

Main Street Matters

NOVEMBER 2017 • A MONTHLY PUBLICATION OF THE TEXAS MAIN STREET PROGRAM

COTULLA

Written by Marc Robertson, Main Street Supporter

MAKING TRACKS TO DOWNTOWN COTULLA: CROSSROADS OF THE CENTURIES

Community celebrates 10 years in the Main Street program, looks to further improvements

When she looks east to an empty piece of land from her office along Cotulla's historic Front Street, Main Street Program Manager Patsy Leigh sees more than

crumbled asphalt and weeds. She sees opportunity.

The grand thoroughfare at the heart of the historic district in the La Salle County seat, halfway between San Antonio and Laredo along one of the nation's busiest interstate corridors, is lined on one side by vintage buildings that date to the earliest development of trade and industry in the Brush Country, and along the other side by the vital artery that brought those businessmen and tradespeople to South Texas: the railroad.

Cotulla's Main Street Program is marking its 10th anniversary this year, and although most residents

(Cont. on page 2)



The 1931 La Salle County Courthouse is the fourth courthouse built on this square since the county was created in 1858. The Texas Historic Courthouse Preservation Program awarded the county two multi-million dollar grants for restoration of both the exterior and interior, and the courthouse was rededicated January 26, 2013.

fondly recall the day on which the city was decked in bunting and the high school mariachi band turned out in its finest for then Texas First Lady Anita Perry, everyone knew then that it would be years before the community could take any real action in reaching its goals for the ambitious project. Throughout the 1980s and 1990s, Cotulla suffered economic blows that were exacerbated by decaying municipal infrastructure, the gradual disappearance of family-owned businesses, and the “brain drain” of able-bodied and business-minded young people departing to find success in bigger cities. Added to this, promises of a new oil boom faltered, and the short-term relief brought on by the development of so-called horizontal drilling from 1989-1991 resulted in projects half finished, a population only intermittently employed, and new burdens on city utility services. Housing remained in short supply, water lines ruptured daily, and streets deteriorated further.

True relief for Cotulla came only when hydraulic fracturing processes were developed for oil and gas in South Texas, coinciding by remarkable happenstance with the inauguration of the Main Street program. Within a few years, city leaders and business owners alike had begun to realize the economic potential that the new boom would offer. More than 20 new hotels sprang up beside the interstate almost overnight, the city’s population doubled, sales tax revenues reached unprecedented heights, and there was employment to be had. Cotulla could repair its vital utilities, pave its streets, and spare some funds to pay for a Main Street program that would begin to reach the lofty goals that it had promised.

Why Cotulla?

Because Cotulla has meant something to the growth of South Texas for more than a century.

Because even before independence and statehood, long before modern settlement, today’s La Salle County seat was positioned at the crossroads of the vital trade routes that fed the missions that supplied the armies and that linked the outposts of the ancient empires.

Because the fabled Camino Real (“King’s Highway”) passed through present-day Cotulla on its way from the Gulf Coast to the ancient capitals.

Because Santa Anna rode through the Brush Country

with his Mexican army on their way to a date with destiny.

Because a Polish immigrant set out into the unforgiving landscape and dug the first artesian well that would feed new crops for generations.

Because the iron horse brought technology, investment, agriculture, and new settlers down the rails from San Antonio, and carried away fresh harvests and newly discovered oil.

Because the Pan-American Highway was dedicated here on its long and dusty way up the North American continent.

Because a young, eager, and fresh-faced rookie teacher named Lyndon Baines Johnson taught the local youngsters how to read and write, and used his paychecks to buy them shoes and sports gear; and returned when he was president of the United States to herald his landmark education bill.

Because the interstate highway became the life-giving artery that channels today’s heavy freight traffic from one of America’s biggest and busiest inland ports to all points north, and provides the trade that turns the



What originally began as a one-room schoolhouse is now the Brush County Museum, which contains pictures, displays, and artifacts of La Salle County and Brush Country.

wheels of the local economy.

Because La Salle County lies above one of the wealthiest oil and gas reserves in North America, tapped now through hydraulic fracturing and bringing refineries, pipelines, service facilities, and commercial traffic to the area, reviving the economy through employment and property development.

And because the ranching and farming families that still call Cotulla home, the residents who came to run new businesses, the Border Patrol officers and highway patrolmen and sheriff's deputies, and the new generation of young adults who have stayed to live and work in their hometown, decided that this place was worth saving, its history worth preserving, and its lessons worth passing down.

In many ways, Cotulla stands at the crossroads of Texas history, and its historic Front Street is at the very center.

“What we set out to do 10 years ago was to bring Cotulla’s history to people’s attention,” Leigh says of the work her office has done. “We knew that by reminding the public of the historic significance of our city, we would draw attention to the buildings that played a part in the development of South Texas, and this would help boost tourism and encourage

new interest in establishing businesses in the historic district.”

It may have taken 10 years for the Cotulla Main Street Program to reach the first of its goals, but the results represent a transformation of the downtown historic district. The city’s original business quarter, Front Street, which faces the Union Pacific Railroad line and where all of La Salle County’s trade was focused in the first half of the 20th century, has been beautified through sidewalk reconstruction, landscaping, façade improvements, and the placement of new gaslights that are supplied by the city’s own fuel. Business owners have been offered cash incentives to repair their building fronts and improve their signage, and one of Cotulla’s most historic structures has been restored and reoccupied.

At the corner of Front and Center streets, the Gallman Building has served as a bank, a boarding house, and a car parts store, but stood empty for years before it was bought and restored by a developer with a keen eye for business. Furnished with a custom-built Western-style bar and a grand new staircase, its windows replaced with wood-frame replicas of the originals, and its walls and floors exposed to reveal original finishes, the building has been given new life as a saloon and restaurant.



Cotulla’s mural by Laredo artist Gil Rocha depicts the history of the county, including Joseph Cotulla’s artesian well, LBJ’s teaching career, a succession of courthouses, oil drilling, the railroad, and cattle ranching.

The Gallman Building (also once known as Cotulla State Bank) has other claims to fame as well. Listed as the only remaining structure in town made of original Cotulla brick—with clay and sand dredged from the Nueces River basin—the site served as backdrop in 1886 to a brutal shoot-out in which the man who assassinated Sheriff Charlie McKinney was himself ambushed and gunned down in the street. That incident and others like it contributed in the 1880s to Cotulla’s reputation as a lawless and dangerous “Wild West” town; legends persist of railroad conductors cautioning their passengers, “Next stop, Cotulla. Get your guns out.”



Behind the Gallman Building, at the corner of Center and Main streets, the onetime Model Market (and later Bill’s Dollar Store) has been lovingly converted into a dance hall and saloon and may yet see other uses, as its occupants and the community’s needs change. Wooden floors have been exposed, and the building’s façade has been revived to its original grandeur.



The exterior wall of the Model Market facing Main Street and the downtown park was adorned last year with the Main Street program’s newest masterpiece, a mural by Laredo artist Gil Rocha depicting the history of the county, including Joseph Cotulla’s artesian well, LBJ’s teaching career, a succession of courthouses, oil drilling, the railroad, and cattle ranching. A new bronze of Joseph Cotulla by renowned sculptor Armando Hinojosa takes pride of place in the park on top of a replica artesian well, landscaped with indigenous plants.



Of particular interest to the people of the city and importance to municipal government is this year’s redevelopment of a long-vacant garage at the corner of Carrizo and Main streets, a large building with a preserved vintage service-station façade. Inside, the new Cotulla City Hall is being built with a funding combination of USDA grants and loans. The garage and others like it from different decades of the 20th century serve as reminders of the vital that Old Hwy 81 (present-day Main St. and Business IH-35) played in the community’s economy.

It may have taken 10 years for the Cotulla Main Street Program to reach the first of its goals, but the results represent a transformation of the downtown historic district. The Gallman Building (top) was restored, and sidewalks have been beautified with new landscaping and gaslights (middle image). Redevelopment of a long-vacant garage (bottom) will become the new Cotulla City Hall.



Cotulla's namesake founder, Joseph Cotulla, was a Polish immigrant who established a large ranching operation in the area. He is honored with a full-size bronze statue in Veterans' Park dedicated in July 2015. He stands above a water feature reminiscent of the first artesian well dug in La Salle County.

place at the foot of the immaculately preserved La Salle County Courthouse, built in 1931 and recently restored to its original Henry Phelps design with multimillion-dollar grant funding injection from the Texas Historical Commission. The festival and the courthouse backdrop help recall an earlier time of community patriotism and family-friendly celebration. Today's July 4 events are firmly rooted in the traditional style of which La Salle County was so proud in the 1940s, when its residents turned out for parades, rodeos, outdoor cooking, children's games, and dances late into the starry night.

Patsy Leigh looks to the railroad line and envisions new opportunities for the city, including a replica of the classic railroad depot building that served passenger trains as well as agriculture, livestock, and the oil industry. The land on which the original depot stood may be empty now, but it is a space that begs to be filled, not only for the sake of tourism or for future business potential, but because it is the one structure without which so much would have been impossible. Cotulla owes it to history and to its new generations to put back the buildings that played a part in giving life to the Brush Country.

"I believe we have begun to restore community pride," Leigh says. "The results of our work are tangible. More people enjoy our outdoor spaces today, and more people are interested in the history of their city. I believe that when you beautify a city, encourage development, and

help boost tourism and economic activity, you are giving the people a town that they can be proud to call home, and in whose preservation they will take a more active role."

Cotulla's downtown skyline may be dominated by the courthouse, the adjacent water tower dating from 1915, and the silhouette of the Front Street stores, but the city map is sprinkled with historic and architectural gems, from the Methodist Church (also 1915) to the tiniest jewel of a gas station on the main road, and from the weathered signage of the old businesses to the Camino Real marker at the intersection of Front Street, Highway 97, and the Union Pacific Railroad. Visitors will continue spotting little pieces of the past that have stood the test of time and which surely deserve to be brought back to their shine and significance. They remind us and future generations of what it took to build the city and make it thrive, and what critical historic landmarks it bears, at the crossroads of the centuries.

CAN PARKING LOTS BE PRETTY?

Article written by Marie Oehlerking-Read, Project Design Assistant, Texas Main Street Program

Parking is a downtown necessity. Most people come to your downtown in a car, but little thought is often given to how parking lots look or how they compliment the buildings around them. Some towns are lucky enough to have elaborate garages that can be camouflaged and designed to blend in with the surrounding building stock. However, most Texas Main Street cities only have surface lots, consisting of asphalt and a few painted lines. What if parking could be both functional and pretty? Better yet, what if it was environmentally friendly? Below are a few examples from around Texas and beyond to show you how parking can be all of those things.

Buda Mill and Grain, Buda

Design: CTA Group

Engineer: Hollingsworth Pack

The Buda Mill and Grain development anchors the south end of the recently established Main Street district. The complex is a mixture of both historic buildings and new construction that tie into the site's industrial and

agricultural history. There are approximately 27,000 square feet of retail, restaurant, and office space on the site. Current tenants include a bakery, salon, yoga studio, consignment boutique, coffee and cocktail restaurant, bike shop, and art gallery.

The site is slightly disconnected from downtown and far from the public lots provided by the city. Street parking could not be incorporated because of site constraints, so parking a lot was a necessary part of the design. The main lot was placed at the center of the site with buildings wrapping three sides of it. From the street, the lot is screened from view with landscaping and trees. Wide sidewalks were also added along the perimeter to tie into the downtown district. The central parking lot has about 32 spots, while the south parking lot can serve over 50 cars.



(Top) Buda's central parking lot is screened from the street with landscaping. Wide sidewalks are also incorporated into the perimeter. Source: Google Streetview. (Bottom left) The design of the signage and curb stops in the Buda Mill and Grain parking lot tie into the industrial history of the site. (Bottom right) Unique signage at Buda Mill and Grain links to the industrial history of the site.

The attractiveness of the unique Mill and Grain site is immediately experienced as you get out of your car. Instead of using standard handicap and parking restriction signage, the designers extended the industrial aesthetic into the lot by incorporating metal panel signs with a rust patina. The lettering and symbols are cut out of the sign instead of printed,

which creates a sophisticated appearance. Old Union Pacific rails found on site serve as wheel stops in each parking spot. Landscaping is also a large component, making this lot more inviting and comfortable to pedestrians when compared to other surface lots. The designers retained existing shade trees and added other native plants along each row of parking. These elements extend the identity and the brand beyond the Mill and Grain buildings into the parking lot, which makes the entire site feel like a unique experience instead of just another strip center.

El Monumento, Georgetown

Design: Overland Partners

Engineer: Mark Word Design

El Monumento is more than just a nice place to have dinner in downtown Georgetown. It is a one-of-a-kind building that was designed with the goal of creating an, “oasis in the middle of the city,” according to co-owner Clark Lyda. The building is situated on the fringe of the downtown district, next to the San Gabriel River. The primary lot can fit about 50 cars with an additional 30 spaces on the side streets.

The “oasis” feeling starts at the parking lot. The medians and perimeter around the lot are filled with plants native to rural South Texas and Mexico, which tie in to the restaurant’s aesthetic. From the main thoroughfare, Austin Avenue, the parking lot is barely visible because of the landscaping screen. The parking lot goes beyond the look of an outdoor refuge, and it starts to function as one by considering how the lot affects the surrounding environment. The parking lot is made of decomposed granite, which helps reduce storm water runoff created by traditional paving materials. It also aids in lessening the “heat island” effect that too much pavement can cause, which keeps temperatures cooler in the area.

The required signage ties into the overall aesthetic of the restaurant by utilizing metal panels that compliment metal elements seen on the building. Parking spaces are marked by rustic pipe curb stops instead of painted striping. Through the parking lot design, customers are transitioned from the hustle and bustle of downtown on the outside, to the relaxing oasis-like restaurant on the river.



(Left) Aerial view of El Monumento in Georgetown. (Middle top) El Monumento from Austin Avenue. Source: Google Streetview. (Middle bottom) El Monumento entrance from West 2nd Street. Source: Google Streetview. (Right) Overland Partners utilized decomposed granite instead of traditional parking lot paving and unique signage to tie the look of the design together. Source: <http://bartlettcocke.com/project/el-monumento-restaurant/>

Central Market, Windsor Square Neighborhood, Phoenix, AZ

Design: Venue Projects

North of downtown Phoenix, on a primary road heavily dominated by cars, Venue Projects, a local redevelopment group, recently accepted the challenge of transforming a barren retail strip center into a welcoming hangout spot. The site surrounding the building was once primarily paved, which created the appearance that only cars were welcome there. Venue Projects reconfigured the site to a place where people come first, and cars come second.

Landscaping was key to converting the site from auto-oriented to pedestrian scale and comfort. The designers defined the sidewalk edge with shrubs and landscaping on either side, which created a buffer between people and the cars on the street. Instead of concrete curb stops, triangular flower beds were installed to define the diagonal parking spaces. The transitions between the parking lot and the actual building are scaled to fit people through planters and green screens. These landscaping elements break down the vast sea of paving in the original parking lot design into smaller defined spaces that people can better understand and navigate.



Before and after the photos of the Central Market Strip Center Conversion in Phoenix, AZ. Source: Google Streetview.



(Top) Planters were used to define parking spots instead of paving for the Central Market Strip Center Conversion in Phoenix, AZ. Source: Google Streetview. (Bottom) Planter boxes and green screens are used to shape transitions between the parking lot and building. Source: Taz Loomans, author of *Blooming Rock*.

Grand River WorkPlace Green Parking Lot, Detroit, MI

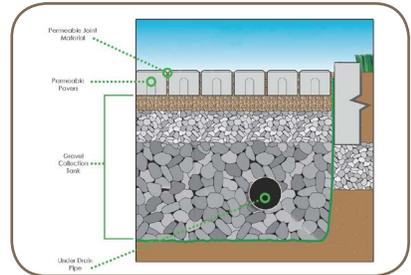
Design: Living Lab, a collaborative design studio
 Funding: Kresge Foundation grant

The Grand River WorkPlace is a co-working incubator and pop-up retail space that provides an affordable working environment for small business startups and freelancers. The space is located in a neighborhood commercial district northwest of central Detroit. Next door to WorkPlace was an underutilized vacant lot that was transformed into a vibrant, “green parking lot.” The goal of the project was to create an efficient and sustainable parking lot with usable gathering space for tenants.

The “green parking lot” has solid paving on the driving lanes and permeable pavers on the parking spots. This design, in combination with landscaping and a 1,000-gallon rain cistern, allows for water to be collected and retained on-site. The collected water from the cistern is used to irrigate the landscaping around the building. The permeable lot slows the rate at which water runs from the site. This example might sound

simple on the surface. However, when considering the bigger picture, a green parking lot can do a lot for the surrounding community and environment.

Jason MacDonald, landscape architect and principal from Living Lab, explained the reason behind the lot design to Texas Main Street staff. Detroit operates on a combined sewer system, where storm water runoff and sewage flow together in the same network. When it rains, this system quickly fills up to the point that it backs up into homes and businesses, which causes major issues city-wide. The goal of the permeable parking lot is to slow down the rate at which storm water drains from the site and eliminate it altogether if possible. The permeable pavers allow water to pass through the joints into the space below. The pavers rest on 32 inches of gravel, which act as a collection tank to hold the water. An underdrain that connects to the city’s sewer system is placed in the middle of the gravel and slowly siphons off water as the tank fills. In this example, the city required the drain due to local code and the inability of the soil underneath the lot to absorb water. In other places, the drain may not be needed and the water can be absorbed directly into the soil. The permeable paving system is able to hold a significant amount of water, which helps slow the rate



(Top left) Signage, landscaping, and covered seating were incorporated into the design of the parking lot. Source: <http://livinglabdetroit.com/portfolio/grand-river-workspace-green-parking-lot/>. (Top right) Permeable paving is used on the parking spots to slow the rate of water runoff from the site. Source: <http://livinglabdetroit.com/portfolio/grand-river-workspace-green-parking-lot/>. (Bottom left) A 1,000 gallon cistern collects rainwater from the roof, which is used to irrigate landscaping on site. Source: <https://www.facebook.com/GrandmontRosedaleDevelopment/posts/10153856596024790>. (Bottom right) Diagram of permeable paving system. Source: <https://www.countymaterials.com/en/products/landscaping/permeable-paver-systems>.

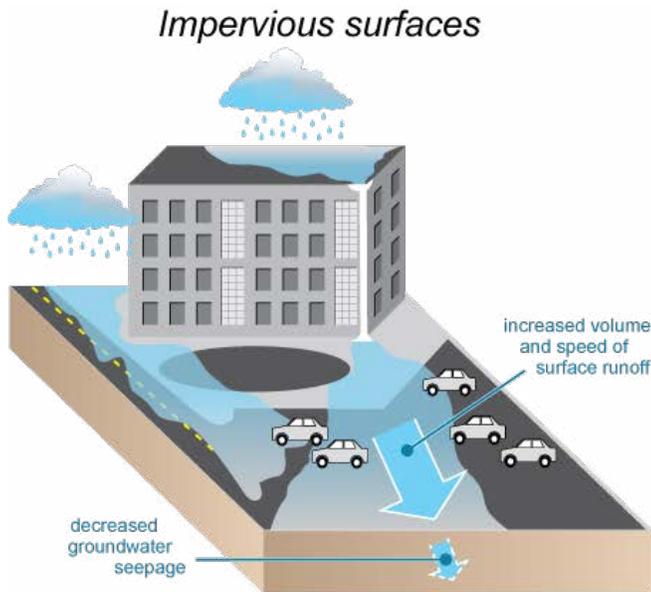
of storm water runoff, and in turn, puts less pressure on the city's sewer system.

According to the EPA, "Storm water runoff is a major cause of water pollution in urban areas. When rain falls on our roofs, streets, and parking lots in cities and their suburbs, the water cannot soak into the ground as it should." The storm water runoff that drains through gutters, sewers, and other engineered collection systems carries trash, bacteria, heavy metals, and other pollutants from the urban landscape, which can be harmful to nearby bodies of water where the runoff may drain. However, when rain falls on undeveloped sites, the water is absorbed and filtered by the plants and soil, making the runoff cleaner and less problematic.

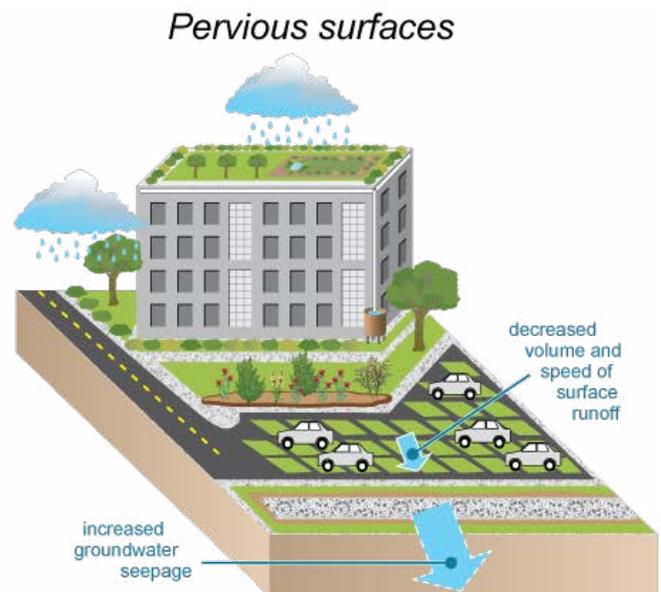
Green parking lots and infrastructure, such as the Grand River WorkPlace example, use vegetation, soil, rain gardens, and other elements to restore some of the natural processes required to manage water and create healthier urban environments. If more parking lots used these simple tactics in their design, this would allow for cleaner air, cleaner water, flood protection, and more natural habitats for the entire community's benefit.

Designing for Flood Prevention

Post Hurricane Harvey, storm water management and flood prevention are in the forefront of everyone's minds. Many factors and uncontrollable circumstances contributed to the devastating flood that occurred in Houston this past year. However, vast expanses of pavement and parking lots undeniably contributed to the problem. In his *Atlantic Magazine* article, "Houston's Flood is a Design Problem," Ian Bogost considers the many different factors that played into the catastrophic flood and explains how flood controls have been designed and applied in the city. He acknowledges the fact that development is inevitable and argues that the goal is not to prevent development, but to plan, design, and create better development. He states that, "If good stormwater management means good, site-specific design, then ordinary people have a role to play, too. Residential homeowners who install a new cement patio or driveway might not even realize that they are channeling water down-grade to their neighbors, or overwhelming a local storm drain."



Impervious 'hard' surfaces (roofs, roads, large areas of pavement, and asphalt parking lots) increase the volume and speed of stormwater runoff. This swift surge of water erodes streambeds, reduces groundwater infiltration, and delivers many pollutants and sediment to downstream waters.



Pervious 'soft' surfaces (green roofs, rain gardens, grass paver parking lots, and infiltration trenches) decrease volume and speed of stormwater runoff. The slowed water seeps into the ground, recharges the water table, and filters out many pollutants and sediment before they arrive in downstream waters.

Source: <http://www.georgetownclimate.org/adaptation/toolkits/green-infrastructure-toolkit/introduction.html>

In short, one sidewalk, one building, one part of downtown can affect its surroundings in major ways. A simple parking lot might not seem like a big deal until the impact on its surroundings are realized. Small changes to a lot's design can result in positive outcomes both aesthetically and functionally as we have seen in the examples. The EPA provides several resources on its website that break down the components of green infrastructure and parking lots to make it easier for cities to implement these concepts and educate their stakeholders. Learn more about [green infrastructure](#), the EPA's [experimental permeable pavement parking lot](#), and also take a look at their "Green Parking Lot Resource Guide" available [here](#) the next time you are considering parking lots in your downtown.

Take the time to read Bogost's full article on Houston. It goes into further detail of the concepts summarized here and his conclusions likely apply to your city, too. - <https://www.theatlantic.com/technology/archive/2017/08/why-cities-flood/538251/>

SPECIAL VOLUNTEERS

In each edition of *Main Street Matters*, we continue to spotlight those volunteers whose contributions and dedication are important to the success of local programs. If you would like to honor a special volunteer with a spotlight, please send a short narrative and image to sarah.marshall@thc.texas.gov.

Ed Rivers, Elgin Main Street Program *Written by Amy Miller, Main Street Manager, Elgin Main Street Program*

One of the first things you notice about Ed Rivers is his love for Elgin and his passion for preserving the history of the community. A lifelong resident, his roots go back to the early years of Elgin. His family members were some of the first settlers in Bastrop County. His grandfather and father were presidents of Elgin National Bank, served on the school board, and were active in the First United Methodist Church. His mother served on the Texas Historical Commission with Anice Read when the Main Street program was first established in the 1980s in Texas. He has continued the family legacy of community service throughout his life. He is a downtown business owner and property owner, served on the Elgin City Council, Chamber of Commerce Board of Directors, Elgin

ISD Education Foundation Board, Elgin Historical Association, Elgin Historic Review Board, and the Elgin Main Street Board. While serving on city council, Ed was an integral part of Elgin applying for and becoming a Texas Main Street in 1990.

Ed remembers growing up on Main Street and working downtown at Elgin National Bank as a young man, and he ultimately returned to downtown with his title company in 2008. In 2010, Ed was appointed to the Main Street board and has served as president since August 2010. Under his leadership, the Main Street Board plays an active role in historic preservation and economic development in downtown. Ed actively supported the Sustainable Places planning effort in Elgin in 2013-14, which resulted in acquiring 10 acres downtown from Union Pacific Railroad and laid the groundwork for the next 10 years of Main Street in Elgin.

In 2014-15, he led the effort to establish a mixed-use zoning overlay that is the backbone of the continued revitalization of the downtown district. The overlay project required working seamlessly with the Historic Review Board and Planning and Zoning Commission in addition to establishing political support through the city council. The overlay allows residential and commercial use on the first floor of buildings and a variety of uses, such as food processing, metalsmithing, and cabinetry making. The overlay spurred significant reinvestment in developing loft apartments and new uses, such as a company that



As a board member of Elgin's Chamber of Commerce and Main Street Board, Ed Rivers' leadership has caused the two organizations to work even more closely together on promotion tourism efforts and special projects.

makes beef jerky and one that makes pickles in the district. Since 2015, nine buildings have been restored and are fully occupied. Four are under renovation and 17 new businesses are in operation downtown. Volunteers bring a variety of assets to Main Street programs—from organizing events, to selling souvenirs, to creating and implementing new programs—and serve as the foundation of Main Street. Ed exemplifies the volunteer spirit that makes Main Street work.

Ed is instrumental in the quiet behind-the-scenes work that facilitates the partnerships that make the Elgin Main Street program successful. As a board member of both the Chamber of Commerce and Main Street Board, his leadership has caused the two organizations to work even more closely together on promotion tourism efforts and special projects. He believes strongly in the value of partnerships and extends his support to anything that causes downtown to prosper. His passion for downtown and volunteer efforts are an inspiration to anyone that has the pleasure of knowing him. Elgin is fortunate to have his leadership and dedicated investment in our town.

CONGRATULATIONS



Congratulations to Seguin Main Street and its director Kyle Kramm for winning one of the two National Main Street Center's Entrepreneurial Ecosystems grants! This program provides an innovative, economic vitality-driven approach to Main Street America communities to create a more robust support system to foster the launch and growth of entrepreneurs aligned to the commercial district's Transformation Strategies. We all look forward to the great things that will come out of Seguin from this fantastic achievement!

CALENDAR

TUESDAY 11.7

- McKinney: New Manager Orientation (Board members welcome!) (1–5 p.m.)
- McKinney: TDA Conference (12:30–7 p.m.)

WEDNESDAY 11.8

- McKinney: TDA Conference (7:30 a.m.–10 p.m.)

THURSDAY 11.9

- Elgin: Sip Shop & Stroll (5–8 p.m.)
- Levelland: Ladies Nite Out (6–9 p.m.)
- McKinney: TDA Conference (7:30 a.m.–9 p.m.)

FRIDAY 11.10

- McKinney: TDA Conference (8:30 a.m.–1 p.m.)
- Rockwall: Night Owls Late! (5–8 p.m.)

SATURDAY 11.11

- Georgetown: 2nd Saturday Market Days (9 a.m.–4 p.m.)
- Henderson: Annual Heritage Syrup Festival (9 a.m.–5 p.m.)

FRIDAY 11.17

- Canton: Festival of Trees Kick-Off (4–7 p.m.)

SATURDAY 11.18

- Georgetown: Pistons on the Square Car Show (8–10 a.m.)
- Grand Saline: Salt City Christmas Open House (8 a.m.–5 p.m.)

SATURDAY 11.25

- Elgin: Shop Small Saturday (All Day)
- Georgetown: Shop Small Business Saturday (10 a.m.–2 p.m.)
- La Grange: Shop Small Saturday (10 a.m.–5 p.m.)
- Rockwall: Shop Small Saturday – Donut Stroll (8 a.m.–5 p.m.)
- Waxahachie: Junk in the Trunk and Small Business Saturday (9 a.m.–1 p.m.)

SATURDAY 11.30

- Denton: Small Business Saturday (All Day)
- Ennis: Lights of Ennis Parade of Lights and Block Party (7–10 p.m.)
- Levelland: Festival of Lights & Christmas on the Square (5:30–7:30 p.m.)

REAL PLACES CONFERENCE 2018



Mark your calendars! The Real Places 2018 Conference is coming to Austin January 10-12, 2018. Join us to preserve the legacy of the Lone Star State.

Featured speakers include noted Texas writer Joe Nick Patoski, preservation economist Donovan Rypkema, social preservationist Dr. Andrea Roberts, and preservation anarchist Franklin Vagnone. Entertainment will be provided by the legendary Ray Benson (of Asleep at the Wheel) and the Peterson Brothers.

Agenda available at www.thcfriends.org/real-places-2018

Websites of Interest

- **Advisory Council on Historic Preservation:** www.achp.gov
- **African American Heritage Preservation Foundation:** www.aahpfdn.org
- **(The) Alliance for Historic Landscape Preservation:** www.ahlp.org
- **(The) American Institute of Architects:** www.aia.org
- **American Planning Association:** www.planning.org
- **American Society of Landscape Architects:** www.asla.org
- **(The) Cultural Landscape Foundation:** www.tclf.org
- **(The) Handbook of Texas Online:** www.tshaonline.org/handbook/online
- **Keep Texas Beautiful:** www.ktb.org
- **League of Historic American Theatres:** www.lhat.org
- **National Main Street Center:** www.preservationnation.org/main-street
- **National Park Service:** www.nps.gov
- **National Trust for Historic Preservation:** www.preservationnation.org
- **Partners for Sacred Places:** www.sacredplaces.org
- **Preservation Easement Trust:** www.preservationeasement.org
- **Preservation Directory.com:** www.preservationdirectory.com
- **Preservation Texas:** www.preservationtexas.org
- **Project for Public Spaces:** www.pps.org
- **Rails-to-Trails Conservancy:** www.railstotrails.org
- **Scenic America:** www.scenic.org
- **Texas Department of Agriculture:** www.TexasAgriculture.gov
- **Texas Commission on the Arts:** www.arts.texas.gov
- **Texas Downtown Association:** www.texasdowntown.org
- **Texas Folklife Resources:** www.texasfolklife.org
- **Texas Historical Commission:** www.thc.texas.gov
- **Texas Parks and Wildlife Department:** www.tpwd.texas.gov
- **Texas Rural Leadership Program:** www.trlp.org
- **Texas State Preservation Board:** www.tspb.state.tx.us
- **Urban Land Institute:** www.uli.org