housing needs in the years ahead in most circumstances. The most important step the City can take is to provide a framework that welcomes responsible and directed growth via planning and policy (Growth Management and Land Use Plan). Public input has indicated a strong need for more housing options in Navasota, such as multi-family, senior/garden homes, and a variety of single family residential options at all income levels.

Land use classifications used within the context of geographic-focused centers (Neighborhood and Growth) provide a framework by which to responsibly capture population changes and growth through an organized process. As discussed in the Growth Management section, the five Growth Centers are intended to encapsulate the majority of growth of the city. Certainly there is some existing development within several of these Growth Centers; however, they remain sufficiently underdeveloped to allow policy and land use overlays to drive their path in the years ahead.

Four Growth Centers have been identified for Navasota each with unique housing opportunities:

North GC – Primarily multi-family and mixed-use single-family.

Northeast GC – Even mix of multi-family and single-family units. Potential small-area mixed-use development opportunity.

East GC – Large percentage of single-family units.

Airport GC – Limited opportunities for housing beyond a small number of multi-family units.

Likewise, the existing six Neighborhood Centers provide a historical and values context by which to accommodate growth and revitalization while retaining the traditional small-town feel desired by residents and city leaders. Perpetuating the architecture and character of the historical district areas of Old Town is essential and inherently linked to the maintenance of the downtown business districts of Old Town Main St. and Downtown Main St. Additionally, some of these neighborhoods are stressed and in need of ongoing efforts to revitalize the housing stock in these neighborhoods. Use of infill housing and some degree of setback and density ordinance changes to accommodate infill units are preferable.

Southwest/Camp NC – Area comprising many severely distressed homes, mobile, and manufactured units. This neighborhood is separated from the community at-large due to highway and rail thoroughfares creating an isolated environment. However, many commercial services are within walking distance and is well-preserved despite the volume of distressed homes.

Cemetery Hill NC – Smaller neighborhood with high mix of single-family and mobile/manufactured homes.

North Central NC – Area comprised of many distressed homes. Several mobile and manufactured units make up this neighborhood.

Old Town NC – The historical heart of residential Navasota with large and well-maintained single-family homes, many of which are in the historical registry.

Church/S. La Salle NC – Neighborhood with several historical homes mixed with number of newer but distressed homes.

Southeast/Freeman's Town NC – Neighborhood comprised of very small single-family homes and an abundance of mobile/manufactured units. This is a highly stressed area in terms of both home quality and infrastructure.

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Housing and Residential

Principles

Housing Principle 1- Responsible Growth

Navasota will effectively accommodate market-demand housing growth within the context of a proactive framework of Growth Centers empowered by deliberately focused and meaningful Land Use classifications.

Housing Principle 2 - Affordability and Access

Navasota will ensure sufficient quantity and geographically dispersed opportunities for affordable housing via Growth Center planning, well-conceived policies for renovation and maintenance of rental properties, and a variety of housing options. Accessible and quality senior living facilities must be considered.

Housing Principle 3 - Rehabilitation of Stressed Homes

Navasota will use all tools at its disposal to empower property owners to upgrade sub-standard properties.

Housing Principle 4 - Historic Preservation

Navasota is committed to maintaining the character and perpetuation of historic structures in the Old Town neighborhood and elsewhere in the City.

Housing Principle 5 - Design Standards

Navasota will maintain its neighborly environment while accommodating new home construction that is congruent with these values through application of general design frameworks and standards.







- 03 STRATEGIES





Policies

Responsible Growth

Navasota's geographic position places it in a position to absorb significant growth relative to its size. Given the consistent habitation and density of utilized land in downtown Navasota, most growth opportunities exist on the margins of the old town center, primarily to the north and east. Rather than establish housing goals based on volume, the City's focus is on placemaking and mix of housing type coupled with appropriate geographic location. It is important that growth be integrated with the City's values and strategic goals meaning that direction must be provided via policy and planning.

Housing Policy 1 Growth Centers.

Growth Centers are the framework intended to communicate new development areas and opportunities to staff and the development community. They are associated with specific Land Use classifications that are strategically associated with new construction goals intended by the City.

Fee waivers/reductions, fast-track permitting, and other incentives can be used to also facilitate focused and deliberate growth according to the City's strategic goals.

Housing Policy 2 Neighborhood Centers.

Neighborhood Centers are defined by existing and established neighborhoods. They essentially capture what one would find to be the character, make-up of the built environment, and common attributes found within the particular area that makes up the neighborhood. New construction in these centers will mostly come in the form of infill development but should largely match the basic character and structure of these neighborhoods.

Affordability and Access

There exists a sustained need for affordable housing in Navasota. According the 2008-2012 American Community Survey, over 60% of Navasota households have an annual income of under \$50,000. Consequently, sufficient volume and quality multi-family and single-family housing opportunities must always be in the forefront of city plans. Likewise, affordable senior living units are essential to maintaining the fabric of a sustainable community.

Housing Policy 3 *Multi-Family Housing.*

Multi-family housing construction is essential to delivering ample affordable housing supply to existing and new residents. Land Use and zoning should ensure accommodation of reasonable quantities of multifamily apartments and duplexes.

Senior Living facilities that provide medical and assisted Acts of Daily Living (ADL) care will be assessed at regular intervals. Licensing and permitting will be oriented around the highest best-practices standards.

Housing and Residential

Housing Policy 4 *Permitting and Planning.*

Permitting for new construction of affordable homes as well as renovations for rental properties should be a priority, focused on high livability standards.

Acquisition of tax delinquent properties for affordable housing opportunities empower additional capacity in meaningful ways to accomplish this goal.

Housing Policy 5 Affordable Options

Attract development of a variety of housing options at all ranges of income levels. Options should include: mixed-income, market-rent opportunities should be explored and embraced by the City as public-private partnerships per HUD guidelines and programs.

Rehabilitation of Stressed Homes

Stressed properties are addressed through rehabilitation/renovation or demolition programs. Where possible, rehabilitation should dominate policy goals via owner improvements using incentives and code enforcement. Severely substandard homes that pose a health and safety risk should be demolished. All residents of Navasota are deserving of quality housing that is safe and does not detract from community value.

Housing Policy 6 Rehabilitation Commitment.

Navasota affirms its commitment to ensuring consistent permitting protocols are adopted that actively encourage efforts to reduce sub-standard housing through renovation. Demolition should be used as a last resort for occupied properties unless they demonstrate a health/safety risk. However, for non-occupied properties that are severely sub-standard, demolition should be used to create new opportunities and increase community well-being.

Housing Policy 7 *Code Enforcement as a Tool.*

Code enforcement oriented around occupant safety and health as well as community value will be adopted and strictly enforced. All opportunities to educate and support responsible property ownership and landlord practices should be continually embraced.

Housing Policy 8 Support for Stressed Properties.

Use of all federal and state incentive programs available to municipalities will be engaged to the fullest extent to empower rehabilitation efforts as well as demolition where appropriate. Use of additional incentives should always be explored. Likewise, Navasota acknowledges that a commitment to responsible property owners and residents is largely fulfilled by fairly and consistently applying code enforcement.

Historic Preservation

Navasota is endowed with a sound core of historical homes and properties that have maintained long-term occupancy coupled with owner commitment to upkeep and the surrounding neighborhoods. Navasota remains engaged to its historical roots recognizing historical homes are a major contributor to maintenance of the downtown core and character of the community.

Housing Policy 9 Perpetuation of Historical Navasota.

Through the use of ordinance and Texas Historical Society rules and best-practices, Navasota affirms that historical homes and neighborhoods shall remain a perpetual part of the identity, character, and defining attributes of the city.

Housing Policy 10 Character Preservation Guidelines.

Establish architectural guidelines for home renovation, preservation, and new construction in historical Neighborhood Centers in order to preserve and enhance the character of Navasota. Guidelines should fit the character of each neighborhood.

Design Standards

Navasota can capture and manage growth in a manner consistent with its values and strategic goals through effective use of Land Use classifications with congruent zoning ordinances, and design standards fitting to the goals for neighborhood character and place-making concepts.

Housing Policy 11 Mixed Use Opportunities.

Navasota embraces opportunities for mixed-use areas in downtown business districts and in appropriate Growth Centers (particularly in the North Growth Center) where targeted occupancy can sustain such blended activities.

Tools and Resources

Environmental Protection Agency (EPA)

http://www.epa.gov/greenbuilding/tools/funding.htm

US Department of Housing and Urban Development (HUD)

http://portal.hud.gov/hudportal/HUD?src=/topics/grants





Purpose

The principles and policies discussed in this chapter communicate the City's desire to:

- Enhance public participation and investment with existing activities as well as expand opportunities to strengthen ties within the community.
- Further preservation and rehabilitation of community and historical resources.
- Encourage public and private development that sustains and enhances the character of Navasota.
- Promote downtown revitalization that broadens and strengthens the identity of Navasota as an active and vibrant community.
- Encourage efforts to strengthen physical, economic and social health of the community.
- Develop and sustain the "visual" identity and structure of the community while acknowledging the historical and cultural resources of Navasota.

Background

Heritage can be defined as what is given and received that identifies an individual as well as a society. As core principles, Community Development, Historic Preservation, Downtown Revitalization, and Urban Image, they establish the foundational policy structure to guide economic and city growth. To invest in community development, gives back in terms of strengthened relationships, dialogue and trust. Within the terms of education, it provides returns by encouraging an environment of learning, entrepreneurism and innovation.

Historic preservation provides a vehicle to conserve the cultural resources of our community. Also, it contributes to capitalize on available resources as economic structures and perpetuates city identity. Finally, developing policy to conserve historic sites, promotes not only investment into community branding, but it facilitates the organization of a unified effort in development that couples business expansion with city core redevelopment.



- 03 STRATEGIES

Downtown revitalization branches historic preservation into key organizational efforts to capture and integrate community assets, such as Cedar Creek Park. It also constitutes policy by leveraging development efforts in meaningful and directed ways to promote uniform, yet unique designs that engage visitors and community at multiple-levels of experience.

Urban image policies coordinate all aspects of development and translate efforts to realize a cohesive and integrated community. Such policies contribute to the overall evolving identity, vision and values of Navasota.



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Principles

Heritage Principle 1 - Community Development

Navasota will endeavor to strengthen individuals and families within the community through efforts that sustain and promote social, economic, and physical well-being.

Heritage Principle 2 - Historical Preservation

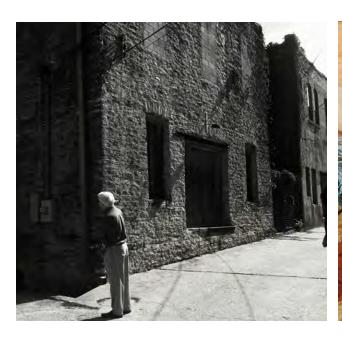
Navasota will encourage the preservation and rehabilitation of historic resources to sustain the cultural identity of Navasota.

Heritage Principle 3 - Downtown Revitalization

Downtown is the heart of our city. It embodies the "spirit" of this community. Navasota is committed to planned sustainable growth and development of the downtown as the economic and cultural center of the city.

Heritage Principle 4 - Urban Image

Navasota is committed not only to economic growth, but also to development designed to value and enrich the unique history, qualities, and culture of our community.





03 STRATEGIES

Policies

Community Development

Navasota is the people who live, work, learn and play here. Neighborhood Centers and Growth Centers are not separate areas, but comprise part of the rich fabric of the city. Opportunities to come together help foster ties and relationships that blend our community into a cohesive unified whole. Navasota supports perpetuation by focusing on education, encouraging self-reliance and promoting interdependence in the context of furthering community development.

Heritage Policy 1 Community Activities.

Encourage and promote community events which engender local economic investment and strengthen community involvement. Included in the development of community events is the support of public outreach activities that foster stronger relationships with local government, churches, business, and non-profit organizations. For example, Navasota's Blues Fest, Texas Birthday Bash, and the Texas Renaissance Festival serve as catalyst centers that can foster supporting events, such as music workshops, to further capitalize on existing economic activities in the community.

Heritage Policy 2 Education.

Encourage and promote investment and growth in educational resources and facilities that engender self-reliance and social/economic reinvestment into the community. Solidifying partnering/collaboration efforts with NISD is essential to furthering educational policies. Additionally, outreach with Blinn College to foster extension campus development and strengthening the role of public education through citizen initiatives will promote sustained progress.

Heritage Policy 3 Public Health Services.

Facilitate public health services that relieve urgent economic, physical, mental and social needs. Promote public health policy development and resources that engenders self-reliance and sustainable living. For example, collaboration with non-profit organizations and other governmental agencies to educate the community emergency preparedness or facilitate healthy food access for temporary relief.

Historic Preservation

Navasota affirms that historical buildings, places and events shall remain a perpetual part of the identity, character, and defining attributes of the city. As part of the vital identity of the community, it is imperative that such assets remain in good order, attractive, and well maintained. These policies not only support Navasota's commitment to the protection, improvement and preservation of the historic sites, but serve as a connected effort to downtown revitalization and fostering a community image.

The 1930's Works Progress Administration program was one of the Roosevelt-Era New Deal programs to revitalize America during the Great Depression. The municipal pool, old football stadium and gymnasium, features at August Horst Park, and much of the City's infrastructure are examples of project built from this program. This heritage should be celebrated through preservation and promotion of the site for visitors and residents through marketing and literature..

Heritage Policy 4 Historic Preservation Society.

Encourage the development of a voluntary historic preservation society that guides the preservation of Navasota's historic resources. The existing partnership with the Two Rivers Heritage Foundation could aid in promoting and preserving Navasota's history.



The 1930's Works Progress Administration (WPA) put young men to work during the Great Depression constructing structures in parks across the Country. A picnic area, well house and pavilion were constructed at August Horst Park as a part of this program.



Heritage Policy 5 Historical Resource Survey.

Promote the update and maintenance of the Navasota Historic Resources Survey through coordinated efforts with the Historic Landmark Commission and the new Navasota Historical Preservation Society.

Heritage Policy 6 Public Education.

Encourage historic preservation investment through broader public education, marketing efforts, incentive programs, visitor centers, technology, and other outreach resources of existing historic resources.

Heritage Policy 7 Incentives.

Encourage private and public development in the downtown Central Business District through incentive tools, including donations, CDBG funds, loans, capital access funds, tax deferrals, tax abatements, tax increment financing, intergovernmental efforts, etc.

Downtown Revitalization

The Downtown Central Business District is a vital asset to the community. As the "heart of the community," its health is fundamental to Navasota's commitment to maintain and further its economic and social development. Focused attention to development, design, events, and planning are necessary to create, maintain and foster a place where people want to visit, shop, do business, return and live. These policies also encourage the combination of downtown conservation with general urban design guidelines for the City.

Heritage Policy 8 Downtown Master Plan.

Guide growth and revitalization through master planning efforts that balances the cultural and historic resources of Navasota with city growth and needs to foster a comprehensive community image.

Heritage Policy 9 Downtown Design Standards.

Utilize commercial development design guidelines, urban design principles, and best practices for streetscapes, building aesthetics, landscaping, fixtures, etc. to foster a cohesive downtown image.

Heritage Policy 10 Branding/Marketing Standards.

Develop and utilize branding and marketing standards, guidelines and ordinances for Navasota's downtown Central Business District, neighborhoods and other culturally significant elements of the community.





Heritage Policy 11 Incentives.

Encourage private and public development in the downtown Central Business District through incentive tools, including donations, CDBG funds, loans, capital access funds, tax deferrals, tax abatements, tax increment financing, intergovernmental efforts, etc.

Heritage Policy 12 Event Planning.

Encourage and promote community events which engender local economic and social investment into the downtown Central Business District.

Open Space and Recreational Facilities. **Heritage Policy 13**

Encourage and guide development of public open space and amenities, such as Cedar Creek Park, with pedestrian-centered connections to the downtown Central Business District.

Heritage Policy 14 Program Support.

Encourage involvement and collaboration with state and national programs that engender support in downtown revitalization. Initiatives, such as Texas Main Street Program and National Main Street Center, can assist in facilitating efforts through available resources and information. Costs and returns on investment in such programs should be studied.

Urban Image

New development patterns and appearance influence the quality of life and identity of a community. By guiding growth and development of Growth Centers, Neighborhood Centers and Corridors, urban design policies enhance and connect cultural and historical resources. Such endeavors foster economic as well as cultural reinvestment. They also encourage the community identity to be formalized and implemented through "branding" efforts.

Heritage Policy 15 Commercial Development Design Guidelines.

Utilize and implement the commercial development design quidelines to engender a comprehensive urban image.

Heritage Policy 16 Gateway/Entry Areas.

Encourage the design and implementation of elements that identify entry points to the Growth Centers, Neighborhood Centers, and Corridors to enhance the quality and character of the community.

Heritage Policy 17 Explore Navasota.

Encourage programs, such as self-guided walking tours, festivals, and other cultural engagements that support urban design and development initiatives. Such programs would benefit from media support, such as printed maps or electronic applications, to assist in wayfinding and messaging.

Heritage Policy 18 Streetscape Design Standards.

Encourage the development and implementation of standard streetscape design standards. Incorporate landscape features, elements and lighting fixture standards that provide a "visual" structure for the community with a hierarchy of implementation.

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Heritage Policy 19 City Pocket Parks.

Encourage and guide development of urban pocket parks and other elements with accessible sidewalks and pathways to the various Neighborhood Centers, Growth Centers and other public spaces.

Heritage Policy 20 Signage/Wayfinding Standards.

Develop and utilize signage and wayfinding standards for the community. The development of cohesive signage/wayfinding efforts will further maintain and foster a community's "visual" identity.

Heritage Policy 21 Navasota Invested.

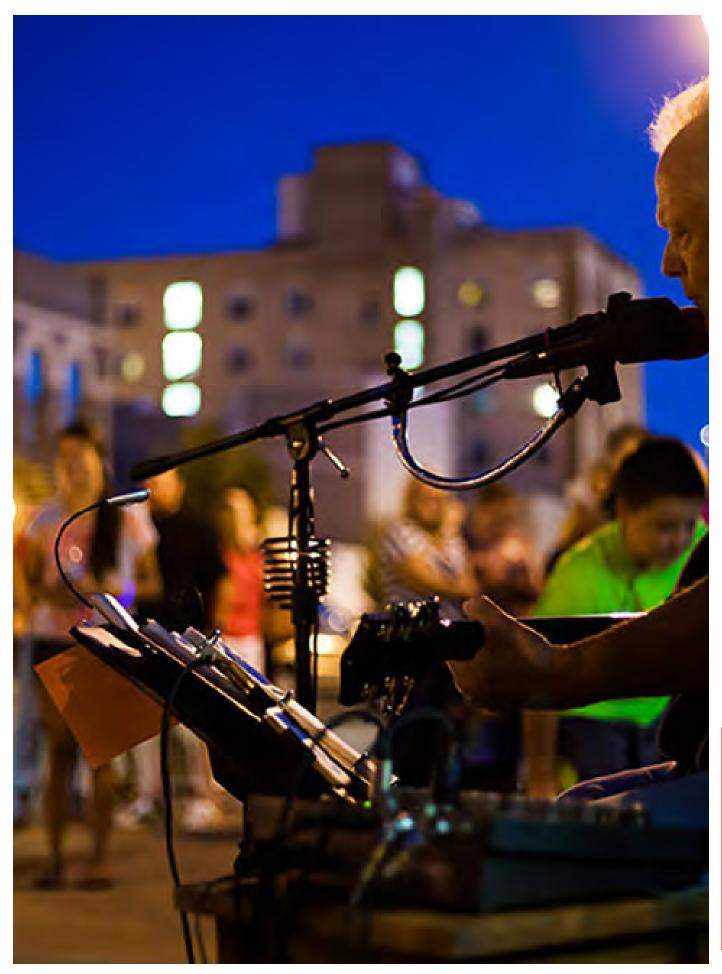
Develop and foster community programs that enhance community investment and participation. Efforts, such as service projects, family night and other activities, can assist community members enriching city initiatives.

Heritage Policy 22 Branding Cultural Elements.

Encourage a "city brand" through the fostering of cultural elements to facilitate a theme or identity of Navasota. Aside from signage standards, utilize elements such as art walls, farmers market, festivals, railroad, etc., to strengthen existing community assets as potential economic and cultural contributors.







Tools and Resources

Historic Preservation

Facade loan/grant program - If implemented, property owners can apply for no interest loans, low-interest loans and grants to be used for exterior rehabilitation, preservation, and the restoration of historic properties. Additionally, grant programs are available for facade improvements to buildings within the CBD that are consistent with the Secretary of Interior's Standards for Rehabilitation. The City of Navasota can provide for these programs through other city revenue sources in addition to applying for financial assistance from the U.S. Department of Housing and Urban Development for a Community Development Block Grant. Emphasis should be placed on commercial structures for economic development reasons.

Capital Access Fund: Office of the Governor Economic Development and Tourism - This program may be a great resource for Main Street businesses that have difficulty qualifying for a low-interest loan due to an unfavorable credit rating. The Texas Capital Access Fund was designed as a public/private partnership between the State of Texas and lending institutions to assist "near bankable" businesses in accessing the capital they need. Small businesses are priorities of the program; however, there is also an emphasis placed on childcare providers and businesses located in enterprise zones. This loan does not have a maximum amount.

Information on the program can be found at:

http://www.governor.state.tx.us/divisions/ecodev/ed bank/cap access

Public Spaces and Natural Resources

Purpose

The principles and policies discussed in this chapter communicate the City's desire to:

- Enhance public space, parks, paths, and trails within the community.
- Foster involvement in community-sponsored programs that encourage healthy living, active lifestyle, and further individual development.
- Strengthen flood management efforts to mitigate impact on city infrastructure.
- Augment efforts to prepare, anticipate and respond to emergency events.

Background

Public spaces are key attributes of the City of Navasota. They provide much needed areas for entertainment, sports, venues, and other activities. Additionally, by networking parks and other municipal areas with trails and pathways, the entire community is interconnected and enhances opportunities to improve the quality of life. For example, the Cedar Creek Park is an integral feature of the community. It travels through much of Navasota, as a green corridor, and provides access to other parks, the Cedar Creek Tributary, streets, and other parts of the city. Investment in parks, trails, pathways, and other public amenities enriches Navasota and opens opportunities to enhance active lifestyles for the entire community.

Our community's floodplain areas are primarily along the Navasota River, but also include tributaries, such as Cedar Creek and Sandy Creek. As regulated by federal and state agencies, the City of Navasota manages storm water and development impact in efforts to reduce public/private risk, preserve river vitality, and sustain economic progress. Such efforts help to mitigate the city's drainage current and future needs. Quality and dependable storm water management is essential to the future of Navasota. Additionally, flood management initiatives can be multi-purposed to provide needed additional land for sports and other public pursuits.

Ultimately, Navasota is vested in the now and future. As development continues, public amenities and infrastructure must be managed effectively to accommodate the needs of the community and adapt services to sustain growth.





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Public Spaces and Natural Resources

Principles

Public Spaces and Natural Resources Principle 1 - Public Space and Recreation

Navasota promotes the development and maintenance of public spaces, parks, greenways, trails, and other recreational amenities to enhance the quality of life and contribute to community connectivity and well-being.

Public Spaces and Natural Resources Principle 2 - Storm Water and Flooding

Navasota remains committed to managing our natural heritage, the Navasota River, by utilizing ordinances, best practices, and responsible efforts while accommodating growth and development.

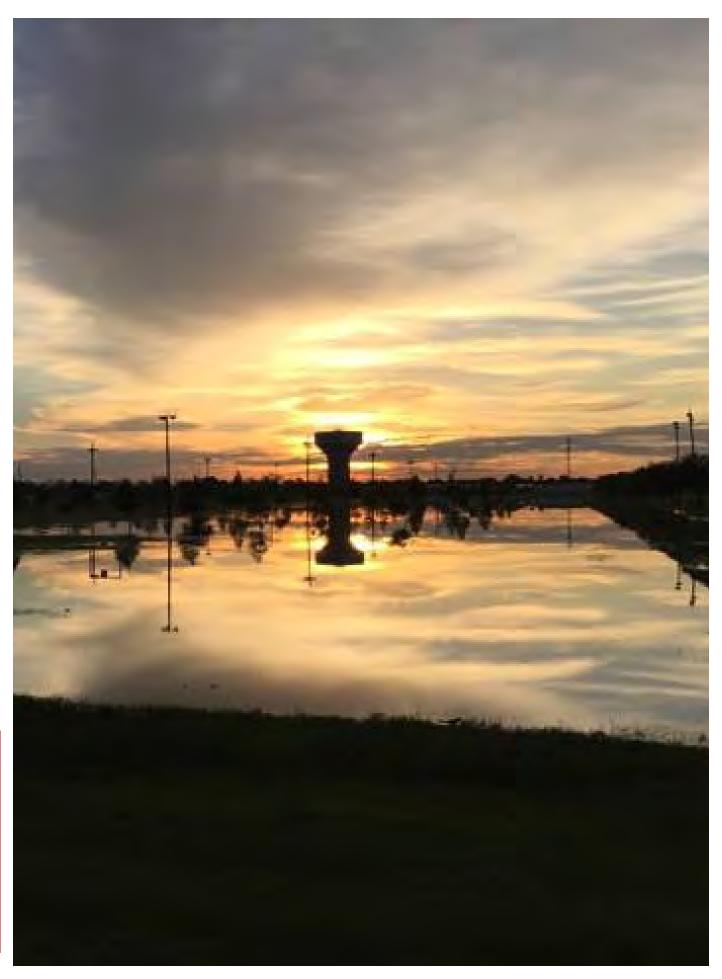
Public Spaces and Natural Resources Principle 3 - Water Conservation and Management

Navasota recognizes water as a precious natural resource that provides critical services to both people and the ecosystem.









Public Spaces and Natural Resources

Policies

Public Spaces and Recreation

Navasota's parks, public spaces, trails, and other recreation amenities have been a key part of our city. We currently manage roughly 125 acres of parkland. Cedar Creek, our primary park, provides a green corridor throughout parts of Navasota and has pedestrian connections with streets and sidewalks. At the same time, there is growing need to reinvest in existing amenities to improve links with the downtown district as well as foster efforts to capitalize on the adjacency of Navasota River. Additionally, as our city grows public demand for various indoor and outdoor amenities increases. The following policies serve to strengthen public space infrastructure and broaden the network of parks and trails throughout Growth Centers and Neighborhood Centers.

Public Spaces and Natural Resources Policy 1 Parks Master Plan.

Guide design and development of indoor/outdoor facilities, parks, walkways, bike trails, and other recreational amenities through master planning efforts that establish a public space framework for Navasota and prioritize vision and goals to implement, enhance, and maintain public infrastructure. For example, a master plan study may warrant determining what parkland opportunities exist along the Navasota River by utilizing conservation easements or identifying "share the road routes" for cyclists along streets.

Public Spaces and Natural Resources Policy 2 Signage/Wayfinding Standards.

Develop and utilize signage and wayfinding standards for Navasota's various parks, trails, and public spaces. The development of cohesive signage/wayfinding efforts will further maintain and foster a community's "visual" identity and integrate it with downtown revitalization/urban image efforts.

Public Spaces and Natural Resources Policy 3 Incentives.

Encourage and utilize incentive tools, including donations, TPWD grants, loans, and intergovernmental efforts to assist in funding parks, trails, and other amenities





03 STRATEGIES





Public Spaces and Natural Resources Policy 4 Programs.

Investigate demand and if substantiated, promote public-sponsored multi-sport recreation leagues and education/skills classes (small business, language, etc.) for youth and adults. Economic and cultural opportunities may exist to attract tournaments and other associated activities.

Public Spaces and Natural Resources Policy 5 Program Support.

Encourage involvement and collaboration with state and national programs that engender support in parks and recreation initiatives, such as TRAPS and NRPA.

Natural Resources

The City of Navasota is seated adjacent to the Navasota River. With its tributaries, Cedar Creek and Sandy Creek, the Navasota River influences growth, public services, and the community as a whole. Seasonal flooding does impact streets and storm water infrastructure. At the same time, opportunities exist to mitigate flooding, such as retention and detention areas, which bridge into multi-use prospects for parks and play fields. The following policies guide initiatives that facilitate natural resource management.

Public Spaces and Natural Resources Policy 6 Master Drainage Plan.

Guide design and development of a city master drainage plan to foster efforts to manage growth as well as impacts on city infrastructure. This includes initiating drainage studies of Sandy and Cedar Creek Tributaries and identifying opportunities for detention/retention systems.

Public Spaces and Natural Resources Policy 7 Flood Management Initiative.

Facilitate programs that mitigate or reduce impact on existing storm water systems. For example, investigation of impact fees, line replacement, development standards, land use, on-site detention systems, bioswales, and other considerations can engender further improvements and mitigate impacts to infrastructure.

Public Spaces and Natural Resources Policy 8 Initiative Support.

Assess involvement and initiate collaboration with state and national agencies to access economic and management support for project development, flood/emergency events, such as FEMA, Texas Water Development Board (TWDB), and Natural Resource Conservation Service (NRCS).

Public Spaces and Natural Resources Policy 9 Water Conservation and Management

Develop a water management plan to address the following for the long-term management and conservation of water resources:

- Demand for water is reduced
- Water quality is maintainted or increased
- Resources are conserved to maintain healthy aquatic ecosystems
- Water quality is maintained or enhanced

Public Spaces and Natural Resources

Tools and Resources

Recreation

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

Grantor: Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department

http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd bk w7000 1220.pdf and

http://www.nature.org/about-us/private-lands-conservation/conservation-easements/all-about-conservation-easements.xml

Small Community Grants

Grantor: Texas Parks and Wildlife Department http://www.tpwd.state.tx.us/business/grants/trpa/

Indoor Recreation Grants

Grantor: Texas Parks and Wildlife Department http://www.tpwd.state.tx.us/business/grants/trpa/

Outdoor Recreation Grants

Grantor: Texas Parks and Wildlife Department http://www.tpwd.state.tx.us/business/grants/trpa/

Community Outdoor Outreach Program (CO-OP) Grants

Grantor: Texas Parks and Wildlife Department http://www.tpwd.state.tx.us/business/grants/trpa/

Recreational Trail Grants

Grantor: Texas Parks and Wildlife Department http://www.tpwd.state.tx.us/business/grants/trpa/

Boating Access Grants

Grantor: Texas Parks and Wildlife Department http://www.tpwd.state.tx.us/business/grants/trpa/

Assistance to Fire Fighters Grants (AFG)

Grantor: Federal Emergency Management Agency (FEMA)

http://www.fema.gov/welcome-assistance-firefighters-grant-program

Texas Recreation and Parks Society (TRAPS)

http://www.traps.org

National Recreation and Park Association (NRPA) http://www.nrpa.org/

Texas Water Development Board (TWDB) http://www.twdb.texas.gov/

U.S. Department of Agriculture (USDA)

http://www.usda.gov/wps/portal/usda/ usdahome?navid=GRANTS_LOANS

Natural Resource Conservation Service (NRCS) http://www.nrcs.usda.gov/

Recreation Trails Program

http://www.fhwa.dot.gov/environment/rectrails/

Transportation Equity Act (SAFETEA-LU) - Recreation Trails Program

Land and Water Conservation Fund http://www.nps.gov/ncrc/programs/lwcf/index.htm

L.L. Bean Conservation and Recreation Grants http://www.llbean.com/customerService/ aboutLBean/charitable_giving.html?nav=ln

Environmental Protection Agency Environmental Education Grants

http://www.epa.gov/enviroed/grants.html

Flood and Hazard Mitigation

Pre-Disaster Mitigation Program

Grantor: Federal Emergency Management Agency (FEMA)

http://www.fema.gov/pre-disaster-mitigation-grant-program

Community Rating System (CRS)

Grantor: FEMA

http://www.fema.gov/national-flood-insurance-program/national-flood-insurance-program-community-rating-system

Flood Mitigation Assistance (FMA) Grants

Grantor: Texas Water Development Board (TWDB) http://www.twdb.state.tx.us/publications/state_water_ plan/2012/09.pdf

Protection (EWP) Program

Grantor: U.S. Department of Agriculture (USDA) http://grants.gov/

Landowner Incentive Program (LIP)

Grantor: Texas Parks and Wildlife Department (TPWD)

http://www.tpwd.state.tx.us/landwater/land/private/lip/

Conservation Reserve Program (CRP)

Grantor: Natural Resource Conservation Service (NRCS)

http://www.apfo.usda.gov/FSA/ webapp?area=home&subject=copr&topic=crp

Wetlands Reserve Program

Grantor: Natural Resources Conservation Service (NRCS)

http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/wetlands

Agricultural Water Enhancement Program (AWEP)

Grantor: Natural Resources Conservation Service (NRCS)

http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/financial/awep

Police

Texas Department of Public Safety http://dps.texas.gov/index.htm

Grimes County Sheriff's Office http://grimescountyso.org/

Texas Alcoholic Beverage Commission https://www.tabc.state.tx.us/ Texas Attorney General's Office https://www.texasattorneygeneral.gov/

Federal Bureau of Investigation http://www.fbi.gov/

US Citizen and Immigration Services http://www.uscis.gov/

Fire

Texas Department of Insurance http://www.tdi.texas.gov/

Insurance Services Office - Mitigation http://www.isomitigation.com/ppc/0000/ppc0001. html

Others

Texas Department of Health https://www.dshs.state.tx.us/

Bluebonnet Groundwater Conservation District http://www.bluebonnetgroundwater.org/

Grimes County

http://www.co.grimes.tx.us/

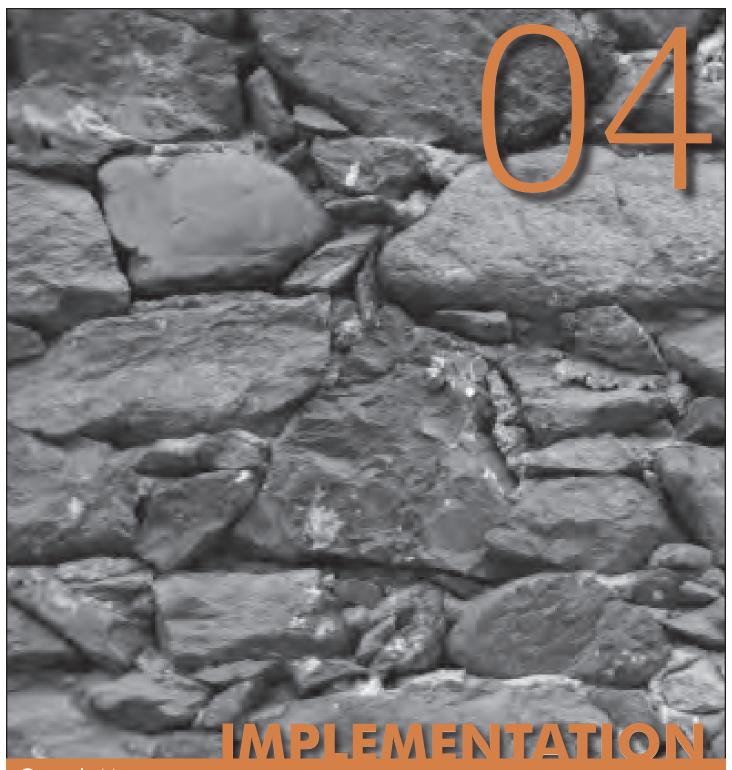
Texas Commission on Environmental Quality (TCEQ)

http://www.tceq.texas.gov/agency/water main.html

FEMA – Community Rating System (CRS) http://www.fema.gov/community-rating-system

Texas Railroad Commission http://www.rrc.state.tx.us/

Public Utilities Commission of Texas (PUC) https://www.puc.texas.gov/



Growth Management
Transportation
Heritage
Economic Development
Public Assets and Services
Housing and Residential
Public Space and Natural Resources

Growth Management

Years 1-2

- Adopt the Comprehensive Plan
- Identify a list of city-initiated rezoning to make the land-use consistent with this Comprehensive Plan; prioritize incompatible land uses and infill opportunities
- Re-zone properties identified as Agricultural/Open Space to align with the desired land uses identified in the Comprehensive Plan
- Adopt Formal Annexation Policies and Program
- Identify properties appropriate for Annexation Development Agreements. Mail draft agreements to landowners.
- Develop a Unified Development Code
- Develop standards for ETJ land use decisions

Years 3-5

Update 3-5 Year Annexation Program

Complete city-initiated rezonings

Assess Neighborhood Centers to ensure land uses are consistent with significant project implementation

Years 5+

Consider revising Comprehensive Plan, particularly Growth Management Strategy

Ongoing

Review and amend Comprehensive Plan

Evaluate existing land uses to ensure an adequate balance by percentage

Plan and zone land formally immediately upon annexation according to Growth Center strategies

Present annual report to Planning and Zoning Commission with Implementation Update

Transportation

Years 1-2

• Begin to formalize a strategy for adopting the Comprehensive Plan Transportation Strategy into existing and new programs; specifically, assess transportation improvements to Corridors, Neighborhood Centers and Growth Centers:

Complete Road Evaluation Program and prioritize improvements for a CIP

Program maintenance and repairs into a local Transportation Improvement Program

Adopt CIP with Significant Projects

Develop formal program to maintain and construct sidewalks

- Assess the feasibility of implementing access management techniques along Corridors, particularly Washington Ave. and N. La Salle/S. La Salle
- Monitor and enforce truck route for heavy and hazardous vehicles. Improve signage and notification of designated truck route through coordination with TxDOT. Current signage requirements by TxDOT are inadequate/limiting.
- Ensure roadway classification system right-of-way requirements are compatible with Design Manual and land
- Formalize a partnership with NISD schools to implement a "Safe Routes to School" Program
- Assess the feasibility of extending Manley St. to the east and Judson St. to the south.
- Study feasibility of a grade separation that extends Spur 515 across the railroad tracks, connecting to FM 379.

Years 3-5

- Begin the design phase of Significant Projects
- Begin to purchase right-of-way for extension of Spur 515
- Begin feasibility study for thoroughfare connection between SH 105, SH 90, and FM 3090
- Complete streetscape efforts on Washington Ave.
- Formalize partnership with Brazos Transit District to assess the feasibility of a fixed route service
- Assess the feasibility of transportation demand management and transportation system management technologies
- Study feasibility of widening FM 379 to address future traffic demand

Years 5+

- Consider revising Comprehensive Plan, particularly Transportation Strategy and ensure compatibility with existing land uses
- Redesignate truck route
- Begin construction phase of Significant Projects

Ongoing

- Review and amend Thoroughfare Plan
- Coordinate with TxDOT to optimize traffic signals on Washington Ave.
- Keep classification system consistent with design standards
- Monitor traffic counts and respond accordingly
- Consider technologies that improve mobility and add to CIP as necessary
- Meet with partner agencies on quarterly, annual or as-needed basis
- Continue working with TxDOT and Railroads on development of grade separation for Spur 515

Heritage

Years 1-2

- Consider additional heritage events that attract visitors to Navasota
- Continue to develop a partnership with Two Rivers Heritage Foundation to accomplish shared goals for historic preservation.
- Consider a Downtown Master Plan with concrete incentive strategy
- Develop a wayfinding and signage program throughout the City
- Consider additional ways to enhance the City's gateways/entry points
- Develop formal beautification/streetscape program for all Corridors with consistent design elements
- Promote the history of the Works Progress Adminstration (WPA) projects in the community through program development.

Years 3-5

- Create design guidelines plan to support historic site preservation
- Adopt regulations to enhance commercial development
- Adopt and implement Downtown Master Plan
- Implement wayfinding and signage
- Construct or enhance existing gateways/entry points
- Begin construction of beautification/streetscape elements on all Corridors

Ongoing

- Evaluate marketing program and strategies
- Continue to evolve the "City brand"

Implementation

Continue heritage events such as Texas Birthday Bash and Blues Fest

Economic Development

Years 1-2

- Develop a Strategic Plan in partnership with NEDC
- Consider the feasibility of a market study for all economic sectors
- Identify possible areas for the implementation of a Tax Increment Reinvestment Zone (TIRZ)
- Continue to implement the Retail Master Plan
- Assess the feasibility of a small business incubator program

Years 3-5

- Begin implementation of the Strategic Plan
- Consider ways to evolve Business Improvement Grant
- Implement, if necessary, a Tax Increment Reinvestment Zone (TIRZ)
- Develop formal workforce development partnership with NISD

Years 5+

- Create small business incubator program
- Implement workforce development program with NISD

Ongoing

- Update infill housing opportunities map
- Update site selection map
- Evaluate incentives for effectiveness
- Update Strategic Plan annually
- Conduct annual economic benchmarking to measure progress

Public Assets and Services

Years 1-2

- Conduct city-wide drainage study and develop a drainage master pla
- Evaluate ways to improve the Library, Horlock House and Navasota Center
- Program Significant Projects into CIP
- Partner with the Navasota Economic Development Corporation to study the feasibility of implementing a Tax Increment Reinvestment Zone (TIRZ) that funds necessary infrastructure improvements along Washington Ave.
- Develop a tracking system that prioritizes citizen requests
- Consider the feasibility of fiber optic cable
- Begin voluntary participation in FEMA's CRS Program
- Identify easements necessary to initiate probably and previously planned future projects, such as water wells, water and sewer extensions, etc.
- Identify funding sources for planned future projects and consider applying for grants

Years 3-5

- Begin creating facility and infrastructure master plans
- Begin design phase of any necessary improvements
- Consider the feasibility of a new wastewater treatment plant that serves the east and southern portions
- Implement, if necessary, a Tax Increment Reinvestment Zone (TIRZ)
- Implement water conservation strategy

- Plan for development of a second fire station to accomodate growth to the east
- Plan for construction of a new animal shelter and relocation of related services
- Plan for construction of a new City warehouse and vehicle services center
- Bring Geographic Information Systems (GIS in-house and train staff for implementation.

Years 5+

- Begin construction phase of facility and infrastructure master plans, particularly in Neighborhood Centers and Growth Centers
- Consider updates to the master plans
- Program major main extensions identified in master plans into CIP
- Construction of extension of Spur 515 with grade separation across railroad tracks to west.

Ongoing

- Monitor systematically and make critical repairs
- Track and prioritize
- Expand the City's Certificate of Convenience and Necessity (CCN)
- Evaluate outside City Limits rate (1.5 times)
- Conduct annual benchmarking study to track and measure progress
- Navasota Citizens University
- Evaluate solid waste service to ensure best rates for citizens

Housing and Residential

Years 1-2

- Formalize an infill, multi-family and senior housing strategy for all Neighborhood Centers
- Identify tax delinquent properties as part of the strategy
- Formalize a funding strategy for stressed properties
 Develop design standards for the rehabilitation of stressed properties
- Develop two to three private sector incentives to stimulate real estate activity in the Town Center

Years 3-5

None

Years 5+

- Formalize an assemblage strategy to create infill housing opportunities
- Ongoing
- Code enforcement compliance in Neighborhood Centers

Implementation

Public Spaces and Natural Resources

Years 1-2

- Develop wayfinding/signage standards for City Parks and other public spaces
- Consider the feasibility of a detention area in the Southeast/Freeman's Neighborhood Center
- Assess the feasibility of creating a Public Space Master Plan
 - Conduct feasibility of baseball park update and expansion
 - Identify improvements to Cleveland Park and West Virginia Park
 - Consider pocket park in Cemetery Hill Neighborhood Center
- Master drainage component
- Adopt maintenance specification standards

Years 3-5

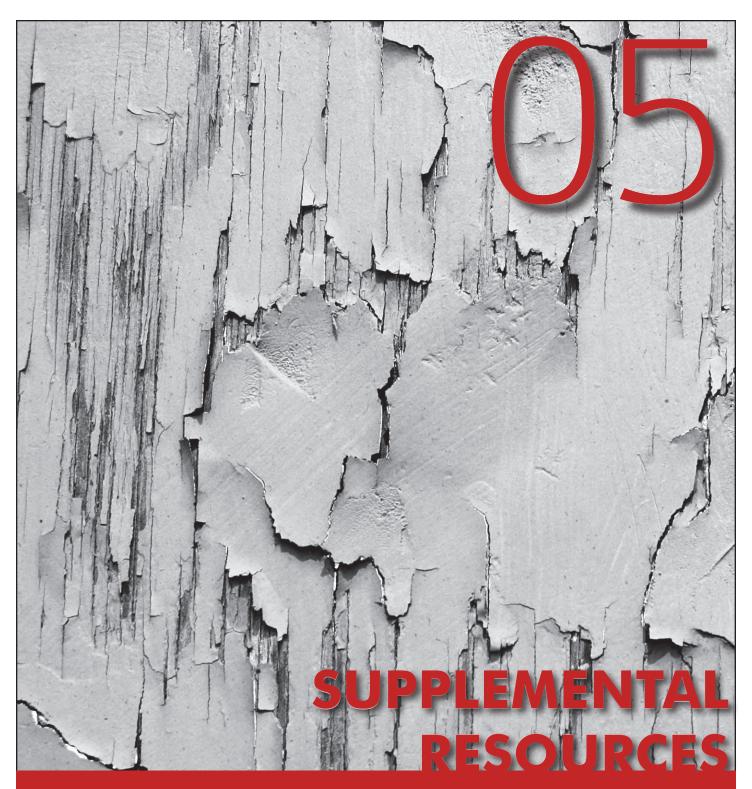
- Incorporate wayfinding/signage into CIP
- Build trail to August Horst Park parallel to Roosevelt St.
- Develop a water management and conservation plan

Years 5+

• Update Public Space Master Plan

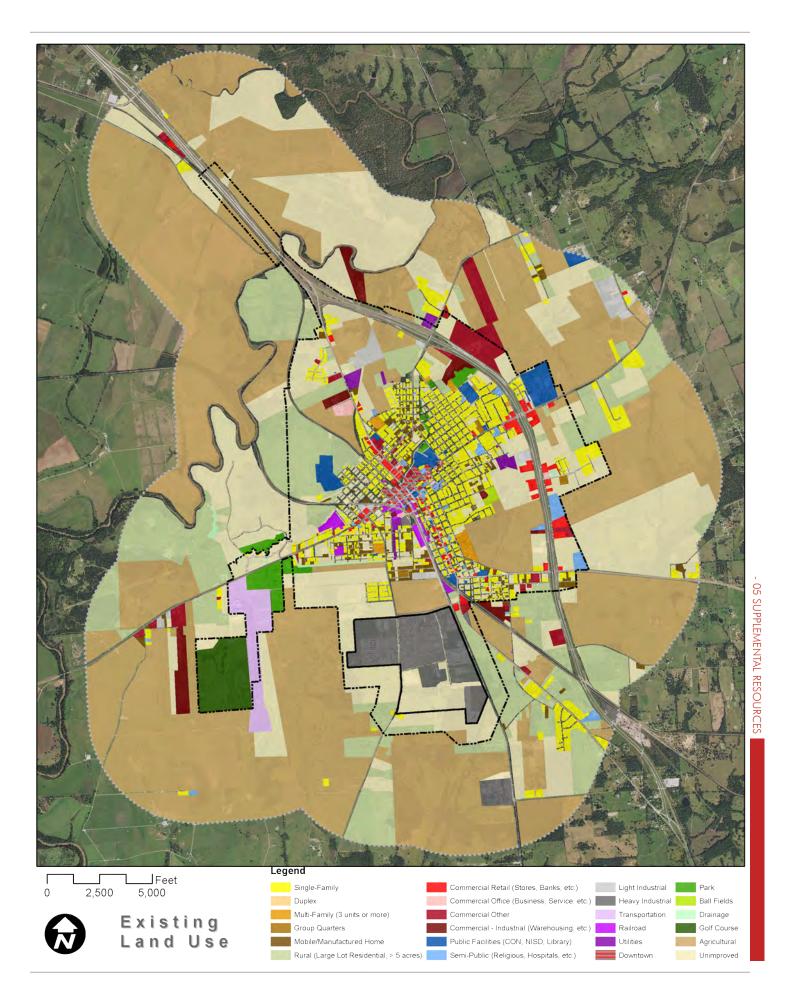
Ongoing

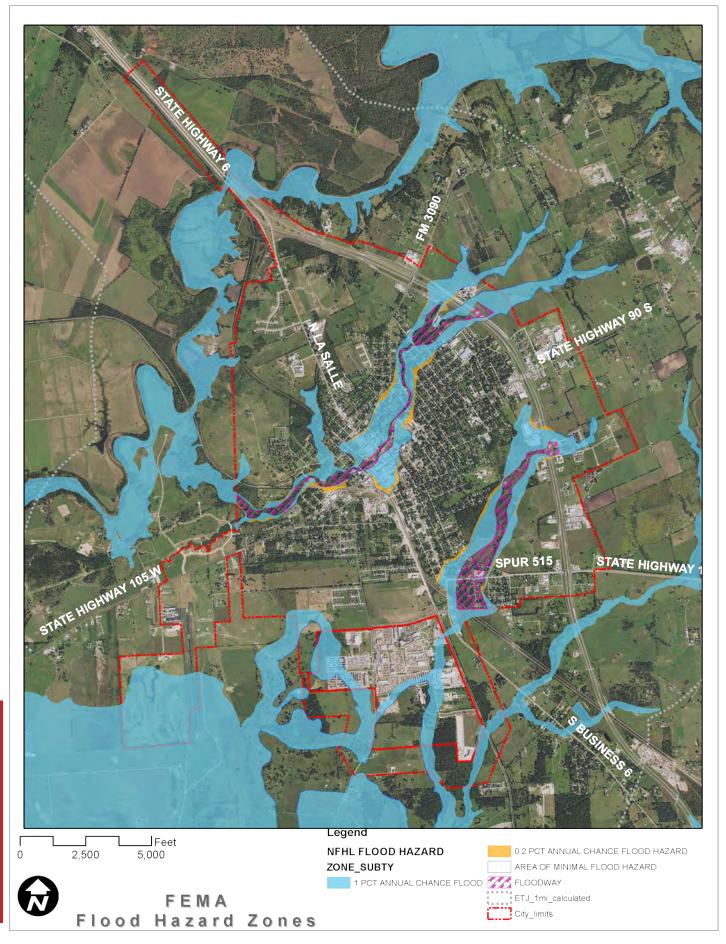
- Maintain and repair
- Update maintenance specifications



Map Atlas Stakeholder Input

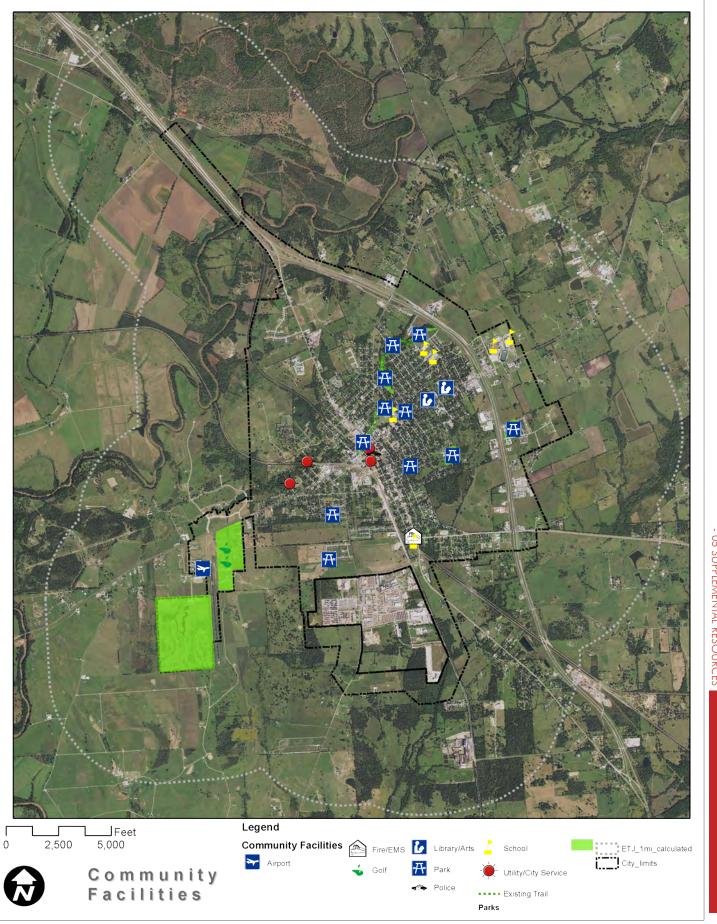
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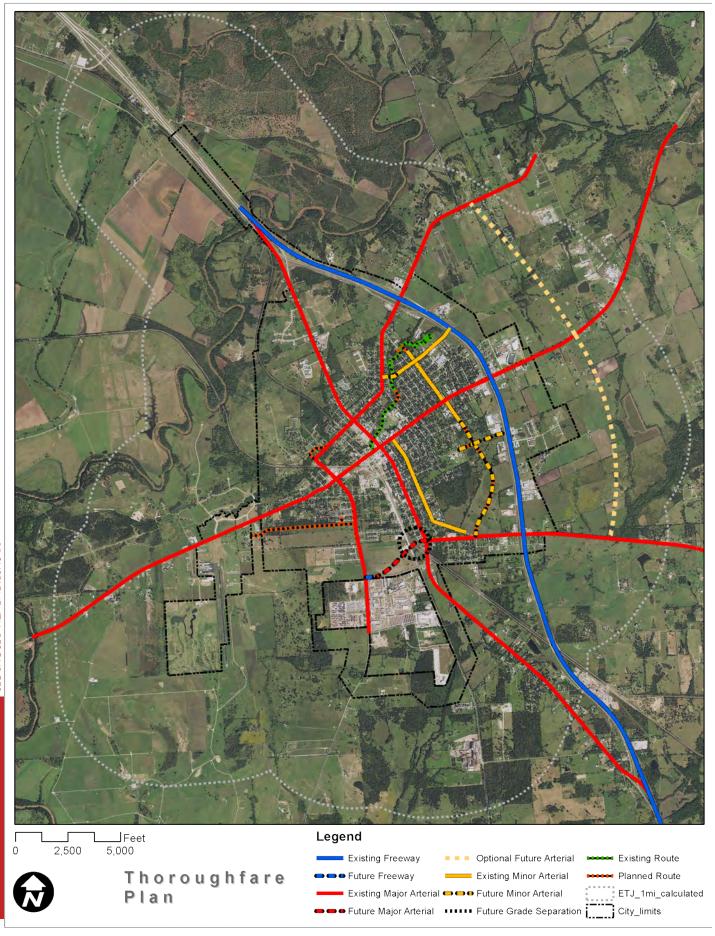


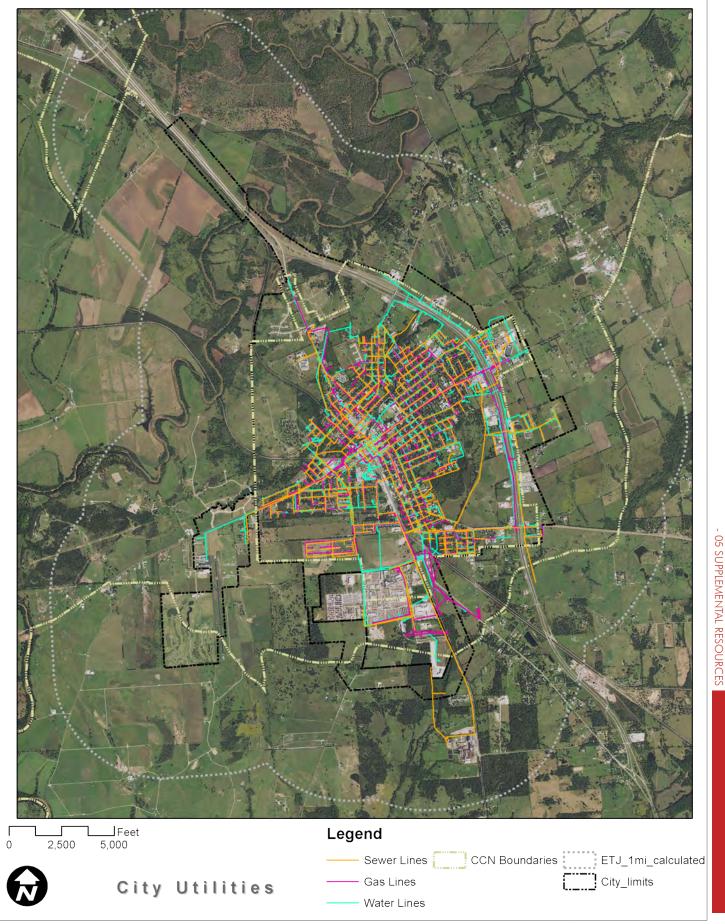












Key Staff Workshop Comments 12/11/2014 9 Staff Participants

Fire Department

- Challenges with staff resources to handle growth in call volume
- Plans to lower ISO Score (currently 3, goal = 2)
- Plans for additional staff training
- Plans for new Ladder Truck
- Railroad can present issues with emergency response
- Only 3 ambulances for all of Grimes County
- Address road infrastructure challenges, specifically a grade separation to provide access to other side of railroad.

Police

- Would like to create districts to address train issues (currently free-flow & rotation)
- Inadequate staff during traffic crash response (minimum 3 officers needed)
- Commercial traffic issues
- Need revenue to support work with other agencies
- Truck turning issues at La Salle St. & Washington Ave.
- Would like to become more proactive rather than reactive
- Need more investigators
- Need impound yard (secure)

Public Works

- Need more sewer smoke tests
- Some staffing needs
- Existing facilities in need of repair (ongoing)
- WW treatment plant to south would reduce strain on existing system
- Need to upgrade largest storage tank
- Need to fund rehabilitation of old equipment
- Need to have all data on SCAM system
- Need to prepare for growth on east side of town

Transportation

- Need grade separation at Spur 515 and Washington
- One-way service roads at SH 90 & SH 6 are problematic
- Need to keep growing Airport service capacity

Key Staff Workshop Comments 2/6/2015 9 Staff Participants

Group 1

- Need to prepare area near Dove Crossing for growth
- Extent of existing infrastructure limits annexation ability
- Large "big box" retail would be very influential to growth and economy
- Economic attraction to Navasota will likely be from north and south
- Need to complete sidewalks along thoroughfares
- Public Safety is high priority
- Need to enhance aesthetics of community
- Potential flooding is a hot topic
- Need to address anxiety about flooding (personnel help)
- Fire Dept. needs a ladder truck to lower ISO rating
- Fire Dept. needs more personnel
- Police Dept. needs more personnel
- Need to focus on east side of SH-6, north of SH-105
- Could generate additional tax revenues(see last comment)
- Growth will create additional sewer demand on east side of SH-6
- Wastewater treatment plant on south end would be needed to accommodate growth to east and southeast

Group 2

- Dove Crossing drainage studies have been
- Need to move utilities extensions to east of SH-6
- Connecting SH-105 to SH-90 is a priority
- The future SH-249 toll road will be a large influence on community
- Traffic safety for pedestrians (kids) is a priority

Group 3

- Sidewalks along Washington Ave. from La Salle through downtown
- Interest in downtown redevelopment
- Replatting of land to create residential lots (some funds available)

Stakeholder Input

• Some rebate programs available for developerbuilt projects for utilities

Other Comments

- Open areas in the southeast portion of town within City Limits present opportunities
- More affordable housing needed in northeast portion of town (west of SH-6)
- Sidewalk construction will improve traffic flow
- La Salle beautification is needed to attract development (landscaping, building improvements)
- Laredo to Spur 515 along La Salle is a priority area for improvement
- Community on the southwest side is low-income, but comprised of law-abiding, hard-working people.

Wish List

- Extend and invest in Creek Trail
- Create an amphitheatre
- Maintain character of community
- Identify old, dilapidated structures that could be raised to allow for redevelopment

Public Meeting Comments- 1/20/2015

40 Participants Topics Discussed:

- Quality of Life
- Community Facilities
- Vision for Navasota
- Affordable Housing

Top Comments from Directed Discussions

Why Do You Live in Navasota?

- 1. Friendly
- 2. Diverse
- 3. Location
- 4Clean
- 5. Peaceful

What programs and facilities would you like to see in Navasota?

- 1. Senior Activities
- 2. Youth Activities
- 3. Higher Education (i.e. Trade School / Community College)

- 4. Better Schools (i.e. Private / Charter)
- 5. Programs for the Needy

What does Navasota Mean to You?

- 1. Centrally located to larger cities, but can have a country living
- 2. Sense of Community
- 3. Possibilities

What do You Want Navasota to be Known For?

- 1. Friendly
- 2. Small Town
- 3. Downtown a Destination
- 4. Relaxing
- 5. Safe

Where do you See Navasota in 20 to 25 Years?

- 1. Steady Growth
- 2. Restaurants
- 3. Live / Work Downtown
- 4. Support Infrastructure
- 5. Parks

Where are some Areas you would Like to See Improved in Navasota?

- 1. Trails (Walking / Bike)
- 2. Downtown Parking
- 3. Internet
- 4. Variety (Shopping / Restaurants / Businesses)
- 5. Housing (Rentals, Garden Homes, Apartments)

What kind of Housing Options would you Like to See in Navasota?

- 1. Garden / Patio Homes
- 2. Apartments / Townhomes
- 3. Senior / Assisted Living
- 4. Rentals
- 5. New Homes

Are there Places Outside of Navasota where you Spend your Time and Money?

- 1. Groceries
- 2. Out of Town
- 3. Restaurants
- 4. Shopping
- 5. Medical / Hospital

What Stores and Restaurants Would You Like to See in Navasota?

- 1. Restaurants Full Service
- 2. Coffee Shops
- 3. Retail / Stores opened past 5pm
- 4. Grocery Store
- 5. Pharmacy

Other Top Comments

- 1. Education Quality / Better Schools
- 2. Focus on Downtown (Business, Housing, Sidewalks, Connection, etc.)
- 3. Train Horn is an issue
- 4. Keep Small Town Charm / Architecture
- 5. Attract Young Families

Public Meeting Comments- 2/18/2015

27 Participants Topics Discussed:

- Land Use, Growth and Development
- Utilities
- Transportation

Growth and Development (Land Use)

- What is roll of Growth?
- "Controlled as Opposed to Random"
- "It's not random now but no vision"
- "Target Districts and use zoning goals"
- "Development is going to happen or not so we better have a plan"
- Macio Vision
- Districts Themes
- Land Use Zones
- College Station "Controlled Growth"
- Improve facilities
- Housing (SFR and MFR)
- Enough "low-income" already
- Young professionals
- Jobs
- School District
- Parent resource
- Mentor program
- Teacher professional growth
- Educated Workforce
- Local businesses should support community and so should new ones
- Slow steady growth
- Controlled / Planned growth
- Don't want a Boom

- NOV Employees need options to Live & Play here
- Need different housing options
- Yes growth but take care of the people that are here
- Senior living
- Promote
- Thought stone ridge was a great idea
- Growth for the sake of growth is concern
- Navasota keep beautiful
- Residential growth in lieu of commercial growth
- Attractive for people to live in Navasota
- Kid bearing age demographic
- Disposable income
- More families would move here if schools were better
- Shortage of places for young professionals
- Not enough good rentals
- Short supply of rental homes
- Revitalization
- Old mixed with new is nice
- Sometimes trash homes next to nice homes
- Some people can't afford to rehab homes
- Would like higher-income jobs/salary (research park)
- Bed & Breakfast , Fredericksburg type business
- Protect that style of development
- More craft needed businesses
- Area north of LaSalle is growth area
- Need coffee shop, sandwiches, bakery etc.
- New stuff for kids to do
- Need things that stay open later
- Starting to see Houstonians come here to start new life
- Weekenders will need things to do here when visiting
- Overall desire to preserve the character of the City
- Don't want the change the feel of the community as small town
- Like the artisan
- Local hardware stores close too early, have to go to Bryan to get supplies
- Big box store for hardware would be nice
- Would like a better grocery store please
- Not big issues as college station is so close
- Love the emergency room here

Stakeholder Input

Road / Intersection / Crossing Areas Needing Most Improvement

- Railroad Noise:
- "Worth a bond issue to solve"
- "We've seen some serious interest from new businesses who can't deal with the noise"
- "Presence of the trains is fine, it's the horns"
- "City has not done the necessary study or gotten accurate data"
- "Just get started with key streets"
- Safety (Bike & Pedestrian):
- Crosswalks "non-existent"
- Speed on streets everywhere
- No bike lanes
- No striping; treat median as a double-lane
- Bike racks None
- Drag Strip effect at LaSalle & Washington and Zig Zag through neighborhoods
- Noise Ordinance LaSalle & Washington
- Better signage for trucks
- Hard to walk anywhere because of lake of sidewalks
- Road Conditions:
- Curbs
- Beautification and maintenance of easements. Fine citizens but no maintenance.
- Open ditches everywhere
- "Doesn't seem to be a strategic plan in place for roads"
- Motorcycle noise
- 3090 / LaSalle
- Blackshear (@3090)
- Parking Spaces at Downtown (Main)
- Hwy 6 / Washington (left turn lanes)
- Fancy City Hall Poor Roads
- Hwy 6 & 105 (Angie 1.2.3)
- 105 & LaSalle off set intersection
- Exit of 6 north missing important businesses
- Poor street quality pot holes
- Fix community center road & by biggest store brook brothers
- \$10.00 in utility bill goes to roads
- Poor patches
- Fix road right
- LaSalle & Washington
- Walking
- Traffic back up traffic to light
- Washington & Hwy 6 (Loop)

- "L" hand not changed
- 515 / 6
- Grimes, Jetson Behind Hospital
- Bad streets
- Intersection
- Business 6 & Blackshear / FM 3090
- Traffic lights needed
- 105 5th Blackshear into Business 6
- Truck route
- Dairy Queen curb cut (road built up)
- Roads accessing parks are terrible, need space and new construction
- SH 6 feeder during school times
- Washington Ave. curb cuts & side streets built up too high
- Prefer curb and gutter system quality
- Issues with traffic to pickup school kids

Satisfaction with Transportation

- Transportation:
- Seniors / Disabled no bus systems "huge need"
- General Dollar (stop sign) Washington / LaSalle
- Railroad Crossing (Train)
- Causes fields to go around
- Stops at unusual times (lunch, 5:00-5:30, 9am)
- Crosswalk timing
- Not a bike-friendly town
- Sidewalk connectivity (TxDOT ramp)
- Traffic flow turnarounds / left turn only lanes
- Turn lane at 6 needs improvement
- Need more sidewalks
- Need bike friendly
- Crosswalk at 6 & 105
- Signals needed at Downtown cross walks
- Crosswalks needed at DQ
- Lost parking spaces downtown
- Crosswalk at City Hall
- Bad tree on corner blocking view McAlpine
- Study Pedestrian Traffic
- Drainage issues sometimes
- Fix pot holes one time not a bunch of patches
- Apartments (Wades & Stacy), so bad you could not drive through
- Where does the \$10.00/mth go?
- Fix pot holes not dress up City Hall

Public Meeting Comments - 2/18/2015 Continued...

- Bad ones at Brook Brothers Prosperity Bank
- 4-0 Wants Quiet Zone
- Cost vs Brenham
- Street quality is very poor
- Need quiet zone in downtown to promote the right kind of development, i.e. retail, restaurants, lodging, etc.
- Railroad Noise, Location, Crossing
- Silent crossing Traffic slows down
- No bicycle lanes or crossings
- No walks or continuous walks
- Not consistent access
- Even in neighborhoods
- No safe place
- Limited opportunities
- Not a high demand for bikes
- Widening the creek path could allow for bikes
- Extending creek could be nice
- Railroad noise (horn) you get use to it, but very annoying if downtown, business near tracks, mostly the homes

Ranking of Importance for Improvement

- Plenty of Roads 'Plenty Wide'
- Cleaned up and better marked pothole & appearance
- Improving Roads
- RR Crossing / Noise Abatement
- Number of trains is not a worry, however, the horns are the problem
- Sidewalks
- Try to limit trucks on 105 in downtown.
- Not needing route
- Signage is not sufficient
- Improving Existing Condition of Roadways
- Reconstruct LaSalle, Pave Buckingham
- Bike Paths (Least)
- Railroad Crossing / Traffic Flow (Least)
- Railroads
- Neighborhood Traffic on 3090 (Speed and number)

Walking and Biking Improvements

- Serious problem in old part of town Not very practical
- "It's east to walk downtown... IF you're on one side of the street" i.e. Crossing
- Emphasize sidewalks

- High School Students walking no sidewalks
- Walking in stadium
- Biking is dangerous at Washington at SH 105 over Navasota Bridge and Brazos Bridge (old bridges)
- Runners not on sidewalks they are in the street
- Lighting for walkers make consistent
- Bike trails 1 Whole table
- Fix other priorities
- Walking 1 Pass, 4.5
- Walkability at Biggs Street
- Crosswalks are needed in City
- Improve streets and walks
- Improve destroy residency
- No consistent walk
- Walk from home to business
- Neighborhood look nice program
- Sheryl
- Access / Lanes, Trails
- Access Use existing utilities make it better
- Traffic Just handle the roads
- Sidewalks
- Benches
- Combine
- Sidewalks more important than biking; connect sidewalks
- No consistent sidewalks
- Need sidewalks
- Need more sidewalk improvements

Satisfaction with Utilities

- Trash, Bundling of Trash; specific size parcels -Hard: Tree
- In "heritage" section lots of old trees so restrictions on trash is problematic
- Suggestion: "leaf drop" season recycling
- City provides tree debris
- Electricity reliable but downtown is an issue at times
- Cable ok
- Customer Service
- PW Repairs
- Sewer Issue resolved
- Worker performance issue? (No Group ID'd)
- Trash 2x/wk to 1/wk (trash piles up in bin)
- Dumping in commercial containers / dumpsters
- Market additional bin in bills
- Hide until get off work
- Phone & Internet unreliable
- Electricity only can use Entergy

- Trash change? Possible
- Better managed pick up ot efficient
- Don't like waste management rules
- Bundling criteria could be problem for elderly
- Buy mulch is limited hours
- Need comprehensive disaster plan
- Not available for customer service on Saturday or after 5pm
- Cost too high for gas
- Consider disposal of brush / yard waste
- Telephone / Internet provider
- Old pipes, still deliver water at downtown business
- • Smell of chlorine at times (flushing)
- Billing automatic out of bank efficiency
- Trash services expensive, commercial administrative costs
- Infrastructure
- Electric provided
- Internet better connectivity Suddenlink
- City of City influence
- Water line 3/4" supply is way far into the yard in one neighborhood. Wasn't aware of that.
- Long delay in response
- Sewer man hole on Kettles St. backups regularly