November 3, 2025 CITY COUNCIL MEETING AGENDA

THE STATE OF TEXAS §
COUNTY OF BRAZORIA §
CITY OF MANVEL §

KEITH BONNER, COUNCIL PLACE 1
DAVID LANDS, COUNCIL PLACE 2
HARRY OPLIGER, COUNCIL PLACE 3
CARMYN ROBEY-ROBINSON, COUNCIL PLACE 4
CRYSTAL SARMIENTO, COUNCIL PLACE 5
GARRETT ROSSI KNOX, COUNCIL PLACE 6

DAN DAVIS, MAYOR
DAN JOHNSON, CITY MANAGER
TAMMY BELL, CITY SECRETARY

NOTICE OF A CITY COUNCIL MEETING OF THE CITY OF MANVEL
November 3, 2025

NOTICE IS HEREBY GIVEN
5:00 P.M. WORKSHOP – 6:00 P.M. REGULAR SESSION

Taxpayer Impact Statement
This statement shows the estimated annual property tax bill for a **median-valued homestead in Manvel** ($359,719), comparing the **previous FY tax rate**, the **no-new-revenue rate**, and the **adopted tax rate for FY 2025-2026**.

Tax Rate Scenario	Tax Rate per $100 Valuation	Estimated Annual Tax Bill	Difference from Previous FY
FY 2024-25	$0.560000	**$2,014.43**	—
No-New-Revenue Rate	$0.539339	**$1,940.10**	-$74.33
Adopted Rate FY 2025-26 – $0.56	$0.560000	**$2,014.43**	No change

Adopted Budget
A physical copy is available at City Hall and online at https://cityofmanvel.news/AdoptedBudgetFY25-26

QR to Budget

Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meetings Act, notice is hereby given that the Manvel City Council will convene a regular meeting at the Manvel City Hall, located at **20031 Hwy 6, Manvel Tx 77578** for the purpose of discussing and if appropriate, take action with respect to the following items:

NOTE: The City Council of the City of Manvel reserves the right to discuss any items in Closed Session whenever authorized under the Texas Open Meetings Act, Chapter 551, of the Texas Government Code. The City Council may discuss the items on this agenda in any order.

This facility is wheelchair accessible, and accessible parking spaces are available. Requests for accommodation or interpreter services must be made 48 hours prior to the meeting. Please contact the City Secretary at 281-489-0630 x6 for further information.

CITY OF MANVEL MISSION STATEMENT

The City of Manvel is a safe and responsible community, embracing the values of our past, present, and future citizens.

Workshop Session

Executive Session

City Council will convene into Executive Session pursuant to Texas Government Code, Sec. 551.087 – *deliberation regarding economic development negotiation, and Texas Government Code, Sec. 551.071 – Consultation with Attorney, to discuss the following:*

Discuss 380 agreement with BCS Capital Group

WORKSHOP CONTINUED

Presentation by BCS Capital Group on proposed Manvel Crossing development.

Discussion on any topic as listed on the current agenda.

Regular Session

Call To Order

Invocation

Inspirational Reading - Councilmember Rossi-Knox

Pledge

Pledge of Allegiance and Texas Pledge: "Honor the Texas flag; I pledge allegiance to thee Texas, one state under God, one and indivisible.

Presentations

Proclamations

- Municipal Court Week — November 3–7, 2025
- Veterans Day

Staff Recognitions

Edgar Ruiz - 5-year employment anniversary

Staff Presentation on Public Hearing Item(s)

Public Hearings

TO HEAR INPUT FROM THE PUBLIC REGARDING THE INTENTION OF THE CITY OF MANVEL, TEXAS, TO ANNEX CERTAIN TERRITORY BEING AN APPROXIMATE 47.3156 ACRES OF LAND, PROPOSED FOR ANNEXATION INTO CITY OF MANVEL'S CITY LIMITS AND SUBSEQUENT DEVELOPMENT AS A RETAIL CENTER; LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY (SH) 6 AND KIRBY DRIVE INTERSECTION; CONTAINING A 34.2791 ACRE TRACT AND A 11.3999 ACRE TRACT SEPARATED BY A 40-FOOT-WIDE (0.844 ACRE) UNIMPROVED RIGHT-OF-WAY; SITUATED IN H.T. & B. RAILROAD COMPANY SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, AND A 1.6366 ACRE TRACT BEING A PORTION OF LOT 29 OF EMIGRATION LAND COMPANY SUBDIVISION OF IOWA COLONY H.T. & B. RAILROAD COMPANY SURVEY NO. 71 (ALSO REFERRED TO AS THE IMMIGRATION LAND COMPANY SUBDIVISION OF SECTION 71, H.T. & B.R.R. COMPANY SURVEY) ABSTRACT 291, BRAZORIA COUNTY, TEXAS);

TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, TO ESTABLISH PLANNED UNIT DEVELOPMENT (PUD) ZONING DISTRICT AND ADOPTING A PUD DOCUMENT PROVIDING FOR ZONING AND DEVELOPMENT RELATED PROVISIONS AND REQUIREMENTS IN ACCORDANCE WITH SECTION 77-79.(A) OF CITY OF MANVEL'S ZONING ORDINANCE; FOR AN APPROXIMATE 47.3156 ACRES OF LAND, PROPOSED FOR ANNEXATION INTO CITY OF MANVEL'S CITY LIMITS AND SUBSEQUENT DEVELOPMENT AS A RETAIL CENTER; LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY (SH) 6 AND KIRBY DRIVE INTERSECTION; CONTAINING A 34.2791 ACRE TRACT AND A 11.3999 ACRE TRACT SEPARATED BY A 40-FOOT-WIDE (0.844 ACRE) UNIMPROVED RIGHT-OF-WAY; SITUATED IN H.T.& B. RAILROAD COMPANY SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, AND A 1.6366 ACRE TRACT BEING A PORTION OF LOT 29 OF EMIGRATION LAND COMPANY SUBDIVISION OF IOWA COLONY H.T. & B. RAILROAD COMPANY SURVEY NO. 71 (ALSO REFERRED TO AS THE IMMIGRATION LAND COMPANY SUBDIVISION OF SECTION 71, H.T. & B.R.R. COMPANY SURVEY) ABSTRACT 291, BRAZORIA COUNTY, TEXAS); PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

Public Comments: "Comment Card" Required

o Members of the public with business before the board, NOT scheduled on the agenda as a public hearing (that have submitted a public comment card) may have three (3) minutes to address the board. o The board may not participate in any discussion and cannot vote on the subject you present unless it is listed on the agenda as an action item.

City Manager Update

Update on current events and city issues.

Consent Agenda

1. Acceptance of the meeting minutes to date.

2. Approve the second and final reading of Ordinance 2025-O-30;
AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF AN APPROXIMATE 0.5651-ACRE TRACT CURRENTLY, DEVELOPED AS A RETAIL CENTER WITH ASSOCIATED PARKING, LOCATED AT 20226 MORRIS AVENUE/HIGHWAY 6 (PID: 227994) FROM LIGHT COMMERCIAL DISTRICT / STATE HIGHWAY 6 OVERLAY DISTRICT (LC/SH6) TO LIGHT COMMERCIAL DISTRICT/ STATE HIGHWAY 6 OVERLAY DISTRICT WITH SPECIFIC USE PERMIT (LC/SH6-SUP); PROVIDING FOR THE GRANTING OF A SPECIFIC USE PERMIT WITH CONDITIONS TO AUTHORIZE THE USE OF PROPERTY FOR NAICS USE 621310 "OFFICES OF CHIROPRACTORS" WITHIN THE LEASE SPACE "SUITE C". (*Favorable report forwarded by PD&Z on 10/14/2025 - Vote 7/0*)

3. Approve Resolution 2025-R-43;
RESOLUTION OF THE CITY OF MANVEL, TEXAS GIVING CONSENT TO THE SALE AND ISSUANCE OF BONDS BY BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57 OF BRAZORIA COUNTY.

4. Approve Resolution 2025-R-44;
RESOLUTION OF THE CITY OF MANVEL, TEXAS GIVING CONSENT TO THE SALE AND ISSUANCE OF BONDS BY BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 39 OF BRAZORIA COUNTY.

5. Approve Resolution 2025-R-45;
RESOLUTION OF THE CITY OF MANVEL, TEXAS GIVING CONSENT TO THE SALE AND ISSUANCE OF BONDS BY BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 40 OF BRAZORIA COUNTY.

6. Approve Resolution 2025-R-46;
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS, AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION TO THE OFFICE OF THE GOVERNOR – PUBLIC SAFETY OFFICE (PSO) FOR THE HIGHWAY CORRIDOR SECURITY AND THREAT INTERDICTION PROJECT; DESIGNATING THE AUTHORIZED OFFICIAL ON BEHALF OF THE CITY TO SUBMIT AND ACCEPT THE GRANT AND EXECUTE ALL DOCUMENTS NECESSARY FOR THE GRANT FUNDING; PROVIDING ASSURANCES; AND DECLARING AN EFFECTIVE DATE.

7. Final acceptance of infrastructure improvements for Kirby Drive Phase - 3 (WS&D and Paving) and release the associated maintenance bond.

8. Acceptance of infrastructure improvements for Detention Basin Y, Detention Basin Z Phase 1, and Earthwork to serve Meridiana for Brazoria County Municipal Utility District 57, Brazoria County, Texas to begin the Two-Year Maintenance Period.

9. Acceptance of infrastructure improvements for Water Distribution, Wastewater Collection, Storm Water Facilities and Paving to serve Meridiana Section 26A for Brazoria County Municipal Utility District 57, Brazoria County, Texas to begin the Two-Year Maintenance Period.

Items Removed from Consent Agenda

Regular Agenda

1. Status update by the County Engineer, Matt Hanks, on the Interlocal Agreement Project Request Summary FY-25.

2. Consideration and possible action to approve a request for a 1-year extension for a specific use permit issued under Ordinance 2024-O-41 (Adopted November 4, 2024); AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND CONSTITUTING APPROXIMATELY TWO AND A HALF (2.5) ACRES LOCATED AT 4910 CROIX ROAD, AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY AMENDING THE ZONING CLASSIFICATION OF AN APPROXIMATE 6.910 ACRES BOUNDED BY OLD MASSEY RANCH ROAD (NORTH), THE BRISCOE CANAL (EAST), AND RESIDENTIALLY DEVELOPED PROPERTIES (SOUTH AND EAST), FROM HUD-CODE MANUFACTURED HOME DISTRICT (HCMH) TO HUD-CODE MANUFACTURED HOME DISTRICT WITH SPECIFIC USE PERMIT (HCMH-SUP); PROVIDING FOR THE GRANTING OF A SPECIFIC USE PERMIT WITH CONDITIONS TO AUTHORIZE THE USE OF PROPERTY FOR NAICS USE 813110 "RELIGIOUS ORGANIZATIONS"; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

3. Consideration and possible action to approve a variance to the Subdivision Ordinance and authorize the Mayor to execute the Development Agreement;
BEING A SUBDIVISION VARIANCE REQUEST SEEKING TO VARY THE REQUIREMENTS OF CHAPTER 62, SECTION 111 - ADDITIONAL STREET REQUIREMENTS, AND SECTION 62-113 – SIDEWALKS, AND TO ALLOW ESCROWING OF FUNDS FOR PERIMETER ROAD AND SIDEWALK CONSTRUCTION FOR A PROPOSED MEDICAL FACILITY DEVELOPMENT ON AN APPROXIMATE 1.5491-ACRE TRACT OF LAND (PID: 167427), LOCATED ALONG SOUTH SIDE OF STATE HIGHWAY 6, EAST OF 17518 MORRIS AVENUE (STATE HIGHWAY 6), MANVEL, TEXAS.

4. Consideration and possible action to approve on first reading, Ordinance 2025-O-35;
AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NO. 2025-O-28 ADOPTING THE FISCAL YEAR 2026 BUDGET ENDING SEPTEMBER 30, 2026; AMENDING SAID BUDGET TO RECOGNIZE ADDITIONAL FUNDING IN THE GENERAL FUND AND UTILITY FUND TO COVER EXPENSES RELATED TO TMRS BENEFITS; AND TO RECOGNIZE ADDITIONAL FUNDING IN THE CAPITAL FUND FOR THE HERITAGE PARK PROJECT; DIRECTING THE BUDGET OFFICER TO FILE OR CAUSE TO BE FILED A COPY OF THE AMENDED BUDGET WITH THE CITY SECRETARY AND THE BRAZORIA COUNTY CLERK; AND PROVIDING THAT THIS ORDINANCE SHALL TAKE EFFECT IMMEDIATELY UPON ITS PASSAGE AND ADOPTION.

5. Consideration and possible action to approve the first of two readings of Ordinance 2025-O-36;
AN ORDINANCE REGARDING THE CITY OF MANVEL'S TEXAS MUNICIPAL RETIREMENT SYSTEM BENEFITS AUTHORIZING: (1) ANNUALLY ACCRUING UPDATED SERVICE CREDITS AND TRANSFER UPDATED SERVICE CREDITS; (2) ANNUALLY ACCRUING ANNUITY INCREASES, ALSO REFERRED TO AS COST OF LIVING ADJUSTMENTS (COLAS) FOR RETIREES AND THEIR BENEFICIARIES; AND (3) REMOVAL OF THE STATUTORY MAXIMUM CONTRIBUTION LIMIT.

6. Consideration and possible action to approve the first of two readings of Ordinance 2025-O-34;
AN ORDINANCE TO ANNEX CERTAIN TERRITORY BEING AN APPROXIMATE 47.3156 ACRES OF LAND, PROPOSED FOR ANNEXATION INTO CITY OF MANVEL'S CITY LIMITS AND SUBSEQUENT DEVELOPMENT AS A RETAIL CENTER; LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY (SH) 6 AND KIRBY DRIVE INTERSECTION; CONTAINING A 34.2791 ACRE TRACT AND A 11.3999 ACRE TRACT SEPARATED BY A 40-FOOT-WIDE (0.844 ACRE) UNIMPROVED RIGHT-OF-WAY; SITUATED IN H.T. & B. RAILROAD COMPANY SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, AND A 1.6366 ACRE TRACT BEING A PORTION OF LOT 29 OF EMIGRATION LAND COMPANY SUBDIVISION OF IOWA COLONY H.T. & B. RAILROAD COMPANY SURVEY NO. 71 (ALSO REFERRED TO AS THE IMMIGRATION LAND COMPANY SUBDIVISION OF SECTION 71, H.T. & B.R.R. COMPANY SURVEY) ABSTRACT 291, BRAZORIA COUNTY, TEXAS);

7. Discussion on proposed Ordinance 2025-O-33;
AN ORDINANCE TO ESTABLISH PLANNED UNIT DEVELOPMENT (PUD) ZONING DISTRICT AND ADOPTING A PUD DOCUMENT PROVIDING FOR ZONING AND DEVELOPMENT RELATED PROVISIONS AND REQUIREMENTS IN ACCORDANCE WITH SECTION 77-79.(A) OF CITY OF MANVEL'S ZONING ORDINANCE; FOR AN APPROXIMATE 47.3156 ACRES OF LAND, PROPOSED FOR ANNEXATION INTO CITY OF MANVEL'S CITY LIMITS AND SUBSEQUENT DEVELOPMENT AS A RETAIL CENTER; LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY (SH) 6 AND KIRBY DRIVE INTERSECTION; CONTAINING A 34.2791 ACRE TRACT AND A 11.3999 ACRE TRACT SEPARATED BY A 40-FOOT-WIDE (0.844 ACRE) UNIMPROVED RIGHT-

OF-WAY; SITUATED IN H.T. & B. RAILROAD COMPANY SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, AND A 1.6366 ACRE TRACT BEING A PORTION OF LOT 29 OF EMIGRATION LAND COMPANY SUBDIVISION OF IOWA COLONY H.T. & B. RAILROAD COMPANY SURVEY NO. 71 (ALSO REFERRED TO AS THE IMMIGRATION LAND COMPANY SUBDIVISION OF SECTION 71, H.T. & B.R.R. COMPANY SURVEY) ABSTRACT 291, BRAZORIA COUNTY, TEXAS). (Tabled by PD&Z on 10/27/25)

8. Consideration and possible action to direct staff to develop a MUD Formation Policy.

Executive Session

City Council will convene into Executive Session pursuant to Texas Government Code, Sec. 551.074. *"Personnel Matters - to deliberate the appointment, employment, evaluation, and duties of a public officer or employee".*

Yearly Performance Review for Bobby Gervais, City Attorney

Regular Agenda

9. Consideration and possible action regarding compensation of the City Attorney.

Mayor and Council Comments

Update on current events and city issues.
Additionally, pursuant to Texas Government Code § 551.0415, City Council Members and city staff may make a report about items of community interest during a meeting of the governing body without having given notice of the report.
Items of community interest include:

- Expressions of thanks, congratulations, or condolence;
- Information regarding holiday schedules;
- An honorary or salutary recognition of a public official, public employee, or other citizen, except that a discussion regarding a change in the status of a person's public office or public employment is not an honorary or salutary recognition for purposes of this subdivision;
- A reminder about an upcoming event organized or sponsored by the governing body;
- Information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the municipality; and
- Announcements involving an imminent threat to the public health and safety of people in the municipality that has arisen after the posting of the agenda.

Adjourn

CERTIFICATION

I, Alyssa Deaton, Assistant City Secretary for the City of Manvel, do hereby certify that the foregoing Agenda of the Manvel City Council is true and correct and that I posted such notice on the bulletin board at the Manvel City Hall; a place convenient and readily accessible to the public on 10/28/2025 in accordance with the Texas Open Meetings Act (Tex. Gov't. Code §551.001 et.seq). Said notice remained posted for at least 3 business days preceding the scheduled day of the meeting.

Alyssa Deaton

ALYSSA DEATON, ASSISTANT CITY SECRETARY
CITY OF MANVEL, TEXAS

CITY OF MANVEL CORPORATE SEAL 1960 TEXAS

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: October 20, 2025

TOPIC: Public Hearing followed by consideration of a request to change the zoning classification of an approximate 0.5651-acre tract of land located at 20226 Morris Avenue, Manvel, Texas 77578, from Light Commercial District / State Highway 6 Overlay (LC/SH6) District to Light Commercial District / State Highway 6 Overlay district with Specific Use Permit (LC/SH6-SUP); providing for the granting of a Specific Use Permit with conditions to authorize the use of an existing lease space (Suite C) at the subject site for NAICS use 621310 "Offices of Chiropractors". *(Proposed Ordinance No. 2025-O-30)*

BACKGROUND:

- The proposed SUP is for an approximately 1,000-square-foot suite within a 0.5651-acre tract located at 20226 Morris Avenue, Suite C, Manvel, Texas 77578 (PID: 227994). The site is currently zoned Light Commercial District / State Highway 6 Overlay (LC/SH6), and the request seeks to reclassify the zoning to LC/SH6 with a Specific Use Permit (LC/SH6-SUP) to allow NAICS use 621310, "Offices of Chiropractors." The space is part of an existing retail center and was formerly occupied by a pharmacy. No exterior modifications are proposed.
- The applicant has indicated that the proposed chiropractic clinic will specialize in injury treatment, offering services such as electrical stimulation for pain management and rehabilitation, myofascial release to improve mobility, ice/cold therapy for inflammation, strengthening and flexibility exercises, and chiropractic adjustments to realign joints and relieve pain. Interior modifications are planned to create a retail open area, storage space, closet, and therapy room. Operations will be supported by one receptionist, one assistant, and one doctor. Business hours are proposed as Monday, Wednesday, and Friday from 9:00 AM to 7:00 PM, and Tuesday and Thursday from 9:00 AM to 2:00 PM.
- The Notice of Public Hearing was published in the newspaper of general circulation and all property owners within 200 feet of the property were notified. At the time of writing this report, no information inquiries have been received, and staff is not aware of any opposition.
- Additional details and staff analysis are included in the attached Final report.

STAFF RECOMMENDATION: City staff recommended approval of the requested SUP with the conditions listed in the attached Final Report.

PD&Z PUBLIC HEARING AND DISCUSSION (October 14, 2025): There were no public comments made on the proposed project. Commission and Staff generally discussed the details of the project, specifically regarding parking within the retail center. Staff clarified that no additional site development is triggered by the proposed use in terms of parking.

PD&Z RECOMMENDATION: The PD&Z Commission is recommended approval of the requested SUP with conditions listed in the Final Report with a vote of five (5) "Yeas" to zero (0) "Nays" at their October 14, 2025, meeting.

ATTACHMENTS: PD&Z Final Report and Proposed Ordinance No. 2025-O-30

FUNDING ISSUES
_X_ Not applicable
___ Not budgeted
___ Full amount already budgeted
___ Funds to be transferred from Acct.#

SUBMITTING STAFF MEMBER	**FINANCE DIRECTOR APPROVAL** __NA___
Ellie Roohbakhsh, Senior Planner	**CITY MANAGER APPROVAL** ___YES___

FINAL REPORT TO CITY COUNCIL

Specific Use Permit

Agenda of:	October 20, 2025	**Initiated By:**	Jose Abraham Director, Development Services
Subject:	Specific Use Permit LC/SH6 to LC/SH6 -SUP	**Presented By:**	Ellie Roohbakhsh Senior Planner
Recommended Action:	A Public Hearing followed by Consideration and Possible Action to Approve Ordinance No. 2025-O-30.		

SUMMARY

The applicant, Norberta Lopez with The Injury Clinics of Texas, representing the property owner Savannah Ventures Inc., is requesting a zoning classification to allow a Specific Use Permit for an approximate 0.5651-acre tract at 20226 Morris Avenue, Manvel, Texas 77578. The property is currently zoned Light Commercial District / State Highway 6 Overlay (LC/SH6) District. The request is to reclassify the zoning to Light Commercial District / State Highway 6 Overlay with a Specific Use Permit (LC/SH6-SUP) to allow NAICS use 621310 "Offices of Chiropractors" within an existing 1,000-square-foot commercial lease space (Suite C). The applicant proposes establishing a new chiropractic clinic specializing in injury treatment. The applicant has indicated that the clinic will provide chiropractic services tailored to pain management, rehabilitation, and joint realignment. Services include electrical stimulation, myofascial release, ice/cold therapy, therapeutic exercises, and chiropractic adjustments. No exterior modifications are proposed, and any interior build-out will be reviewed and permitted separately for compliance with adopted codes.

Staff Recommendation: Approval with conditions
PD&Z Recommendation: Approval with conditions

EXHIBITS

Aerial Vicinity Map, Zoning Vicinity Map, Major Thoroughfare Plan Map, Letter of Request, Floor Plan, Site Plan, Public Hearing Notice, and Site Pictures.

GENERAL SITE INFORMATION

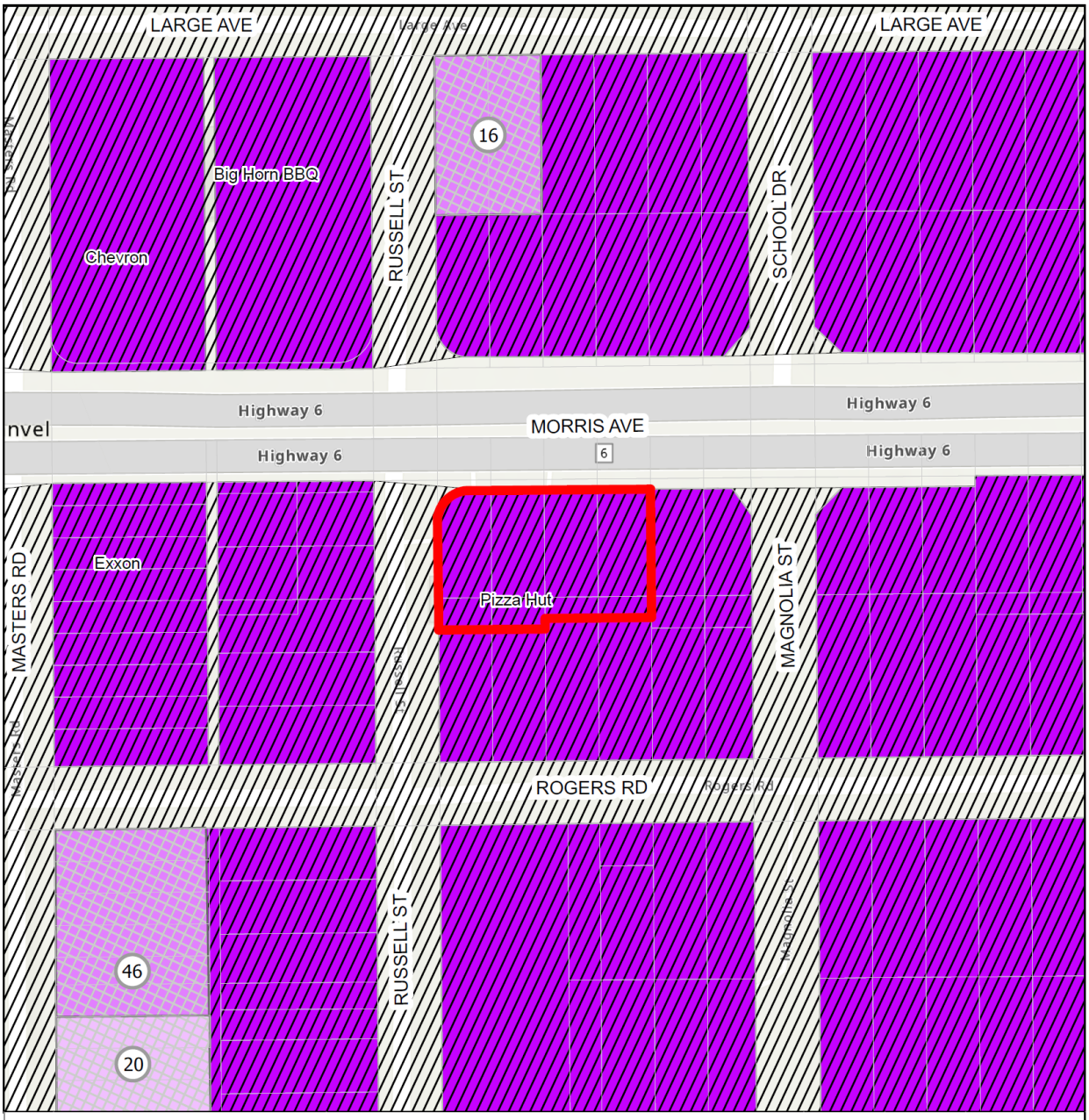
The following is a summary of general site information.

Surrounding Property Zoning	**North:** Light Commercial District /State Highway 6 Overlay District (LC/SH-6) **South:** Light Commercial District /State Highway 6 Overlay District (LC/SH-6) **East:** Light Commercial District /State Highway 6 Overlay District (LC/SH-6) **West:** Light Commercial District /State Highway 6 Overlay District (LC/SH-6)
Surrounding Land Use	**North:** Big Horn and Gas Station / Undeveloped land-future Restaurant) **South:** Non-conforming Single-Family Residence / Daniel Scott Engineering Office/ Manvel Dental Center **East:** Non-conforming Single-Family Residence **West:** Undeveloped land/ Barber studio/ Exxon Gas Station
Major Thoroughfare	Subject site is located along the south side of State Highway 6

AERIAL VICINITY MAP

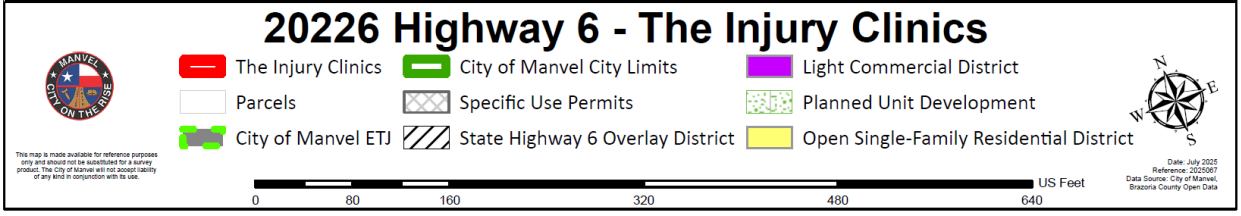


ZONING VICINITY MAP



SPECIFIC USE PERMITS LEGEND

Label No	Address	Specific Use Description	Ordinance No	Effective Date	Zoning Classification
16	7303 RUSSELL ST	MOTORCYCLE, ATV & PERSONAL WATERCRAFT DEALER / OTHER PERSONAL & HOUSEHOLD GOOD REPAIR & MAINTENANCE	2016-O-16	7/11/2016	LC
20	7515 S MASTERS ST FM 1128	NAICS USE 813110 RELIGIOUS ORGANIZATIONS	EXPIRED		LC
46	7507 MastersRoad	NAICS use 621111"Offices of physicians (except mental health specialists)"	2022-O-03	1/24/2022	LC/SH6-SUP



MAJOR THOROUGHFARE PLAN MAP



ZONING ORDINANCE PROVISIONS FOR SPECIFIC USE PERMITS

In Section 77-50 (a) *Uses Requiring Specific Use Permit*, of the Zoning Ordinance it states *"certain uses of land, buildings or structures may not be appropriate under all circumstances in any given zoning district but may be appropriate where adequate precautions can be taken to assure compatibility with surrounding uses, public need, and the orderly development of the city as a whole. This section provides City Council and Planning, Development, and Zoning the opportunity to deny or to conditionally approve those uses for which specific use permits are required. These uses generally have unusual characteristics or are of a public or semipublic character often essential or desirable for the general convenience and welfare of the community. However, because of the nature of use, the importance of the use's relationship to the comprehensive plan, or possible adverse impact on neighboring properties of the use, review, evaluation, and exercise of planning judgement relative to the location and site plan of the proposed use are required."*

In Section 77-50 (b) of the Zoning Ordinance it further states, *"the City Council, after receiving the recommendation of the planning, development and zoning commission, may by ordinance, grant a specific use permit for the permitted uses, as herein qualified by the permitted use table, in locations and zoning districts to permit a use where they are not otherwise permitted by this article, and may impose any appropriate conditions and safeguards to protect property and property values, and in the interest of health, safety or welfare."*

PROJECT DETAILS

The proposed project involves the conversion of an existing retail lease space located at 20226 Morris Avenue, Suite C, Manvel, Texas 77578 (PID: 227994) into an injury clinic. The retail center at the subject site includes parking and the lease space in question was previously occupied by a pharmacy. To accommodate the new medical use, the applicant may propose interior modifications. All interior build-out must comply with adopted code requirements and will be reviewed and permitted separately.

Operations will include one receptionist, one assistant, and one doctor. Business hours will be Monday, Wednesday, and Friday from 9:00 AM to 7:00 PM, and Tuesday and Thursday from 9:00 AM to 2:00 PM. Services provided will include electrical stimulation for pain management and rehabilitation, myofascial release to improve movement, ice/cold therapy for inflammation, strengthening and flexibility exercises, and chiropractic adjustments to realign joints and relieve pain.

PREDETERMINED CONDITIONS FOR THE PROPOSED USE (Section77-50 (g)).

Section 77-50(g) of the Zoning Ordinance provides the following predetermined conditions that apply to the proposed use:

a. Unless otherwise required by state law or regulation, the facility is only permitted to operate during the hours of 7:00 a.m. to 10:00 p.m. each day;
b. All waiting and/or lobby areas shall maintain an unobstructed view from the outside;
c. All doors shall remain unlocked and accessible during normal business hours.

Please note that the proposed use meets the predetermined condition for Ambulatory health care services use.

SUP CRITERIA FOR APPROVAL AND STAFF ANALYSIS

Section 77-50(e) of the Zoning Ordinance provides the following approval criteria for SUP requests. These criteria help in determining whether the proposed use is in harmony with existing surrounding uses and zoning districts.

1. *Conformance to Comprehensive Plan*:
   The vision statement in the 2015 Comprehensive Plan seeks to maintain its rural character and small-town values while managing its growth by: "Benefiting from our strategic location by encouraging well planned quality retail, commercial and residential development that reflects and enhances our small-town quality of life". The subject site, being located along a major thoroughfare, makes it an appropriate location for the proposed use and hence aligns with the Comprehensive plan goals.
2. *Compatibility with the character of the neighborhood:* The proposed clinic will occupy an existing retail lease space and will not result in any new development. Although there are existing non-conforming residential uses in the area, the proposed use is compatible with the surrounding context, as Highway 6 functions as a commercial corridor. The proposed medical use is not significantly different from the existing commercial uses in the area in terms of intensity and traffic generation.
3. *The suitability of the property for the uses permitted by right*: The property is currently zoned LC/SH6 and abuts LC/SH6-zoned properties on all sides. The existing strip shopping center currently includes four suites and is appropriate for retails uses permitted by right as well as the proposed chiropractic clinic.
4. *Detrimental impact on nearby property:* The proposed use will not have detrimental impact on nearby properties considering the commercial nature of Highway 6 corridor.
5. *Traffic and Parking issues:* The proposed use will be located within an existing shell space in a shopping center with sufficient parking. No significant changes in traffic patterns are anticipated.
6. *Harm to the value of nearby properties:* The surrounding properties are zoned LC and consist of undeveloped land, single-family homes, and offices. Given this context, the proposed use is not expected to have a negative impact on nearby property values. Additionally, the presence of LC/SH6 zoning in the area supports the appropriateness of the use.
7. *Impedance to orderly development surrounding vacant property*: The subject site is already developed, and the proposed use of the existing lease space will not impede the orderly development of nearby vacant land.
8. *Utility Provisions:* The proposed use will not have any additional impact on utility services.
9. *Safe site development and layout:* The proposed clinic will not include any exterior site improvements, and the existing improvement offers a safe site layout.
10. *Lighting:* No changes to existing lighting are proposed.
11. *Landscaping and screening:* No changes to existing landscaping and screening are proposed.
12. *Other appropriate conditions and safeguards in the interest of health, safety or welfare*: The proposed use shall comply with all applicable building and safety codes, ensuring that it does not pose risks to public health, safety, or welfare.

STAFF RECOMMENDATION

Based on the above discussion, staff recommended approval of this SUP request for the subject site to allow NAICS use 621310 "Offices of Chiropractors "with the following conditions:

1. The land use allowance of this Specific Use Permit is limited to 20226 Highway 6 / Morris Avenue, Suite C, with floor area not to exceed 1,000 square feet;
2. Unless otherwise required by state law or regulation, the facility is only permitted to operate during the hours of 7:00 a.m. to 10:00 p.m. each day;
3. All waiting and/or lobby areas shall maintain an unobstructed view from the outside; and
4. All doors shall remain unlocked and accessible during normal business hours.

City staff recommends forwarding a Final Report to City Council indicating Conditional Approval of the requested SUP (Proposed Ordinance No. 2025-O-30)

PUBLIC HEARING

The Notice of Public Hearing was published in the newspaper of general circulation. All property owners within 200 feet of the property were notified. At the time of writing this report, staff has received no informational inquiry and is not aware of any opposition to the request.

PLANNING, DEVELOPMENT AND ZONING COMMISSION DISCUSSION AND RECOMMENDATION

At the October 14, 2025, Planning, Development, and Zoning (PD&Z) Commission meeting, a public hearing was held to receive input on this request. There were no public comments made on the proposed project. Commission and Staff generally discussed the details of the project, specifically regarding parking within the retail center. Staff clarified that no additional site development is triggered by the proposed use in terms of parking.

The PD&Z Commission is recommending approval of this request with conditions provided by staff. The motion to approve passed with a vote of five (5) "Yeas" to zero (0) "Nays." Therefore, the Planning, Development, and Zoning Commission is recommending approval of proposed Ordinance No. 2025-O-30.

REQUEST LETTER

THE INJURY CLINICS OF TEXAS

901 3rd Street Rosenberg, TX 77471
Tele: 281-238-5767 Fax: 281-232-0026

To the City of Manvel,

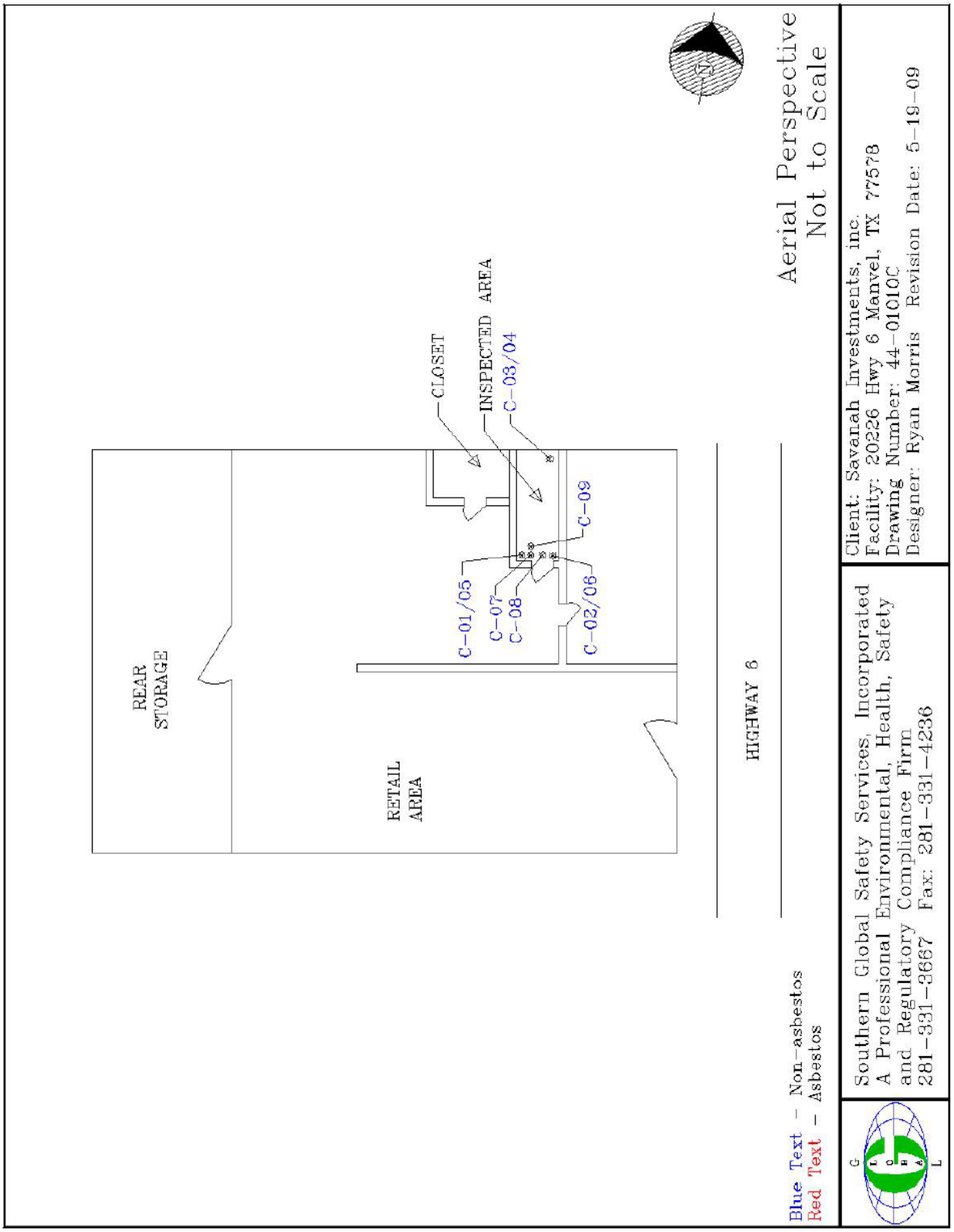
This letter is to inform you of my proposed use for the property located at 20226 HWY 6, Manvel, TX 77578. Per the owner of the suite, it measures 1,000 sq ft. I intend to provide chiropractic services at this location.

Our staff will consist of one receptionist, one assistant, and one doctor. Our working hours will be Monday, Wednesday and Friday 9AM- 7PM, Tuesdays and Thursdays from 9AM-2PM.

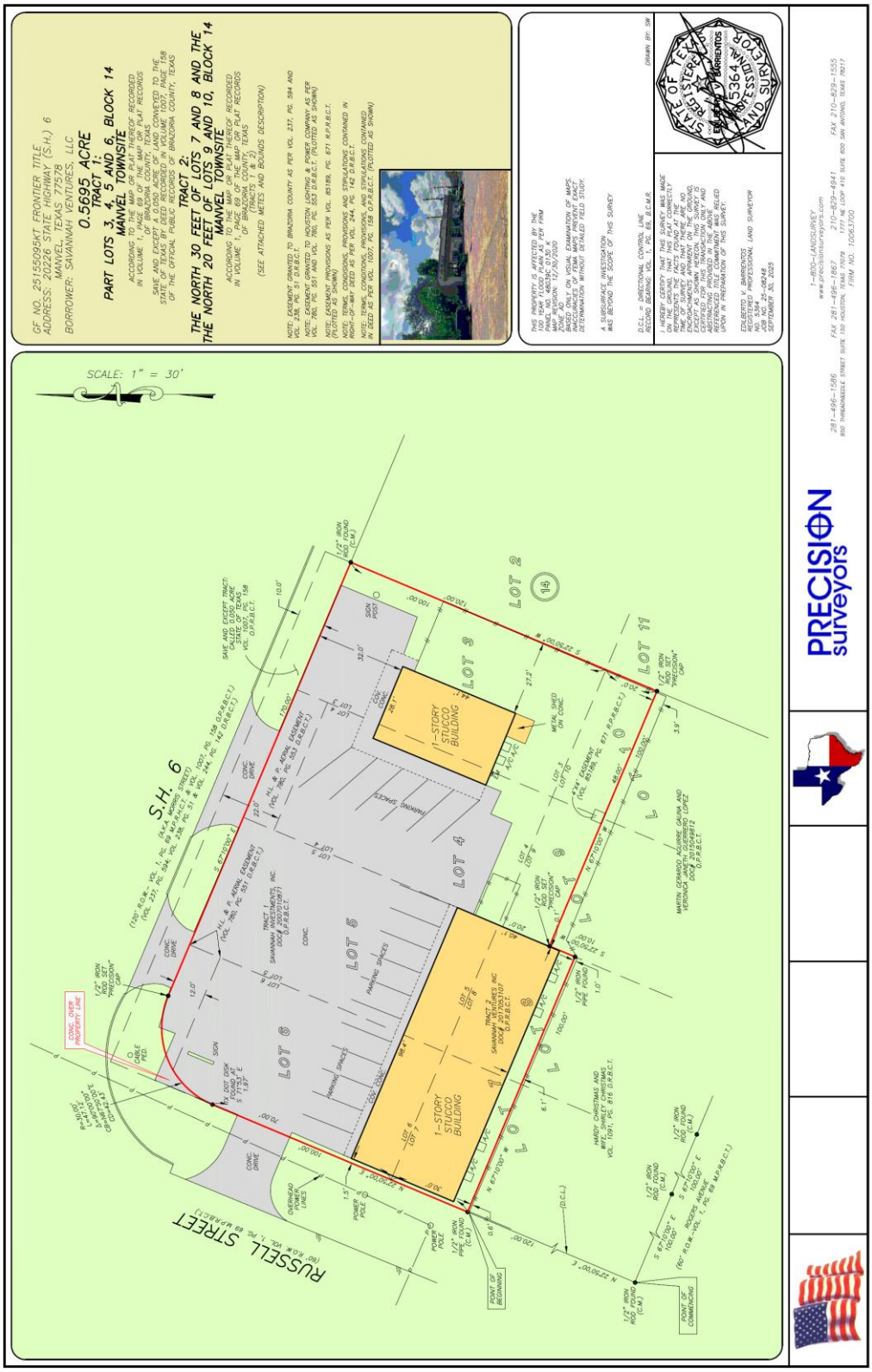
The services provided will be electrical stimulation which are small electrical currents that stimulate the muscle and nerves to primarily help with pain and muscle rehabilitation. Myofascial release is used to alleviate pain and improve movement. Ice/Cold Therapy is used to alleviate pain and decrease inflammation. Exercises will be used for strengthening, and increasing muscle flexibility. Chiropractic adjustments are used to realign the joints primarily in the spine to improve movement and relieve pain by the doctor.

-Norberta Lopez

FLOOR PLAN


Aerial Perspective
Not to Scale
N
REAR
STORAGE
RETAIL
AREA
HIGHWAY 6
CLOSET
INSPECTED AREA
C-03/04
C-09
C-01/05
C-07
C-08
C-02/06
Blue Text - Non-asbestos
Red Text - Asbestos
Client: Savanah Investments, inc.
Facility: 20226 Hwy 6 Manvel, TX 77578
Drawing Number: 44-01010C
Designer: Ryan Morris Revision Date: 5-19-09
Southern Global Safety Services, Incorporated
A Professional Environmental, Health, Safety
and Regulatory Compliance Firm
281-331-3667 Fax: 281-331-4236

SITE PLAN


GF NO. 25155095KT FRONTIER TITLE
ADDRESS: 20228 STATE HIGHWAY (S.H.) 6
MANVEL, TEXAS 77578
BORROWER: SAVANNAH VENTURES, LLC
0.5695 ACRE
TRACT 1:
PART LOTS 3, 4, 5 AND 6, BLOCK 14
MANVEL TOWNSITE
TRACT 2:
THE NORTH 30 FEET OF LOTS 7 AND 8 AND THE
THE NORTH 20 FEET OF LOTS 9 AND 10, BLOCK 14
MANVEL TOWNSITE
SCALE: 1" = 30'
S.H. 6
RUSSELL STREET
1-STORY STUCCO BUILDING
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
POINT OF BEGINNING
POINT OF COMMENCING
PRECISION surveyors

PUBLIC HEARING NOTICE PUBLISHED ON SUNDAY 09/28/2025

A PUBLIC HEARING WILL BE HELD AT MANVEL CITY HALL, 20031 HWY 6, MANVEL, TX, 77578 AT 6:00 P.M. ON TUESDAY, OCTOBER 14, 2025, BEFORE THE MANVEL PLANNING, DEVELOPMENT, AND ZONING COMMISSION AND AT 6:00 P.M. ON MONDAY, OCTOBER 20, 2025, BEFORE THE MANVEL CITY COUNCIL TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING THE ZONING CLASSIFICATION OF AN APPROXIMATE 0.5651-ACRE TRACT CURRENTLY, DEVELOPED AS A RETAIL CENTER WITH ASSOCIATED PARKING, LOCATED AT 20226 MORRIS AVENUE/HIGHWAY 6 (PID: 227994) FROM LIGHT COMMERCIAL DISTRICT / STATE HIGHWAY 6 OVERLAY DISTRICT (LC/SH6) TO LIGHT COMMERCIAL DISTRICT/ STATE HIGHWAY 6 OVERLAY DISTRICT WITH SPECIFIC USE PERMIT (LC/SH6-SUP); PROVIDING FOR THE GRANTING OF A SPECIFIC USE PERMIT WITH CONDITIONS TO AUTHORIZE THE USE OF PROPERTY FOR NAICS USE 621310 "OFFICES OF CHIROPRACTORS" WITHIN THE LEASE SPACE "SUITE C;" PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF. /S/ TAMMY BELL, CITY SECRETARY.

SITE PICTURES



View of the subject site from Highway 6



View of the subject site from Highway 6

ORDINANCE NO. 2025-O-30

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY AMENDING THE ZONING CLASSIFICATION OF AN APPROXIMATE 0.5651-ACRE TRACT CURRENTLY, DEVELOPED AS A RETAIL CENTER WITH ASSOCIATED PARKING, LOCATED AT 20226 MORRIS AVENUE/HIGHWAY 6 (PID: 227994) FROM LIGHT COMMERCIAL DISTRICT / STATE HIGHWAY 6 OVERLAY DISTRICT (LC/SH6) TO LIGHT COMMERCIAL DISTRICT/ STATE HIGHWAY 6 OVERLAY DISTRICT WITH SPECIFIC USE PERMIT (LC/SH6-SUP); PROVIDING FOR THE GRANTING OF A SPECIFIC USE PERMIT WITH CONDITIONS TO AUTHORIZE THE USE OF PROPERTY FOR NAICS USE 621310 "OFFICES OF CHIROPRACTORS" WITHIN THE LEASE SPACE "SUITE C;" PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF

* * * * * * * * *

WHEREAS, Norberta Lopez with The Injury Clinics of Texas (the "Applicant"), representing the owner, Savannah Ventures Inc., (the "Owner") of a certain 0.5651-acre tract of land generally located at 20226 Morris Avenue, Manvel, Texas, being lots 3, 4, 5, 6, and north 30 feet of lots 7, 8, 9 and 10, Block 14 of Manvel Townsite Subdivision, Brazoria County, Texas., according to Vol. 1, Pg 69 of the map or plat records of Brazoria County, Texas., and being the same land described in a map and description of which is attached hereto as Exhibit "A"; and

WHEREAS, the 0.5651-acre tract is currently zoned Light Commercial District and Highway 6 Overlay District (LC-SH6); and

WHEREAS, the applicant, has filed an application to change the zoning classification of the 0.5651-acre tract to Light Commercial District and Highway 6 Overlay District with a Specific Use Permit (LC-SH6-SUP) allowing the proposed use of the property for NAICS use 621310 "Offices of Chiropractors" specifically within the lease

space with floor plan depicted on Exhibit "B"; and

WHEREAS, the Planning, Development, and Zoning Commission and the City Council have conducted, in the time and manner required by law and the Zoning Ordinance of the City, a public hearing on such request; and

WHEREAS, the Planning, Development, and Zoning Commission has recommended in its report the approval of such request, and the City Council deems it appropriate to approve said amendment to the zoning and specific use permit; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS:

Section 1. The facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct.

Section 2. The zoning classification of a certain 0.5651 tract of land located generally located at 20226 Morris Avenue, Manvel, Texas, being lots 3, 4, 5, 6, and north 30 feet of lots 7, 8, 9, and 10, Block 14 of Manvel Townsite Subdivision, Brazoria County, Texas., according to Vol. 1, Pg 69 of the map or plat records of Brazoria County, Texas., and being the same land described in a map and description of which is attached hereto as Exhibit "A" attached hereto, shall be changed from Light Commercial and State Highway 6 Overlay District (LC-SH6) to Light Commercial and State Highway 6 Overlay District with a Specific Use Permit (LC-SH6-SUP)), for uses as permitted within such zone classification, subject to the regulations, regulations, and conditions hereinafter set forth:

1. Offices of Chiropractors – (NAICS 621310)

Section 3. The request meets the criteria set forth in Section 77-50 of the

City of Manvel Zoning Ordinance for a Specific Use Permit. The City of Manvel Zoning Ordinance is hereby further amended by granting a Specific Use Permit authorizing use of the Property for the NAICS use listed in Section 2, above.

Section 4. The City Council hereby finds it appropriate to impose the conditions to the granting of the Specific Use Permit as shown in Exhibit "C", attached hereto and incorporated herein as if set out in full. This proposed uses of an "Offices of Chiropractors" and site may not be changed or expanded except by amendment of this Specific Use Permit.

Section 5. The Specific Use Permit issued under this ordinance, or a specific use listed herein, shall expire one year after its date of issuance if construction or if the listed use authorized hereunder is not substantially under way or in use prior to the expiration of said one year period. If, prior to the expiration of such one-year period, the owner of the property to which the Specific Use Permit applies in writing, for an extension, the City Council may, after recommendation from the Planning, Development, and Zoning Commission, grant such extension for one additional year. If the Specific Use Permit expires, the underlying zoning [Light Commercial and State Highway 6 Overlay District (LC-SH6)] shall apply.

Section 6. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said tract, as described and as provided in Section 2, above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 7. The City Council hereby finds and determines that said rezoning comports to the City's Comprehensive Land Use Plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of

Manvel, save and except the change in zoning classification of said tract(s) as described above.

Section 8. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 9. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

Section 10. Revocation. This Specific Use Permit may be revoked or modified by the City Council, in whole or in part, after notice and hearing, for either of the following reasons:

(1) The Specific Use Permit was obtained or extended by misrepresentation, fraud or deception: or

(2) That one or more of the conditions imposed by the permit has not been met or has been violated.

PASSED AND APPROVED on first reading this _____ day of _____, 2025.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____ day of _____, 2025.

_____

_____

Dan Davis, Mayor

ATTEST:

_____

Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____

Robert Gervais, City Attorney

Exhibit A

Certain 0.5651-acre tract of land generally located at 20226 Morris Avenue, Manvel, Texas, being lots 3, 4, 5, 6, and north 30 feet of lots 7 and 8, Block 14 of Manvel Townsite Subdivision, Brazoria County, Texas., according to Vol. 1, Pg 69 of the map or plat records of Brazoria County, Texas.,

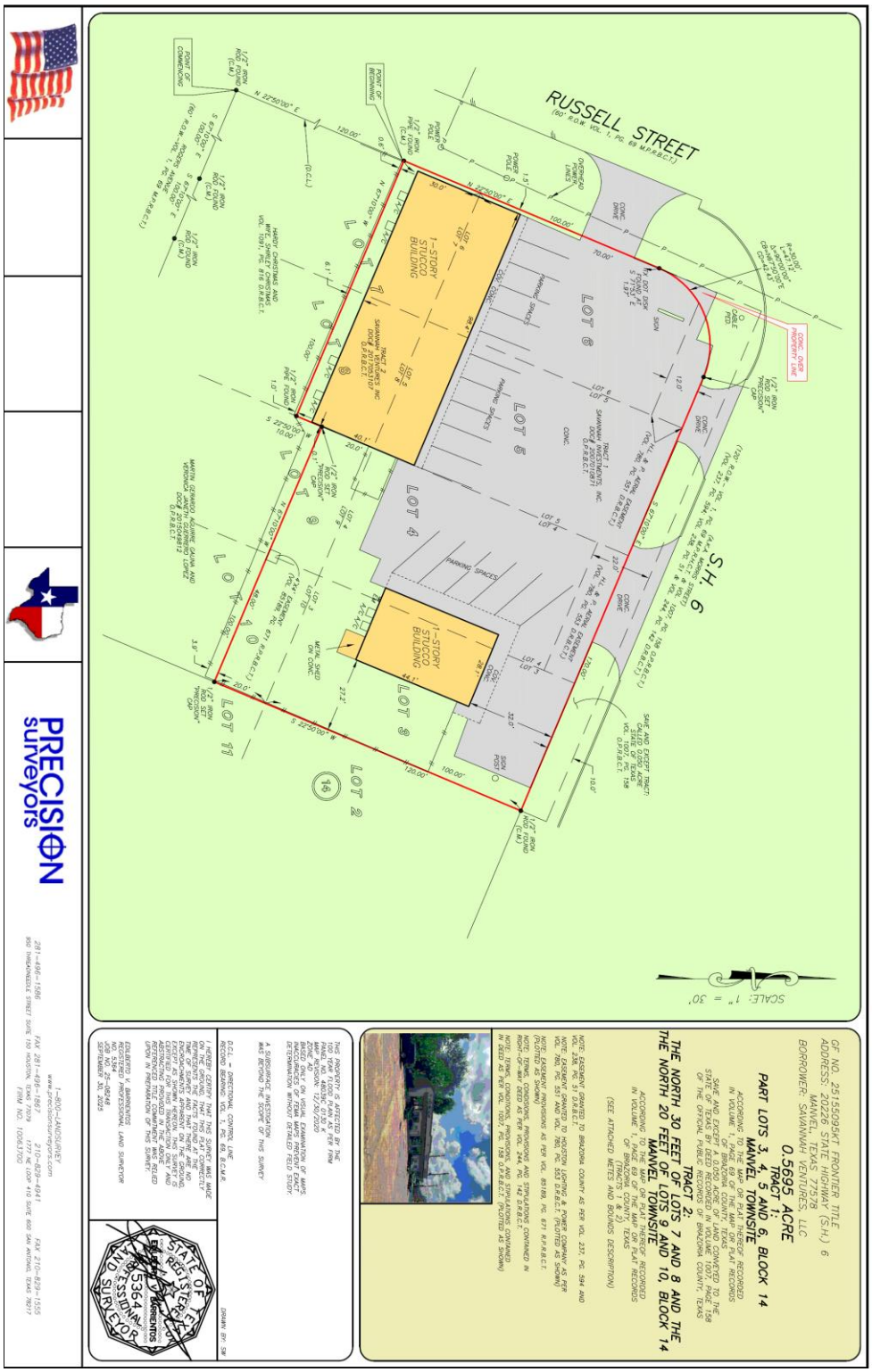
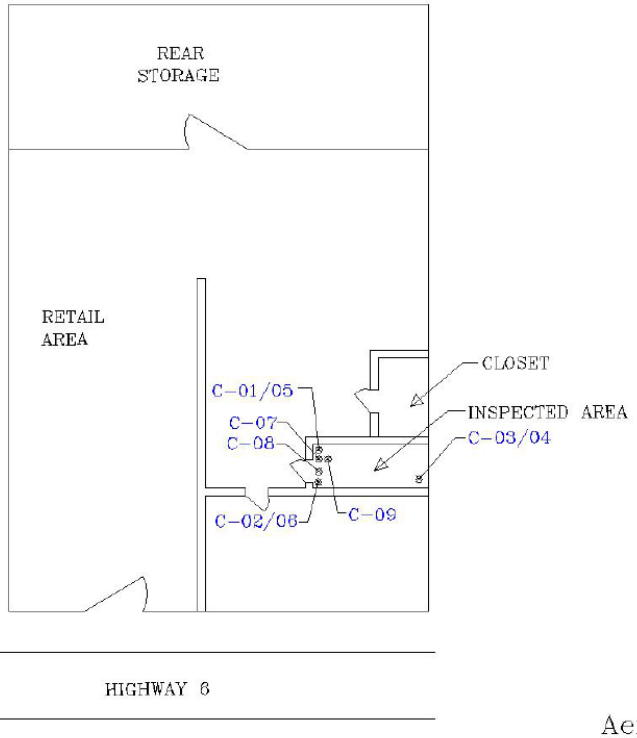


Exhibit B



Blue Text – Non-asbestos
Red Text – Asbestos

Aerial Perspective
Not to Scale

Southern Global Safety Services, Incorporated
A Professional Environmental, Health, Safety
and Regulatory Compliance Firm
281-331-3667 Fax: 281-331-4236

Client: Savanah Investments, inc.
Facility: 20226 Hwy 6 Manvel, TX 77578
Drawing Number: 44-01010C
Designer: Ryan Morris Revision Date: 5-19-09

Exhibit C

Conditions of Approval:

1. The land use allowance of this Specific Use Permit is limited to 20226 Highway 6 / Morris Avenue, Suite C, with floor area not to exceed 1,000 square feet;
2. Unless otherwise required by state law or regulation, the facility is only permitted to operate during the hours of 7:00 a.m. to 10:00 p.m. each day;
3. All waiting and/or lobby areas shall maintain an unobstructed view from the outside; and
4. All doors shall remain unlocked and accessible during normal business hours.

ABHR

HOUSTON
3200 Southwest Freeway,
Suite 2600
Houston, TX 77027
(713) 860-6400

Direct Line: (713) 860-6493
Direct Fax: (713) 860-6667

hbradley@abhr.com

Hannah Bradley
Attorney

October 14, 2025

VIA E-MAIL AND REGULAR MAIL

Mr. Daniel S. Johnson
City Manager
City of Manvel
P.O. Box 187
Manvel, TX 77578

Re: Brazoria County Municipal Utility District No. 57

Dear Mr. Johnson:

The Board of Directors of the referenced District plans to sell $5,600,000 Unlimited Tax Road Bonds on November 13, 2025, to fund on December 16, 2025. The City consent conditions provide for "level debt service" on the bonds. Because we never know exactly what the debt service will be until we open the bids, the consent conditions allow for prior approval based on the predicted debt service on the bonds.

Please find attached (i) the Preliminary Official Statement for the bonds (note that the summary of costs for the bond issue begins on page 22), (ii) the Notice of Sale for the bonds, (iii) a cash flow analysis by the District's financial advisor, and (iv) the current consent conditions from the City's consent resolution relating to the District. The District respectfully requests that, based on the attached, the City concurs that the level debt service requirement is substantially met as required by the consent conditions. An affirmation from you or the appropriate City official will be sufficient. I've attached a simple affirmation for execution for your convenience. The District will be authorized to sell and close on the bonds without the concurrence but might have to incur expense in rejecting and re-bidding the bonds if the actual interest rates do not meet technical level debt service requirements.

If you have any questions or comments, please let me know. Thanks very much.

Sincerely,

Hannah Bradley
Attorney for the District

Enclosures
cc: Bobby Gervais, City Attorney (via e-mail)
Katie Sherborne, Attorney for the District (via-email)

The City of Manvel, Texas has received the proposed debt service schedule for the $5,600,000 Brazoria County Municipal Utility District No. 57 Unlimited Tax Road Bonds, Series 2025, and acknowledges compliance with the applicable level debt service consent conditions relating to issuance.

_____
City Manager, City of Manvel, Texas

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

(BRAZORIA COUNTY, TEXAS)

PRELIMINARY OFFICIAL STATEMENT

DATED: OCTOBER 9, 2025

$5,600,000
UNLIMITED TAX ROAD BONDS
SERIES 2025

BIDS TO BE SUBMITTED BY: 9:00 A.M., CENTRAL TIME
THURSDAY, NOVEMBER 13, 2025

BIDS TO BE AWARDED: 11:00 A.M., CENTRAL TIME
THURSDAY, NOVEMBER 13, 2025



Financial Advisor

This Preliminary Official Statement and the information contained herein are subject to completion or amendment. These securities may not be sold nor may offers to buy be accepted prior to the time the Official Statement is delivered in final form. Under no circumstances shall this Preliminary Official Statement constitute an offer to sell or the solicitation of an offer to buy nor shall there be any of these securities in any jurisdiction in which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of any such jurisdiction.

PRELIMINARY OFFICIAL STATEMENT DATED OCTOBER 9, 2025

This Preliminary Official Statement is subject to completion and amendment and is intended for the solicitation of initial bids to purchase the Bonds (herein defined). Upon the sale of the Bonds, the Official Statement will be completed and delivered to the Initial Purchaser (herein defined).

IN THE OPINION OF BOND COUNSEL (HEREIN DEFINED), UNDER EXISTING LAW, INTEREST ON THE BONDS (I) IS EXCLUDABLE FROM GROSS INCOME FOR FEDERAL INCOME TAX PURPOSES UNDER SECTION 103 OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED, AND (II) IS NOT AN ITEM OF TAX PREFERENCE FOR PURPOSES OF THE ALTERNATIVE MINIMUM TAX ON INDIVIDUALS. SEE "TAX MATTERS" HEREIN, INCLUDING INFORMATION REGARDING POTENTIAL ALTERNATIVE MINIMUM TAX CONSEQUENCES FOR CORPORATIONS.

The Bonds will not be designated as "qualified tax-exempt obligations" for financial institutions.

NEW ISSUE – Book-Entry-Only **NON-RATED**

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57
(A Political Subdivision of the State of Texas, located within Brazoria County)

$5,600,000
Unlimited Tax Road Bonds
Series 2025

Dated: December 1, 2025
Interest Accrues from: Date of Delivery **Due: September 1, as shown on inside cover**

The $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds") are obligations of Brazoria County Municipal Utility District No. 57 (the "District") and are not obligations of the State of Texas; Brazoria County, Texas; the City of Iowa Colony, Texas; the City of Manvel, Texas; or any political subdivision or entity other than the District. Neither the full faith and credit nor the taxing power of the State of Texas; Brazoria County, Texas; the City of Iowa Colony, Texas; the City of Manvel, Texas; nor any entity other than the District is pledged to the payment of the principal of or the interest on the Bonds.

Principal of the Bonds is payable upon presentation at the principal payment office of the paying agent/ registrar, initially, BOKF, NA, Dallas, Texas (the "Paying Agent/Registrar"). The Bonds will be dated December 1, 2025, and interest on the Bonds accrues from the date of delivery which is expected to be on or about December 16, 2025 (the "Date of Delivery"), with interest payable on March 1, 2026, and on each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. Interest on the Bonds will be payable by check dated as of the Interest Payment Date and mailed by the Paying Agent/Registrar to registered owners as shown on the records of the Paying Agent/Registrar at the close of business on the 15th calendar day of the month next preceding each Interest Payment Date. The Bonds are fully registered bonds in principal denominations of $5,000 or any integral multiple thereof.

The Bonds will be registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Bonds. Beneficial owners of the Bonds will not receive physical certificates representing the Bonds but will receive a credit balance on the books of the nominees of such beneficial owners. So long as Cede & Co. is the registered owner of the Bonds, the principal of and interest on the Bonds will be paid by the Paying Agent/Registrar directly to DTC, which will, in turn, remit such principal and interest to its participants for subsequent disbursement to the beneficial owners of the Bonds as described herein. See "THE BONDS – Book-Entry-Only System."

See "PRINCIPAL AMOUNTS, MATURITIES, INTEREST RATES AND INITIAL REOFFERING YIELDS" on inside cover page.

The Bonds constitute the first series of unlimited tax bonds issued by the District, from the $344,700,000 principal amount of unlimited tax bonds authorized by District's voters at an election held on November 8, 2022, for the purpose of constructing or acquiring a road system to serve the District (the "Road System") and $344,700,000 for the further purpose of refunding such bonds. The District's voters also authorized $483,900,000 principal amount of unlimited tax bonds for the purpose of purchasing, constructing, operating and maintaining water, wastewater, and drainage facilities to serve the District (the "Utility System") and $483,900,000 for the further purpose of refunding such bonds and $163,790,000 principal amount of unlimited tax bonds for the purpose of constructing parks and recreational facilities to serve the District (the "Park System") and $163,790,000 for the further purpose of refunding such bonds.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued.

The Bonds, when issued, will constitute valid and binding obligations of the District and will be payable from the proceeds of a continuing direct annual ad valorem tax, without legal limitation as to rate or amount, levied upon all taxable property within the District, as further described herein. See "THE BONDS – Source of Payment." Investment in the Bonds is subject to special investment considerations as described herein. See "RISK FACTORS."

The Bonds are offered when, as and if issued by the District and accepted by the winning bidders for the Bonds (the "Initial Purchaser"), and subject to the approval of the Attorney General of Texas and of Allen Boone Humphries Robinson LLP, Bond Counsel. Certain legal matters will be passed on for the District by Orrick, Herrington & Sutcliffe LLP, Houston, Texas, Disclosure Counsel. Delivery of the Bonds is expected on or about December 16, 2025.

PRINCIPAL AMOUNTS, MATURITIES, INTEREST RATES AND INITIAL REOFFERING YIELDS

$5,600,000 Unlimited Tax Road Bonds, Series 2025

Maturity September 1	Principal Amount	Interest Rate	Initial Reoffering Yield (a)	CUSIP No. _____ (b)	Maturity September 1	Principal Amount	Interest Rate	Initial Reoffering Yield (a)	CUSIP No. _____ (b)
2027	$ 125,000	____%	____%	___	2039 (c)	$ 225,000	____%	____%	___
2028	130,000	____%	____%	___	2040 (c)	235,000	____%	____%	___
2029	140,000	____%	____%	___	2041 (c)	250,000	____%	____%	___
2030	145,000	____%	____%	___	2042 (c)	260,000	____%	____%	___
2031 (c)	155,000	____%	____%	___	2043 (c)	275,000	____%	____%	___
2032 (c)	160,000	____%	____%	___	2044 (c)	290,000	____%	____%	___
2033 (c)	170,000	____%	____%	___	2045 (c)	305,000	____%	____%	___
2034 (c)	175,000	____%	____%	___	2046 (c)	320,000	____%	____%	___
2035 (c)	185,000	____%	____%	___	2047 (c)	335,000	____%	____%	___
2036 (c)	195,000	____%	____%	___	2048 (c)	350,000	____%	____%	___
2037 (c)	205,000	____%	____%	___	2049 (c)	370,000	____%	____%	___
2038 (c)	215,000	____%	____%	___	2050 (c)	385,000	____%	____%	___

(a) Information with respect to the initial reoffering yields of the Bonds is the responsibility of the Initial Purchaser. Initial reoffering yields represent the initial offering price, which may be changed for subsequent purchasers. The initial yield indicated above represents the lower of the yields resulting when priced to maturity or to the first call date.

(b) CUSIP numbers will be assigned to the Bonds by CUSIP Global Services, managed by FactSet Research Systems Inc. on behalf of the American Bankers Association and are included solely for the convenience of the owners of the Bonds.

(c) Bonds maturing on September 1, 2031, and thereafter, shall be subject to redemption and payment at the option of the District, in whole, or from time to time in part, on September 1, 2030, or on any date thereafter, at the par value thereof plus accrued interest to the date fixed for redemption. In addition, the Initial Purchaser may designate one or more maturities as term bonds.

USE OF INFORMATION IN OFFICIAL STATEMENT

For purposes of compliance with Rule 15c2-12 of the United States Securities Exchange Commission ("Rule 15c2-12"), as amended, and in effect on the date of this Preliminary Official Statement, this document constitutes an "official statement" of the District with respect to the Bonds that has been deemed "final" by the District as of its date except for the omission of no more than information permitted by Rule 15c2-12.

This document, when further supplemented by adding additional information specifying the interest rates and certain other information relating to the Bonds shall constitute a "final official statement" of the District with respect to the Bonds, as such term is defined in Rule 15c2-12.

No dealer, broker, salesman or other person has been authorized to give any information, or to make any representations, other than those contained in this Preliminary Official Statement, and, if given or made, such other information or representations must not be relied upon as having been authorized by the District or the Initial Purchaser.

All of the summaries of the statutes, resolutions, orders, contracts, audits, engineering and other related reports set forth in this Preliminary Official Statement are made subject to all of the provisions of such documents. These summaries do not purport to be complete statements of such provisions and reference is made to such documents, copies of which are available from Bond Counsel, for further information.

This Preliminary Official Statement is not to be used in connection with an offer to sell or the solicitation of an offer to buy in any state in which such offer or solicitation is not authorized or in which the person making such offer or solicitation is not qualified to do so or to any person to whom it is unlawful to make such offer or solicitation.

This Preliminary Official Statement contains, in part, estimates, assumptions and matters of opinion which are not intended as statements of fact, and no representation is made as to the correctness of such estimates, assumptions or matters of opinion, or as to the likelihood that they will be realized. Any information and expressions of opinion herein contained are subject to change without notice, and neither the delivery of this Preliminary Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the District or other matters described herein since the date hereof. The District has agreed to keep this Preliminary Official Statement current by amendment or sticker to reflect material changes in the affairs of the District and to the extent such information actually comes to its attention, the other matters described in this Preliminary Official Statement, until delivery of the Bonds to the Initial Purchaser and thereafter only as specified in "OFFICIAL STATEMENT – Updating of Official Statement" and "CONTINUING DISCLOSURE OF INFORMATION."

References to web site addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such web sites and the information or links contained therein are not incorporated into, and are not part of, this final official statement for any purpose.

TABLE OF CONTENTS

USE OF INFORMATION IN OFFICIAL STATEMENT 1
SALE AND DISTRIBUTION OF THE BONDS 3
- Award of the Bonds 3
- Prices and Marketability 3
- Securities Laws 3

MUNICIPAL BOND INSURANCE 3
RATINGS 3
OFFICIAL STATEMENT SUMMARY 4
INTRODUCTION 9
RISK FACTORS 9
- General 9
- Effects of Hurricane Harvey 9
- Potential Effects of Oil Price Declines on the Houston Area 9
- Factors Affecting Taxable Values and Tax Payments 10
- Competitive Nature of Residential Housing Market 10
- Tax Collection Limitations 11
- Registered Owners' Remedies and Bankruptcy 11
- Marketability 11
- Future Debt 11
- Continuing Compliance with Certain Covenants 12
- Environmental Regulations 12
- 2025 Legislative Session 14
- Extreme Weather Events 14
- Potential Impact of Natural Disaster 14
- Specific Flood Type Risks 14
- Approval of the Bonds 15
- Ongoing Negotiations with Iowa Colony 15
- Bond Insurance Risk Factors 15

THE BONDS 16
- General 16
- Book-Entry-Only System 16
- Successor Paying Agent/Registrar 18
- Registration, Transfer and Exchange 18
- Outstanding Bonds 18
- Redemption of the Bonds 18
- Mutilated, Lost, Stolen or Destroyed Bonds 18
- Authority for Issuance 18
- Issuance of Additional Debt 19
- Source of Payment 19
- Funds 20
- No Arbitrage 20
- Defeasance 20
- Legal Investment and Eligibility to Secure Public Funds in Texas 21
- Registered Owners' Remedies 21
- Use and Distribution of Proceeds of the Bonds 22

THE DISTRICT 23

Authority 23
Description 23
Location 23
Management of the District 23
Investment Policy 23
Consultants 24
DEVELOPMENT OF THE DISTRICT 25
Status of Development within the District 25
DEVELOPERS 26
Role of the Developer 26
Developers 26
Homebuilders within the District 26
JOINT FACILITIES AND INTERCONNECT AGREEMENT 26
Utility Functions Agreement with the City of Iowa Colony 27
THE UTILITY SYSTEM 27
Regulation 27
Water, Sanitary Sewer and Drainage System 27
100-Year Flood Plain 28
THE ROAD SYSTEM 28
General Fund Operating Statement 29
AERIAL PHOTOGRAPH OF THE DISTRICT 30
PHOTOGRAPHS TAKEN WITHIN THE DISTRICT 31
DISTRICT DEBT 32
Pro-Forma Debt Service Requirement Schedule 32
Bonded Indebtedness 33
Estimated Direct and Overlapping Debt Statement 34
Debt Ratios 34
TAXING PROCEDURES 34
Authority to Levy Taxes 34
Property Tax Code and County-Wide Appraisal District 34
Property Subject to Taxation by the District 35
Tax Abatement 36
Valuation of Property for Taxation 36
District and Taxpayer Remedies 37
Levy and Collection of Taxes 37
Tax Payment Installments After Disaster 37
Rollback of Operation and Maintenance Tax Rate 38
District's Rights in the Event of Tax Delinquencies 38
TAX DATA 39
General 39
Tax Rate Limitation 39
Maintenance Tax 39
Additional Penalties 39
Tax Rate Calculations 40
Estimated Overlapping Taxes 40
Historical Tax Collections 40
Tax Rate Distribution 41
Assessed Taxable Valuation Summary 41
Principal Taxpayers 41
LEGAL MATTERS 42
Legal Opinions 42
No-Litigation Certificate 42
No Material Adverse Change 42
TAX MATTERS 42
Tax Exemption 42
Not Qualified Tax-Exempt Obligations 43
Additional Federal Income Tax Considerations 43
CONTINUING DISCLOSURE OF INFORMATION 45
Annual Reports 45
Event Notices 45
Availability of Information from EMMA 45
Limitations and Amendments 45
Compliance with Prior Undertakings 46
OFFICIAL STATEMENT 46
General 46
Experts 46
Certification as to Official Statement 46
Updating of Official Statement 46
CONCLUDING STATEMENT 47

APPENDIX A - FINANCIAL STATEMENTS OF THE DISTRICT

SALE AND DISTRIBUTION OF THE BONDS

Award of the Bonds

After requesting competitive bids for the Bonds, the District has accepted the bid of _____ (the "Initial Purchaser") to purchase the Bonds at the interest rates shown on the inside cover page of this Preliminary Official Statement at a price of _____% of par, resulting in a net effective interest rate to the District of _____%, as calculated pursuant to Chapter 1204, Texas Government Code, as amended. No assurance can be given that any trading market will be developed for the Bonds after their sale by the District to the Initial Purchaser. The District has no control over the price at which the Bonds are subsequently sold, and the initial yields at which the Bonds are priced and reoffered are established by and are the sole responsibility of the Initial Purchaser.

Prices and Marketability

Subject to certain hold-the-offering-price requirements described in the Official Notice of Sale, the District has no control over the reoffering yields or prices of the Bonds or over trading of the Bonds in the secondary market. Moreover, there is no assurance that a secondary market will be made in the Bonds. If there is a secondary market, the difference between the bid and asked prices of the Bonds may be greater than the difference between the bid and asked prices of bonds of comparable maturity and quality issued by more traditional municipal entities, as bonds of such entities are more generally bought, sold or traded in the secondary market.

Subject to certain hold-the-offering-price requirements described in the Official Notices of Sale, the prices and other terms with respect to the offering and sale of the Bonds may be changed from time to time by the Initial Purchaser after the Bonds are released for sale, and the Bonds may be offered and sold at prices other than the initial offering prices, including sales to dealers who may sell the Bonds into investment accounts.

IN CONNECTION WITH THIS OFFERING, THE INITIAL PURCHASER MAY OVER-ALLOT OR EFFECT TRANSACTIONS WHICH STABILIZE OR MAINTAIN THE MARKET PRICE OF THE BONDS AT A LEVEL ABOVE THAT WHICH MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME.

Securities Laws

No registration statement relating to the Bonds has been filed with the United States Securities and Exchange Commission (the "SEC") under the Securities Act of 1933, as amended, in reliance upon exemptions provided thereunder. The Bonds have not been registered or qualified under the Securities Act of Texas in reliance upon various exemptions contained therein; nor have the Bonds been registered or qualified under the securities acts of any other jurisdictions. The District assumes no responsibility for registration or qualification of the Bonds under the securities laws of any jurisdiction in which the Bonds may be offered, sold, or otherwise transferred. This disclaimer of responsibility for registration or qualification for sale or other disposition of the Bonds should not be construed as an interpretation of any kind with regard to the availability of any exemption from securities registration or qualification provisions.

MUNICIPAL BOND INSURANCE

The District has made applications to Build America Mutual Assurance Company and Assured Guaranty Inc. for a commitment for municipal bond guaranty insurance on the Bonds. If qualified and the Initial Purchaser elects to purchase municipal bond insurance, the payment of all costs associated with the insurance, including the premium charged by the insurance company, and fees charged by rating companies, other than Moody's Investors Service, Inc. ("Moody's"), will be the option and expense of the Initial Purchaser. The District will pay the rating fees charged by Moody's.

RATINGS

The District has not made an application for a rating on the Bonds. Furthermore, it is not expected that the District would have been successful in receiving an investment grade rating on the Bonds.

OFFICIAL STATEMENT SUMMARY

The following material is a summary of certain information contained herein and is qualified in its entirety by the more detailed information and financial statements appearing elsewhere in this Preliminary Official Statement. The summary should not be detached and should be used in conjunction with the more complete information contained herein. A full review should be made of this entire Official Statement and of the documents summarized or described herein.

THE BONDS

The District	Brazoria County Municipal Utility District No. 57 (the "District"), a political subdivision of the State of Texas, is located in Brazoria County, Texas. See "THE DISTRICT."
The Bonds	The $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds") are dated December 1, 2025, and accrue interest from the date of delivery which is expected to be on or about December 16, 2025 (the "Date of Delivery"), with interest payable on March 1, 2026, and on each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. The Bonds mature serially on September 1 in the years and in the principal amounts set forth on the inside cover page. See "THE BONDS."
Redemption of the Bonds	The Bonds that mature on or after September 1, 2031, are subject to redemption, in whole or from time to time in part, on September 1, 2030, or on any date thereafter, at the par value thereof plus accrued interest to the date fixed for redemption. See "THE BONDS – Redemption of the Bonds."
Book-Entry-Only System	The Bonds will be initially registered and delivered only to Cede & Co., the nominee of The Depository Trust Company, New York, New York ("DTC"), pursuant to the Book-Entry-Only System described herein. Beneficial ownership of the Bonds may be acquired in principal denominations of $5,000 or integral multiples thereof. No physical delivery of the Bonds will be made to the Beneficial Owners (herein defined) thereof. Principal of and interest on the Bonds will be payable by BOKF, NA, Dallas, Texas (the "Paying Agent/Registrar"), to Cede & Co., which will make distribution of the amounts so paid to the participating members of DTC for subsequent payment to the Beneficial Owners of the Bonds. See "THE BONDS – Book-Entry-Only System."
Authority for Issuance	The Bonds constitute the first series of unlimited tax bonds issued by the District, from the $344,700,000 principal amount of unlimited tax bonds authorized by District's voters at an election held on November 8, 2022 for the purpose of constructing or acquiring a road system to serve the District (the "Road System") and $344,700,000 for the further purpose of refunding such bonds. The District's voters also authorized $483,900,000 principal amount of unlimited tax bonds for the purpose of purchasing, constructing, operating and maintaining water, wastewater, and drainage facilities to serve the District (the "Utility System") and $483,900,000 for the further purpose of refunding such bonds and $163,790,000 principal amount of unlimited tax bonds for the purpose of constructing parks and recreational facilities to serve the District (the "Park System") and $163,790,000 for the further purpose of refunding such bonds. Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued. See "THE BONDS – Authority for Issuance."

	The Bonds are issued pursuant to: (i) Article III, Section 52 of the Texas Constitution and the general laws of the State of Texas, including Chapters 49 and 54 of the Texas Water Code, as amended; (ii) a resolution authorizing the issuance of the Bonds adopted by the Board of Directors of the District (the "Board") on the date of sale of the Bonds (the "Bond Resolution"); and (iii) an election held within the District on November 8, 2022.
Source of Payment	The District is authorized to levy taxes to pay debt service on bonds issued for the Utility System, the Park System, and the Road System, and such taxes are unlimited as to rate or amount. The Bonds are payable from a continuing direct annual ad valorem tax, unlimited as to rate or amount, levied against all taxable property within the District. The Bonds are obligations of the District and are not obligations of the State of Texas; Brazoria County, Texas; the City of Iowa Colony ("Iowa Colony"), Texas; City of Manvel ("Manvel"), Texas, or any entity other than the District. See "THE BONDS – Source of Payment."
Outstanding Bonds	The District has previously issued one (1) series of unlimited tax bonds, as follows: $14,315,000 Unlimited Tax Bonds, Series 2025. As of the Date of Delivery, $14,315,000 principal amount of such previously issued bonds will remain outstanding (the "Outstanding Bonds"). See "THE BONDS – Outstanding Bonds."
Payment Record	The Bonds are the second issuance of bonded indebtedness by the District.
Use of Proceeds of the Bonds	A portion of the proceeds from the sale of the Bonds will be used to pay certain costs related to the construction of the Road System as shown herein under "THE BONDS – Use and Distribution of Proceeds of the Bonds." Additionally, proceeds of the Bonds will be used to pay for engineering costs related to the financed facilities, developer interest, eighteen (18) months of capitalized interest on the Bonds, and other costs associated with the issuance of the Bonds. See "THE BONDS – Use and Distribution of Proceeds of the Bonds."
NOT Qualified Tax-Exempt Obligations	The Bonds will not be designated as "qualified tax-exempt obligations" within the meaning of Section 265(b) of the Internal Revenue Code of 1986, as amended.
Municipal Bond Insurance	The District has made applications to Build America Mutual Assurance Company and Assured Guaranty Inc. for a commitment for municipal bond guaranty insurance on the Bonds. If qualified and the Initial Purchaser elects to purchase municipal bond insurance, the payment of all costs associated with the insurance, including the premium charged by the insurance company, and fees charged by rating companies, other than Moody's Investors Service, Inc. ("Moody's"), will be the option and expense of the Initial Purchaser.
Ratings	The District has not made an application for a rating on the Bonds. Furthermore, it is not expected that the District would have been successful in receiving an investment grade rating on the Bonds. See "RATINGS."
Bond Counsel	Allen Boone Humphries Robinson LLP, Houston, Texas.
Disclosure Counsel	Orrick, Herrington & Sutcliffe LLP, Houston, Texas.
Financial Advisor	Robert W. Baird & Co. Incorporated, Houston, Texas.

THE DISTRICT

Description	The District is a political subdivision of the State of Texas, located approximately 21 miles south of the central business district of the City of Houston, Texas. At the time of creation, the District encompassed approximately 447.471 acres. Currently, the District consists of 1,606.9093 acres. The District boundaries lie entirely within the corporate limits of Manvel and Iowa Colony. The District is a municipal utility district created by an order of the TCEQ effective August 16, 2007, and by a confirmation election held within the District on November 6, 2007. The District operates in accordance with Article XVI, Section 59 and Article III, Section 52 of the Constitution of the State of Texas, and Chapters 49 and 54 of the Texas Water Code, as amended, and other statutes of Texas applicable to municipal utility districts. See "THE DISTRICT."
Development within the District	The District is one of three municipal utility districts that make up the approximately 3,000-acre master-planned community known as Meridiana. In addition to Meridiana, the District includes planned developments known as Ellwood and Rally East. {UPDATE}To date, approximately 130.13 acres (483 lots) within the District have been developed as the residential subdivisions of Meridiana, Phase 1, Sections 4A East, 5 East, 10, 13A, 14A, 14B, 24A, and 24B, and approximately 26.27 acres (92 lots) within the District have been developed as the residential subdivisions of Ellwood, Sections 1A and 1B. As of October 9, 2025, the District was composed of 203 completed homes, 87 homes under construction and approximately 285 vacant developed lots. Of the 284 homes completed and under construction as of October 9, 2025 (which excludes the 6 model homes under construction in the Ellwood subdivision), 238 homes were sold to homeowners within the District In addition, approximately 13.00 acres have been developed as Alvin ISD Elementary School Site No. 2 and approximately 170.62 acres for Alvin ISD Jr. High School. The remaining land within the District consists of approximately 1,011.24 undeveloped but developable acres and approximately 139.38 undevelopable acres consisting of easements, rights of way and greenbelts. See "DEVELOPERS," "DEVELOPMENT OF THE DISTRICT," and "THE DISTRICT."
Developers	Land within the District is being developed by Rise Communities, LLC ("Rise Communities") and Beazer Homes Texas, L.P., a Delaware limited partnership ("Beazer Homes"). Rise Communities and Beazer Homes are collectively referred to herein as the "Developers." See "DEVELOPERS" and "DEVELOPMENT OF THE DISTRICT."
Homebuilders Within the District	Homebuilders who are active in Meridiana include David Weekley Homes, Drees Custom Homes, Highland Homes, Perry Homes, NewMark Homes, Shea Homes, Chesmar Homes, TriCoast Homes and Westin Homes. Prices of new homes being constructed in the District range from the $270,000s – $1,000,000+. See "DEVELOPERS – Homebuilders within the District."

RISK FACTORS

THE DISTRICT'S TAX IS LEVIED ONLY ON THE PROPERTY LOCATED WITHIN THE DISTRICT. THEREFORE, THE INVESTMENT SECURITY AND QUALITY OF THE BONDS IS DEPENDENT UPON THE SUCCESSFUL DEVELOPMENT OF PROPERTY LOCATED WITHIN THE DISTRICT AND THE PAYMENT AND COLLECTION OF TAXES LEVIED THEREON.

THE BONDS ARE SUBJECT TO CERTAIN INVESTMENT RISKS. PROSPECTIVE PURCHASERS SHOULD REVIEW THIS ENTIRE OFFICIAL STATEMENT, PARTICULARLY THE SECTION OF THIS OFFICIAL STATEMENT ENTITLED "RISK FACTORS," BEFORE MAKING AN INVESTMENT DECISION.

SELECTED FINANCIAL INFORMATION

(UNAUDITED)

2025 Assessed Taxable Valuation	$	69,348,870	(a)
Estimated Taxable Valuation as of September 15, 2025	$	166,366,333	(b)
Direct Debt:			
The Outstanding Bonds	$	14,315,000	
The Bonds		5,600,000	
Total	$	19,915,000	
Estimated Overlapping Debt	$	9,289,971	(c)
Total Direct and Estimated Overlapping Debt	$	29,204,971	(c)
Direct Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		28.72	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		11.97	%
Direct and Estimated Overlapping Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		42.11	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		17.55	%
Road System Debt Service Fund Balance (as of Date of Delivery)	$	441,000	(d)
Road System Capital Projects Fund (as of June 5, 2025)	$		
Utility System Debt Service Fund Balance (as of June 5, 2025)	$		(e)
Utility System Capital Projects Fund (as of June 5, 2025)	$		
General Fund Balance (as of June 5, 2025)	$		

(a) Represents the taxable amount of assessed valuation of taxable properties in the District as of January 1, 2025, as provided by the Brazoria County Appraisal District (the "Appraisal District"). See "TAX DATA" and "TAXING PROCEDURES."

(b) As of September 15, 2025, provided by the Appraisal District for information purposes only. Represents new construction within the District as of September 15, 2025. This estimate is based upon the same unit value used in the assessed taxable valuation. No taxes will be levied on this estimate. See "TAXING PROCEDURES."

(c) See "DISTRICT DEBT – Estimated Direct and Overlapping Debt Statement."

(d) Represents eighteen (18) months of capitalized interest will be deposited into the Road System Debt Service Fund (herein defined) upon closing of the Bonds. Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Road System Debt Service Fund. Funds in the Road System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Road System (herein defined), such as the Bonds, and are not available to pay debt service on bonds issued by the District for the Utility System (herein defined).

(e) Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Utility System Debt Service Fund. Funds in the Utility System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Utility System and are not available to pay debt service on bonds issued by the District for the Road System, such as the Bonds.

SELECTED FINANCIAL INFORMATION

(UNAUDITED)

2025 Tax Rate per $100 of Assessed Taxable Valuation			
Utility System Debt Service	$	0.000	
Road System Debt Service		0.000	(a)
Maintenance and Operations		0.900	
Total	$	0.900	
Combined Estimated Average Annual Debt Service Requirement (2026–2050)	$	1,378,605	(b)
Combined Estimated Maximum Annual Debt Service Requirement (2049)	$	1,487,963	(b)
Debt Service Tax Rate per $100 of Assessed Taxable Valuation Required to Pay the Combined Estimated Average Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2026–2050) at 95% Tax Collections:			
Based on the 2025 Assessed Taxable Valuation	$	2.10	
Based on the Estimated Taxable Valuation as of September 15, 2025	$	0.88	
Debt Service Tax Rate per $100 of Assessed Taxable Valuation Required to Pay the Combined Estimated Maximum Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2049) at 95% Tax Collections:			
Based on the 2025 Assessed Taxable Valuation	$	2.26	
Based on the Estimated Taxable Valuation as of September 15, 2025	$	0.95	
Single-Family Homes (including 81 under construction) as of October 9, 2025		284	(c)

(a) The District is authorized to levy two separate taxes to pay the debt service on bonds issued for the Utility System, such as the Bonds, and bonds issued for the Road System. Such taxes are unlimited as to rate or amount.

(b) Requirement of debt service on the Outstanding Bonds and the Bonds. Debt service on the Bonds is a requirement estimate based on the Bonds being sold at an average annual interest rate of 5.00%. See "DISTRICT DEBT – Pro-Forma Debt Service Requirement Schedule."

(c) Of the 284 homes completed and under construction as of October 9, 2025, 238 homes were sold to homeowners within the District (which excludes the 6 model homes under construction in the Ellwood subdivision).

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

(A Political Subdivision of the State of Texas, located within Brazoria County)

$5,600,000
Unlimited Tax Road Bonds
Series 2025

INTRODUCTION

This Preliminary Official Statement provides certain information in connection with the issuance by Brazoria County Municipal Utility District No. 57 (the "District") of its $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds").

The Bonds are issued pursuant to: (i) Article III, Section 52 of the Texas Constitution and the general laws of the State of Texas, including Chapters 49 and 54 of the Texas Water Code, as amended; (ii) a resolution authorizing the issuance of the Bonds adopted by the Board of Directors of the District (the "Board") on the date of sale of the Bonds (the "Bond Resolution"); and (iii) an election held within the District on November 8, 2022.

Certain capitalized terms used in this Official Statement have the same meanings assigned to such terms in the Bond Resolution, except as otherwise indicated herein.

There follow in this Preliminary Official Statement descriptions of the Bonds, the Developers (herein defined), the Bond Resolution and certain information about the District and its finances. All descriptions of documents contained herein are only summaries and are qualified in their entirety by reference to each such document. Copies of such documents may be obtained from Allen Boone Humphries Robinson LLP, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027, upon payment of the costs of duplication, therefor.

RISK FACTORS

General

The Bonds, which are obligations of the District and not of the State of Texas, Brazoria County, Texas (the "County"); the City of Iowa Colony ("Iowa Colony"), Texas, City of Manvel ("Manvel"), Texas, or any political subdivision other than the District, will be secured by a continuing direct annual ad valorem tax, without legal limitation as to rate or amount, levied against all taxable property located within the District. Therefore, the ultimate security for payment of the principal of and interest on the Bonds depends upon the ability of the District to collect from the property owners within the District taxes levied against all taxable property located within the District, or, in the event taxes are not collected and foreclosure proceedings are instituted by the District, upon the value of the taxable property with respect to taxes levied by the District and by other taxing authorities. The District makes no representations that over the life of the Bonds the property within the District will maintain a value sufficient to justify continued payment of taxes by the property owners. The potential increase in taxable valuation of District property is directly related to the economics of the residential housing industry, not only due to general economic conditions, but also due to the particular factors discussed below. See "DEVELOPMENT OF THE DISTRICT," "TAX DATA" and "TAXING PROCEDURES."

Effects of Hurricane Harvey

The greater City of Houston, Texas, area sustained widespread damage as a result of Hurricane Harvey's landfall along the Texas Gulf Coast on August 25, 2017, and historic levels of rainfall during the succeeding four days. The District is located in the County, which is located on the Texas Gulf Coast.

The District cannot predict the effect that additional extreme weather events may have upon the District and the Gulf Coast. Additional extreme weather events have the potential to cause damage within the District and along the Gulf Coast generally that could have a negative effect on taxable assessed valuations in the District and the economy of the District and the region.

Certain qualified taxpayers, including owners of residential homesteads, located within a disaster area and whose property has been damaged as a direct result of the disaster, are entitled to enter into a tax payment installment agreement with a taxing jurisdiction such as the District if the taxpayer pays at least one-fourth of the tax bill imposed on the property by the delinquency date. The remaining taxes may be paid without penalty or interest in three equal installments within six months of the delinquency date.

Potential Effects of Oil Price Declines on the Houston Area

The economy of the Houston area has, in the past, been particularly affected by adverse conditions in the oil and gas industry, and such conditions and their spillover effects into other industries could result in declines in the demand for residential and commercial property in the Houston area and could reduce or negatively affect property values within the

District. The District cannot predict the impact that negative conditions in the oil industry could have on property values in the District.

Factors Affecting Taxable Values and Tax Payments

Economic Factors: The rate of development of the District is directly related to the vitality of the residential housing industry. New residential housing construction can be significantly affected by factors such as interest rates, construction costs, and consumer demand. Decreased levels of home construction activity would restrict the growth of property values in the District. The District cannot predict the pace or magnitude of any future development or home construction in the District.

Developers: There is no commitment by or legal requirement of the principal landowners/developers or any other landowner to the District to proceed at any particular rate or according to any specified plan with the development of land in the District, or of any homebuilder to proceed at any particular pace with the construction of homes in the District. Moreover, there is no restriction on any landowner's right to sell its land. Therefore, the District can make no representation about the probability of future development, if any, or the rate of future home construction activity in the District. Failure to construct taxable improvements on developed lots would restrict the rate of growth of taxable values in the District and result in higher tax rates. See "DEVELOPMENT OF THE DISTRICT," "DEVELOPERS" and "TAX DATA – Principal Taxpayers."

Dependence on Principal Taxpayers: The ability of any principal landowner to make full and timely payments of taxes levied against its property by the District and similar taxing authorities will directly affect the District's ability to meet its debt service obligations. As illustrated in this Preliminary Official Statement under the caption "TAX DATA – Principal Taxpayers," the District's principal taxpayers in 2025 own approximately 43.09% of the District's total 2025 Assessed Taxable Valuation of property located within the District. GR-M1 LTD, an entity associated with Rise Communities, LLC (the "Developers"), owns approximately 7.09% or $4,917,123 of the District's total 2025 Assessed Taxable Valuation of property located within the District. In the event that a Developer, any other taxpayer, or any combination of taxpayers, should default in the payment of taxes in an amount which exceeds the surpluses in the Districts debt service funds, the ability of the District to make timely payment of debt service on the Bonds will be dependent on its ability to enforce and liquidate its tax liens, which is a time-consuming process. Failure to recover or borrow funds in a timely fashion could result in an excessive District tax rate. The District is not required by law or the Bond Resolution to maintain any specified amount of surplus in its interest and sinking fund. See "TAX DATA – Principal Taxpayers" and "TAXING PROCEDURES – Levy and Collection of Taxes."

Maximum Impact on District Tax Rates: Assuming no further development or home construction, the value of the land and improvements currently within the District will be the major determinant of the ability or willingness of property owners to pay their taxes. The 2025 Assessed Taxable Valuation of property located within the District is $69,348,870 and the Estimated Taxable Valuation as of September 15, 2025, is $166,366,333. After issuance of the Bonds, the combined estimated maximum annual debt service requirement on the Outstanding Bonds and the Bonds will be $1,487,963 (2049) and the combined estimated average annual debt service requirement on the Outstanding Bonds and the Bonds will be $1,378,605 (2026–2050). Assuming no increase to nor decrease from the 2025 Assessed Taxable Valuation, tax rates of $2.26 and $2.10 per $100 of Assessed Taxable Valuation at a 95% tax collection rate would be necessary to pay the combined estimated maximum annual debt service requirement and the combined estimated average annual debt service requirement, respectively. Assuming no increase to nor decrease from the Estimated Taxable Valuation as of September 15, 2025, tax rates of $0.95 and $0.88 per $100 of assessed taxable valuation at 95% tax collection rate would be necessary to pay the combined estimated maximum annual debt service requirement and the combined estimated average annual debt service requirement, respectively.

The District can make no representation that the taxable property values in the District will increase in the future or will maintain a value sufficient to support the proposed District tax rate or to justify continued payment of taxes by property owners. The District has levied a total tax rate of $0.90 per $100 of assessed valuation for the 2025 tax year. Such rate is composed entirely of a maintenance and operations tax rate of $0.90 per $100 of assessed valuation.

Competitive Nature of Residential Housing Market

The housing industry in the City of Houston, Texas, area is very competitive, but the District can give no assurance that the building programs which are planned by any home builder(s) will be continued or completed. The respective competitive position of the homebuilders listed herein and any other developer or homebuilder(s) which might attempt future home building or development projects in the District, the sale of developed lots or in the construction and sale of single-family residential units, are affected by most of the factors discussed in this section, and such competitive positions are directly related to tax revenues received by the District and the growth and maintenance of taxable values in the District.

The demand for and construction of taxable improvements in the District could be affected by competition from other developments near the District. In addition to competition for new single-family home sales from other developments, there are numerous previously-owned single-family homes in more established commercial centers and neighborhoods closer to the City of Houston, Texas that are for sale. Such existing developments could represent additional competition for new

development proposed to be constructed within the District. The competitive position of a Developers or the principal landowners in the sale of land, and the sale or leasing of residences is affected by most of the factors discussed in this section. Such a competitive position is directly related to the growth and maintenance of taxable values in the District and tax revenues to be received by the District. The District can give no assurance that building and marketing programs in the District by the Developers will be implemented or, if implemented, will be successful.

The District is located approximately 22 miles south of the central business district of the City of Houston, Texas. Many of the single-family developments with which the District competes are in a more developed state and have lower taxes. As a result, particularly during times of increased competition, a Developers within the District may be at a competitive disadvantage to the developers in other single-family projects located closer to major urban centers or in a more developed state. See "THE DISTRICT" and "DEVELOPMENT OF THE DISTRICT – Status of Development within the District."

Tax Collection Limitations

The District's ability to make debt service payments may be adversely affected by its inability to collect ad valorem taxes. Under Texas law, the levy of ad valorem taxes by the District constitutes a lien in favor of the District on a parity with the liens of all other state and local taxing authorities on the property against which taxes are levied, and such lien may be enforced by foreclosure. The District's ability to collect ad valorem taxes through such foreclosure may be impaired by (a) cumbersome, time-consuming and expensive collection procedures, (b) a bankruptcy court's stay of tax collection procedures against a taxpayer, (c) market conditions limiting the proceeds from a foreclosure sale of taxable property, or (d) the taxpayer's right to redeem the property within two years of foreclosure for residential homestead and agricultural use property and within six (6) months of foreclosure for other property. While the District has a lien on taxable property within the District for taxes levied against such property, such lien can be foreclosed only in a judicial proceeding. Moreover, the value of property to be sold for delinquent taxes and thereby the potential sales proceeds available to pay debt service on the Bonds, may be limited by among other factors, the existence of other tax liens on the property, by the current aggregate tax rate being levied against the property, or by the taxpayers' right to redeem residential or agricultural use property within two (2) years of foreclosure and all other property within six (6) months of foreclosure. Finally, a bankruptcy court with jurisdiction over bankruptcy proceedings initiated by or against a taxpayer within the District pursuant to Federal Bankruptcy Code could stay any attempt by the District to collect delinquent ad valorem taxes assessed against such taxpayer. See "TAXING PROCEDURES."

Registered Owners' Remedies and Bankruptcy

In the event of default in the payment of principal of or interest on the Bonds, the registered owners of the Bonds (the "Registered Owners") have a right to seek a writ of mandamus requiring the District to levy sufficient taxes each year to make such payments. Except for mandamus, the Bond Resolution does not specifically provide for remedies to protect and enforce the interests of the Registered Owners. There is no acceleration of maturity of the Bonds in the event of default and, consequently, the remedy of mandamus may have to be relied upon from year to year. Although the Registered Owners could obtain a judgment against the District, such a judgment could not be enforced by a direct levy and execution against the District's property. Further, the Registered Owners cannot themselves foreclose on property within the District or sell property within the District in order to pay the principal of and interest on the Bonds. Since there is no trust indenture or trustee, the Registered Owners would have to initiate and finance the legal process to enforce their remedies. The enforceability of the rights and remedies of the Registered Owners may be limited further by laws relating to bankruptcy, reorganization or other similar laws of general application affecting the rights of creditors of political subdivisions such as the District. In this regard, should the District file a petition for protection from creditors under federal bankruptcy laws, the remedy of mandamus or the right of the District to seek judicial foreclosure of its tax lien would be automatically stayed and could not be pursued unless authorized by a federal bankruptcy judge.

Marketability

The District has no understanding (other than the initial reoffering yields) with the winning bidder of the Bonds (the "Initial Purchaser") regarding the reoffering yields or prices of the Bonds and has no control over the trading of the Bonds in the secondary market. Moreover, there is no assurance that a secondary market will be made for the Bonds. If there is a secondary market, the difference between the bid and asked price of the Bonds may be greater than the bid and asked spread of other bonds generally bought, sold, or traded in the secondary market. See "SALE AND DISTRIBUTION OF THE BONDS."

Future Debt

The District reserves in the Bond Resolution the right to issue the remaining $344,700,000 principal amount of unlimited tax bonds for the purpose of constructing or acquiring a road system to serve the District (the "Road System") and $344,700,000 for the refunding of such bonds; $469,585,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing, operating and maintaining water, wastewater, and drainage facilities to serve the District (the "Utility System") and $483,900,000 for the refunding of such bonds; and $163,790,000 principal amount of unlimited tax

bonds for the purpose of constructing parks and recreational facilities to serve the District (the "Park System") and $163,790,000 for the refunding of such bonds, and such additional bonds as may hereafter be approved by the voters of the District. See "THE BONDS – Issuance of Additional Debt." The District has also reserved the right to issue certain other additional bonds, special project bonds, and other obligations described in the Bond Resolution authorized by the voters of the District, which may be issued by the District from time to time as needed. Issuance of the remaining $469,585,000 of unlimited tax bonds for the purpose of acquiring or constructing the Utility System and $483,900,000 for the refunding of such bonds, as well as the $163,790,000 of unlimited tax bonds for the purpose of acquiring or constructing the Park System to serve the District and $163,790,000 for the refunding of such bonds, is subject to approval by the TCEQ.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued. See "THE BONDS – Authority for Issuance."

{UPDATE}As of the financial statements for the fiscal year ended March 31, 2025, the District owes the Developers approximately $44,679,013 for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. Additionally, the District owes the Developers approximately 54,411,167 for projects under construction for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. If additional bonds are issued in the future and property values have not increased proportionately, such issuance may increase gross debt-property valuation ratios and thereby adversely affect the investment quality or security of the Bonds. See "THE BONDS – Issuance of Additional Debt" and See "APPENDIX A."

If the District does issue park bonds, the outstanding principal amount of such bonds may not exceed an amount equal to one percent of the value of the taxable property in the District at the time of issuance, unless effective June 14, 2021, the District meets certain financial feasibility requirements under the TCEQ rules, in which case the outstanding principal amount of such bonds issued by the District may exceed an amount equal to one percent but not greater than three percent of the value of the taxable property in the District.

Continuing Compliance with Certain Covenants

The Bond Resolution contains covenants by the District intended to preserve the exclusion from gross income of interest on the Bonds. Failure of the District to comply with such covenants on a continuous basis prior to maturity of the Bonds could result in interest on the Bonds becoming taxable retroactively to the date of original issuance. See "TAX MATTERS."

Environmental Regulations

Wastewater treatment, water supply, storm sewer facilities and construction activities within the District are subject to complex environmental laws and regulations at the federal, state and local levels that may require or prohibit certain activities that affect the environment, such as:

- Requiring permits for construction and operation of water wells, wastewater treatment and other facilities;
- Restricting the manner in which wastes are treated and released into the air, water and soils;
- Restricting or regulating the use of wetlands or other properties; or
- Requiring remedial action to prevent or mitigate pollution.

Sanctions against a municipal utility district or other type of special purpose district for failure to comply with environmental laws and regulations may include a variety of civil and criminal enforcement measures, including assessment of monetary penalties, imposition of remedial requirements and issuance of injunctions to ensure future compliance. Environmental laws and compliance with environmental laws and regulations can increase the cost of planning, designing, constructing and operating water production and wastewater treatment facilities. Environmental laws can also inhibit growth and development within the District. Further, changes in regulations occur frequently, and any changes that result in more stringent and costly requirements could materially impact the District.

Air Quality Issues. Air quality control measures required by the United States Environmental Protection Agency (the "EPA") and the TCEQ may impact new industrial, commercial and residential development in the Houston area. Under the Clean Air Act ("CAA") Amendments of 1990, the eight-county Houston-Galveston-Brazoria area ("HGB Area")—Harris, Galveston, Brazoria, Chambers, Fort Bend, Waller, Montgomery and Liberty Counties—has been designated a nonattainment area under two separate federal ozone standards: the eight-hour ozone standard of 75 ppb promulgated by the EPA in 2008 (the "2008 Ozone Standard"), and the EPA's most-recent promulgation of an even lower, 70 ppb eight-hour ozone standard in 2015 (the "2015 Ozone Standard"). While the State of Texas has been able to demonstrate steady progress and improvements in air quality in the HGB Area, the HGB Area remains subject to CAA nonattainment requirements.

The HGB Area is currently designated as a "severe" nonattainment area under the 2008 Ozone Standard, with an attainment deadline of July 20, 2027. If the EPA ultimately determines that the HGB Area has failed to meet the attainment deadline

based on the relevant data, the area is subject to reclassification to a nonattainment classification that provides for more stringent controls on emissions from the industrial sector. In addition, the EPA may impose a moratorium on the awarding of federal highway construction grants and other federal grants for certain public works construction projects if it finds that an area fails to demonstrate progress in reducing ozone levels.

The HGB Area is currently designated as a "serious" nonattainment area under the 2015 Ozone Standard, with an attainment deadline of August 3, 2027. For purposes of the 2015 Ozone Standard, the HGB Area consists of only six counties: Brazoria, Chambers, Fort Bend, Galveston, Harris, and Montgomery Counties.

In order to demonstrate progress toward attainment of the EPA's ozone standards, the TCEQ has established a state implementation plan ("SIP") for the HGB Area setting emission control requirements, some of which regulate the inspection and use of automobiles. These types of measures could impact how people travel, what distances people are willing to travel, where people choose to live and work, and what jobs are available in the HGB Area. These SIP requirements can negatively impact business due to the additional permitting/regulatory constraints that accompany this designation and because of the community stigma associated with a nonattainment designation. It is possible that additional controls will be necessary to allow the HGB Area to reach attainment with the ozone standards by the EPA's attainment deadlines. These additional controls could have a negative impact on the HGB Area's economic growth and development.

Water Supply & Discharge Issues. Water supply and discharge regulations that municipal utility districts, including the District, may be required to comply with involve: (1) groundwater well permitting and surface water appropriation; (2) public water supply systems; (3) wastewater discharges from treatment facilities; (4) storm water discharges; and (5) wetlands dredge and fill activities. Each of these is addressed below:

Certain governmental entities regulate groundwater usage in the HGB Area. A municipal utility district or other type of special purpose district that (i) is located within the boundaries of such an entity that regulates groundwater usage, and (ii) relies on local groundwater as a source of water supply, may be subject to requirements and restrictions on the drilling of water wells and/or the production of groundwater that could affect both the engineering and economic feasibility of district water supply projects.

Pursuant to the federal Safe Drinking Water Act ("SDWA") and the EPA's National Primary Drinking Water Regulations ("NPDWRs"), which are implemented by the TCEQ's Water Supply Division, a municipal utility district's provision of water for human consumption is subject to extensive regulation as a public water system. Municipal utility districts must generally provide treated water that meets the primary and secondary drinking water quality standards adopted by the TCEQ, the applicable disinfectant residual and inactivation standards, and the other regulatory action levels established under the agency's rules. The EPA has established NPDWRs for more than ninety (90) contaminants and has identified and listed other contaminants which may require national drinking water regulation in the future. Further, the EPA has established a NPDWR for six (6) Per- and Polyflouroalkyl Substances ("PFAS"), which requires public water systems to perform certain monitoring and remediation measures. Public water systems may be subject to additional PFAS regulation in the future, which could increase the cost of constructing, operating, and maintaining water production and distribution facilities.

Texas Pollutant Discharge Elimination System ("TPDES") permits set limits on the type and quantity of discharge, in accordance with state and federal laws and regulations. The TCEQ reissued the TPDES Construction General Permit (TXR150000) ("CGP"), with an effective date of March 5, 2023, which is a general permit authorizing the discharge of stormwater runoff associated with small and large construction sites and certain non-stormwater discharges into surface water in the state. The CGP has a 5-year permit term, and is then subject to renewal. Moreover, the Clean Water Act ("CWA") and Texas Water Code require municipal wastewater treatment plants to meet secondary treatment effluent limitations and more stringent water quality-based limitations and requirements to comply with the Texas water quality standards. Any water quality-based limitations and requirements with which a municipal utility district must comply may have an impact on the municipal utility district's ability to obtain and maintain compliance with TPDES permits.

The TCEQ issued the General Permit for Phase II (Small) Municipal Separate Storm Sewer Systems (the "MS4 Permit") on January 24, 2019. The MS4 Permit authorizes the discharge of stormwater to surface water in the state from small municipal separate storm sewer systems. While the District is currently not subject to the MS4 Permit, if the District's inclusion were required at a future date, the District could incur substantial costs to develop, implement, and maintain the necessary plans as well as to install or implement best management practices to minimize or eliminate unauthorized pollutants that may otherwise be found in stormwater runoff in order to comply with the MS4 Permit.

Operations of utility districts, including the District, are also potentially subject to requirements and restrictions under the CWA regarding the use and alteration of wetland areas that are within the "waters of the United States." The District must obtain a permit from the United States Army Corps of Engineers ("USACE") if operations of the District require that wetlands be filled, dredged, or otherwise altered.

On May 25, 2023, the Supreme Court of the United States issued its decision in *Sackett* v. EPA, which clarified the definition of "waters of the United States" and significantly restricted the reach of federal jurisdiction under the CWA. Under the

Sackett decision, "waters of the United States" includes only geographical features that are described in ordinary parlance as "streams, oceans, rivers, and lakes" and to adjacent wetlands that are indistinguishable from such bodies of water due to a continuous surface connection. Subsequently, the EPA and USACE issued a final rule amending the definition of "waters of the United States" under the CWA to conform with the Supreme Court's decision.

While the *Sackett* decision and subsequent legislation removed a great deal of uncertainty regarding the ultimate scope of "waters of the United States" and the extent of EPA and USACE jurisdiction, operations of municipal utility districts, including the District, could potentially be subject to additional restrictions and requirements, including additional permitting requirements, in the future.

2025 Legislative Session

The 89th Regular Legislative Session convened on January 14, 2025, and concluded on June 2, 2025. The Legislature meets in regular session in odd numbered years for 140 days. When the Legislature is not in session, the Governor of Texas (the "Governor") may call one or more special sessions, at the Governor's discretion, each lasting no more than 30 days, and for which the Governor sets the agenda. During this time, the Legislature may enact laws that materially change current laws affecting ad valorem tax matters, including rollback elections for maintenance tax increases, and other matters which could adversely affect the marketability or market value of the Bonds. On June 23, 2025, the Governor called a special session which began on July 21, 2025, and ended on August 15, 2025. No legislation was passed during the first special session. The Governor immediately called a second special session which began on August 15, 2025. The agenda released by the Governor for the second special session includes, in part, legislation reducing the property tax burden on Texans and legislation imposing spending limits on entities authorized to impose property taxes." The District can make no representations or predictions regarding any actions the Texas Legislature may take or the effect of any such actions.

Extreme Weather Events

The Texas Gulf Coast area is subject to occasional severe tropical weather events, including tropical storms and hurricanes. If the District were to sustain damage to its facilities requiring substantial repair or replacement or if substantial damage were to occur to taxable property within the District as a result of such a weather event, the investment security of the Bonds could be adversely affected.

The greater Houston area has experienced multiple storms exceeding a 0.2% probability (i.e. "500-year flood" events) since 2015, including Hurricane Harvey ("Harvey"), which made landfall along the Texas Gulf Coast on August 26, 2017, and brought historic levels of rainfall during the successive four days.

If a future weather event significantly damaged all or part of the improvements within the District, the assessed value of property within the District could be substantially reduced, which could result in a decrease in tax revenues and/or necessitate an increase the District's tax rate. Further, there can be no assurance that a casualty loss to taxable property within the District will be covered by insurance (or that property owners will even carry flood or other casualty insurance), that any insurance company will fulfill its obligation to provide insurance proceeds, or that insurance proceeds will be used to rebuild or repair any damaged improvements within the District. Even if insurance proceeds are available and improvements are rebuilt, there could be a lengthy period in which assessed values within the District could be adversely affected. See "RISK FACTORS – Factors Affecting Taxable Values and Tax Payments – Maximum Impact on District Tax Rates."

Potential Impact of Natural Disaster

The District is located near the Texas Gulf Coast and, as it has in the past, could be impacted by wide-spread fires, earthquakes, or weather events such as hurricanes, tornadoes, tropical storms, or other severe weather events that could produce high winds, heavy rains, hail, and flooding. In the event that a natural disaster should damage or destroy improvements and personal property in the District, the assessed value of such taxable properties could be substantially reduced, resulting in a decrease in the taxable assessed value of the District or an increase in the District's tax rates.

There can be no assurance that a casualty will be covered by insurance (certain casualties, including flood, are usually excepted unless specific insurance is purchased), that any insurance company will fulfill its obligation to provide insurance proceeds, or that insurance proceeds will be used to rebuild, repair, or replace any taxable properties in the District that were damaged. Even if insurance proceeds are available and damaged properties are rebuilt, there could a lengthy period in which assessed values in the District would be adversely affected. There can be no assurance the District will not sustain damage from such natural disasters.

Specific Flood Type Risks

The District may be subject to the following flood risks:

Ponding (or Pluvial) Flood. Ponding, or pluvial, flooding occurs when heavy rainfall creates a flood event independent of an overflowing water body, typically in relatively flat areas. Intense rainfall can exceed the drainage capacity of a drainage system, which may result in water within the drainage system becoming trapped and diverted onto streets and nearby

property until it is able to reach a natural outlet. Ponding can also occur in a flood pool upstream or behind a dam, levee or reservoir.

Riverine (or Fluvial) Flood. Riverine, or fluvial, flooding occurs when water levels rise over the top of river, bayou or channel banks due to excessive rain from tropical systems making landfall and/or persistent thunderstorms over the same area for extended periods of time. The damage from a riverine flood can be widespread. The overflow can affect smaller rivers and streams downstream, or may sheet-flow over land. Flash flooding is a type of riverine flood that is characterized by an intense, high velocity torrent of water that occurs in an existing river channel with little to no notice. Flash flooding can also occur even if no rain has fallen, for instance, after a levee, dam or reservoir has failed or experienced an uncontrolled release, or after a sudden release of water by a debris or ice jam. In addition, planned or unplanned controlled releases from a dam, levee or reservoir also may result in flooding in areas adjacent to rivers, bayous or drainage systems downstream.

National Weather Service Atlas 14 Rainfall Study

The National Weather Service recently completed a rainfall study known as NOAA Atlas 14, Volume 11 Precipitation-Frequency Atlas of the United States ("Atlas 14"). Floodplain boundaries within the District may be redrawn based on the Atlas 14 study based on a higher statistical rainfall amount, resulting in interim floodplain regulations applying to a larger number of properties and consequently leaving less developable property within the District. Such regulations could additionally result in higher insurance rates, increased development fees, and stricter building codes for any property located within the expanded boundaries of the floodplain.

Approval of the Bonds

The Attorney General of Texas must approve the legality of the Bonds prior to their delivery. The Attorney General of Texas, however, does not pass upon or guarantee the safety of the Bonds as an investment or the adequacy or accuracy of the information contained in this Official Statement.

Ongoing Negotiations with Iowa Colony

The District and Iowa Colony are currently negotiating the terms and conditions under which Iowa Colony will provide water supply and wastewater treatment services to the portion of the District within the corporate limits of Iowa Colony, pursuant to a Utility Functions Agreement between the District and Iowa Colony (the "Utility Functions Agreement"). The Utility Functions Agreement contemplates that as Facilities are constructed, such Facilities will be immediately conveyed to Iowa Colony for ownership, operation, and maintenance. As a result, the District will not receive any water and wastewater revenues from the portion of the District within the corporate limits of Iowa Colony, and Iowa Colony will receive all of the water and wastewater revenues from the portion of the District within Iowa Colony. While negotiations are ongoing, it is unknown how long such negotiations will take.

Bond Insurance Risk Factors

The District has applied for a bond insurance policy to guarantee the scheduled payment of principal and interest on each series of Bonds. The District has yet to determine whether an insurance policy will be purchased with the Bonds. If an insurance policy is purchased, the following are risk factors relating to bond insurance.

In the event of default of the payment of principal or interest with respect to the Bonds when all or some becomes due, any owner of the Bonds shall have a claim under the applicable bond insurance policy on the Bonds, (the "Policy") for such payments. However, in the event of any acceleration of the due date of such principal by reason of mandatory or optional redemption or acceleration resulting from default or otherwise, other than any advancement of maturity pursuant to a mandatory sinking fund payment, the payments are to be made in such amounts and at such times as such payments would have been due had there not been any such acceleration. The Policy does not insure against redemption premium, if any. The payment of principal and interest in connection with mandatory or optional prepayment of the Bonds by the District which is recovered by the District from the bond owner as a voidable preference under applicable bankruptcy law is covered by the insurance policy, however, such payments will be made by the bond insurer at such time and in such amounts as would have been due absent such prepayment by the District unless the bond insurer chooses to pay such amounts at an earlier date.

Under most circumstances, default of payment of principal and interest does not obligate acceleration of the obligations of the bond insurer without appropriate consent. The bond insurer may direct and must consent to any remedies and the bond insurer's consent may be required in connection with amendments to any applicable bond documents.

In the event the bond insurer is unable to make payment of principal and interest as such payments become due under the Policy, the Bonds are payable solely from the moneys received pursuant to the applicable bond documents. In the event the bond insurer becomes obligated to make payments with respect to the Bonds, no assurance is given that such event will not adversely affect the market price of the Bonds or the marketability (liquidity) for the Bonds.

The long-term ratings on the Bonds are dependent in part on the financial strength of the bond insurer and its claim paying ability. The bond insurer's financial strength and claims paying ability are predicated upon a number of factors which could

change over time. No assurance is given that the long-term ratings of the bond insurer and of the ratings on the Bonds insured by the bond insurer will not be subject to downgrade and such event could adversely affect the market price of the Bonds or the marketability (liquidity) for the Bonds. See "MUNICIPAL BOND INSURANCE" and "RATINGS."

The obligations of the bond insurer are contractual obligations and in an event of default by the bond insurer, the remedies available may be limited by applicable bankruptcy law or state law related to insolvency of insurance companies.

Neither the District or Initial Purchaser has made independent investigation into the claims paying ability of the bond insurer and no assurance or representation regarding the financial strength or projected financial strength of the bond insurer is given. Thus, when making an investment decision, potential investors should carefully consider the ability of the District to pay principal and interest on the Bonds and the claims paying ability of the bond insurer, particularly over the life of the investment. See "MUNICIPAL BOND INSURANCE" herein for further information provided by the bond insurer and the Policy, which includes further instructions for obtaining current financial information concerning the bond insurer.

THE BONDS

General

The following is a description of some of the terms and conditions of the Bonds, which description is qualified in its entirety by reference to the Bond Resolution. A copy of the Bond Resolution may be obtained from the District upon written request made to the District's Bond Counsel, Allen Boone Humphries Robinson LLP, Phoenix Tower, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027.

The Bonds are dated December 1, 2025, and accrue interest from the date of delivery which is expected to be on or about December 16, 2025 (the "Date of Delivery"), with interest payable on March 1, 2026, and on each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. The Bonds are fully registered bonds maturing on September 1 of the years shown under "PRINCIPAL AMOUNTS, MATURITIES, INTEREST RATES AND INITIAL REOFFERING YIELDS" on the inside cover page of this Official Statement. Principal of the Bonds will be payable to the Registered Owners at maturity or redemption upon presentation at the principal payment office of the paying agent/registrar, initially, BOKF, NA, Dallas, Texas (the "Paying Agent/Registrar"). Interest on the Bonds will be payable by check, dated as of the Interest Payment Date, and mailed by the Paying Agent/Registrar to Registered Owners as shown on the records of the Paying Agent/Registrar at the close of business on the 15th calendar day of the month next preceding the Interest Payment Date (the "Record Date") or by such other customary banking arrangements as may be agreed upon by the Paying Agent/Registrar and a Registered Owner at the risk and expense of such Registered Owner.

Book-Entry-Only System

This section describes how ownership of the Bonds is to be transferred and how the principal of and interest on the Bonds are to be paid to and credited by The Depository Trust Company, New York, New York ("DTC"), while the Bonds are registered in its nominee's name. The information in this section concerning DTC and the Book-Entry-Only System has been provided by DTC for use in disclosure documents such as this Official Statement. The District believes the source of such information to be reliable, but takes no responsibility for the accuracy or completeness thereof.

The District cannot and does not give any assurance that (1) DTC will distribute payments of debt service on the Bonds, or redemption or other notices, to DTC Participant, (2) DTC Participants or others will distribute debt service payments paid to DTC or its nominee (as the registered owner of the Bonds), or redemption or other notices, to the Beneficial Owners, or that they will do so on a timely basis, or (3) DTC will serve and act in the manner described in this Official Statement. The current rules applicable to DTC are on file with the Securities and Exchange Commission, and the current procedures of DTC to be followed in dealing with DTC Participants are on file with DTC.

DTC will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be required by an authorized representative of DTC. One fully-registered Bond certificate will be issued for each of the Bonds, each in the aggregate principal amount of such issue, and will be deposited with DTC.

DTC, the world's largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants ("Direct Participants") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC is the holding company for DTC, National

Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has a Standard & Poor's rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC's records. The ownership interest of each actual purchase of each Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Securities, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time.

Redemption notices shall be sent to DTC. If less than all of the Bonds within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to Securities unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to Issue as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts Securities are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Redemption proceeds, principal and interest payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the District or Paying Agent/Registrar, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, Paying Agent/Registrar or the District, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, principal and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the District or Paying Agent/Registrar, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to the District or the Paying Agent/Registrar. Under such circumstances, in the event that a successor depository is not obtained, Bond certificates are required to be printed and delivered.

The District may decide to discontinue use of the system of Book-Entry-Only transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered to DTC.

The information in the section concerning DTC and DTC's Book-Entry-Only system has been obtained from sources that the District believes to be reliable, but Issuer takes no responsibility for the accuracy thereof.

Use of Certain Terms in Other Sections of this Official Statement

In reading this Preliminary Official Statement it should be understood that while the Bonds are in the book-entry form, references in other sections of this Preliminary Official Statement to registered owners should be read to include the person for which the Participant acquires an interest in the Bonds, but (i) all rights of ownership must be exercised through DTC

and the Book-Entry-Only system, and (ii) except as described above, notices that are to be given to registered owners under the Bond Resolution will be given only to DTC.

Successor Paying Agent/Registrar

Provisions are made in the Bond Resolution for replacing the Paying Agent/Registrar. If the District replaces the Paying Agent/Registrar, such Paying Agent/Registrar shall, promptly upon the appointment of a successor, deliver the Paying Agent/Registrar's records to the successor Paying Agent/Registrar, and the successor Paying Agent/Registrar shall act in the same capacity as the previous Paying Agent/Registrar. Any successor Paying Agent/Registrar selected by the District shall be a commercial bank; a trust company organized under the laws of the State of Texas; or other entity duly qualified and legally authorized to serve and perform the duties of the Paying Agent/Registrar for the Bonds.

Registration, Transfer and Exchange

In the event the Book-Entry-Only System is discontinued, the Bonds are transferable only on the bond register kept by the Paying Agent/Registrar upon surrender at the corporate trust office of the Paying Agent/Registrar in Dallas, Texas. A Bond may be assigned by the execution of an assignment form on the Bonds or by other instrument of transfer and assignment acceptable to the Paying Agent/Registrar. At any time after the date of initial delivery, any Bond may be transferred upon its presentation and surrender at the designated offices of the Paying Agent/Registrar, duly endorsed for transfer or accompanied by an assignment duly executed by the Initial Purchaser.

The Bonds are exchangeable upon presentation at the designated office(s) of the Paying Agent/Registrar, for an equal principal amount of Bonds of the same maturity in authorized denominations. To the extent possible, new Bonds issued in exchange or transfer of Bonds will be delivered to the Registered Owner or assignee of the Registered Owner within not more than three (3) business days after the receipt by the Paying Agent/Registrar of the request in proper form to transfer or exchange the Bonds. New Bonds registered and delivered in an exchange or transfer shall be in the denomination of $5,000 in principal amount for a Bond, or any integral multiple thereof for any one maturity and shall bear interest at the same rate and be for a like aggregate principal or maturity amount as the Bond or Bonds surrendered for exchange or transfer. Neither the Paying Agent/Registrar nor the District is required to issue, transfer, or exchange any Bond during a period beginning at the opening of business on a Record Date and ending at the close of business on the next succeeding Interest Payment Date or to transfer or exchange any Bond selected for redemption, in whole or in part, beginning fifteen (15) calendar days prior to, and ending on the date of the mailing of notice of redemption, or where such redemption is scheduled to occur within thirty (30) calendar days. No service charge will be made for any transfer or exchange, but the District or Paying Agent/Registrar may require payment of a sum sufficient to cover any tax or governmental charge payable in connection therewith.

Outstanding Bonds

The District has previously issued one (1) series of unlimited tax bonds, as follows: $14,315,000 Unlimited Tax Bonds, Series 2025. As of the Date of Delivery, $14,315,000 principal amount of such previously issued bonds will remain outstanding (the "Outstanding Bonds").

Redemption of the Bonds

Bonds maturing on September 1, 2031, and thereafter shall be subject to redemption and payment at the option of the District, in whole or from time to time in part, on September 1, 2030, or on any date thereafter, at the par value thereof plus accrued interest to the date fixed for redemption. Notice of the exercise of the reserved right of redemption will be given at least thirty (30) days prior to the redemption date by sending such notice by first class mail to the Registered Owner of each Bond to be redeemed in whole or in part at the address shown on the bond register. If less than all of the Bonds are redeemed at any time, the maturities of the Bonds to be redeemed shall be selected by the District. If less than all of the Bonds of a certain maturity are to be redeemed, the particular Bonds or portions thereof to be redeemed will be selected by the Paying Agent/Registrar prior to the redemption date by such random method as the Paying Agent/Registrar deems fair and appropriate in integral multiples of $5,000 within any one maturity.

Mutilated, Lost, Stolen or Destroyed Bonds

In the event the Book-Entry-Only System is discontinued, the District has agreed to replace mutilated, destroyed, lost or stolen Bonds upon surrender of the mutilated Bonds to the Paying Agent/Registrar, or receipt of satisfactory evidence of such destruction, loss or theft, and receipt by the District and Paying Agent/Registrar of security or indemnity as may be required by either of them to hold them harmless. The District may require payment of taxes, governmental charges and other expenses in connection with any such replacement.

Authority for Issuance

The Bonds constitute the first series of unlimited tax bonds issued by the District, from the $344,700,000 principal amount of unlimited tax bonds authorized by District's voters at an election held on November 8, 2022 for the purpose of constructing or acquiring the Road System and $344,700,000 for the further purpose of refunding such bonds. The District's

voters also authorized $483,900,000 principal amount of unlimited tax bonds for the purpose of constructing or acquiring the Utility System and $483,900,000 for the further purpose of refunding such bonds and $163,790,000 principal amount of unlimited tax bonds for the purpose of constructing the Park System and $163,790,000 for the further purpose of refunding such bonds.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued. See "THE BONDS – Authority for Issuance."

The Bonds are issued pursuant to: an order of the TCEQ; the general laws of the State of Texas, including Chapters 49 and 54 of the Texas Water Code, as amended, applicable to municipal utility districts created under Section 59, Article XVI, Texas Constitution; a resolution adopted by the Board of Directors of the District (the "Board") on the date of sale of the Bonds (the "Bond Resolution"); and an election held within the boundaries of the District on November 8, 2022.

Issuance of Additional Debt

The District may issue additional bonds for the Utility System and the Park System, subject to the approval of the TCEQ, and for the Road System, necessary to provide improvements and facilities consistent with the purposes for which the District was created and subject to additional bonding authorization approved by voters in the District. The District's voters have authorized the issuance of $344,700,000 of unlimited tax bonds for the purpose of acquiring or constructing the Road System and $344,700,000 for the refunding of such bonds; $483,900,000 of unlimited tax bonds for the purpose of acquiring or constructing the Utility System and $483,900,000 for the refunding of such bonds; and $163,790,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Park System and $163,790,000 for the refunding of such bonds. The District could authorize additional amounts of each. The Bonds are the first series of bonds issued by the District for the purpose of acquiring or constructing the Road System.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Road System; $469,585,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Park System will remain authorized but unissued. All refunding bonds remain authorized but unissued. The Bond Resolution imposes no limitation on the amount of additional parity bonds which may be issued by the District (if authorized by the District's voters and approved by the TCEQ, as needed).

{UPDATE}As of the financial statements for the fiscal year ended March 31, 2025, the District owes the Developers approximately $44,679,013 for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. Additionally, the District owes the Developers approximately 54,411,167 for projects under construction for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. If additional bonds are issued in the future and property values have not increased proportionately, such issuance may increase gross debt-property valuation ratios and thereby adversely affect the investment quality or security of the Bonds. See "APPENDIX A."

If the District does issue park bonds, the outstanding principal amount of such bonds may not exceed an amount equal to one percent of the value of the taxable property in the District at the time of issuance, unless effective June 14, 2021, the District meets certain financial feasibility requirements under the TCEQ rules, in which case the outstanding principal amount of such bonds issued by the District may exceed an amount equal to one percent but not exceed three percent of the value of the taxable property in the District.

Source of Payment

The Bonds are payable from the proceeds of a continuing, direct annual ad valorem tax, without legal limitation as to rate or amount, levied against all taxable property located within the District. Bonds issued for the Utility System, and for the Road System are each supported by a separate unlimited tax levied by the District.

In the Bond Resolution, the District covenants to levy a sufficient tax to pay principal of and interest on the Bonds, with full allowance being made for delinquencies, costs of collections, Paying Agent/Registrar fees, and fees of the Brazoria County Appraisal District (the "Appraisal District"). Tax proceeds, after deduction for collection costs, will be placed in the Utility System Debt Service Fund and used solely to pay principal of and interest on the Bonds, any additional bonds payable from taxes which may be issued for the Utility System, and fees of the Paying Agent/Registrar. Amounts on deposit in the Utility System Debt Service Fund (defined below) may not be used to pay debt service on bonds issued by the District for the Road System.

The Bonds are obligations solely of the District and are not the obligations of the State of Texas; the County; Iowa Colony; Manvel, or any entity other than the District.

Funds

The Bond Resolution confirms the creation of the District's fund for debt service on the Bonds, and any additional unlimited tax bonds issued by the District for the Road System (the "Road System Debt Service Fund"), including the Bonds. Eighteen (18) months of capitalized interest on the Bonds will be deposited from the proceeds from the sale of the Bonds into the Road System Debt Service Fund upon closing of the Bonds. The Road System Debt Service Fund, which constitutes a trust fund for the benefit of the owners of the Bonds for the Road System and any additional unlimited tax bonds issued by the District for the Road System, is to be kept separate from all other funds of the District, and is to be used for payment of debt service on the Bonds, and any of the District's other duly authorized bonds issued for the Road System payable in whole or in part from taxes. Amounts of deposit in the Road System Debt Service Fund may also be used to pay the fees and expenses of the Paying Agent/Registrar, to defray the expenses of assessing and collecting taxes levied for payment of interest on and principal of the Bonds, and any additional bonds issued for the Road System payable in whole or in part from taxes, and to pay any tax anticipates notes issued, together with interest thereon, as such tax anticipation notes become due. Amounts on deposit in the Road System Debt Service Fund may not be used to pay debt service on bonds issued for the Utility System.

The Utility System Debt Service Fund, which constitutes a trust fund for the benefit of the owners of the Outstanding Bonds and any additional unlimited tax bonds issued by the District for the Utility System, is to be kept separate from all other funds of the District, and is to be used for payment of debt service on the Outstanding Bonds issued for the Utility System and on any of the District's other duly authorized bonds issued for the Utility System payable in whole or in part from taxes. Amounts of deposit in the Utility System Debt Service Fund may also be used to pay the fees and expenses of the Paying Agent/Registrar, to defray the expenses of assessing and collecting taxes levied for payment of interest on and principal of any additional bonds issued for the Utility System payable in whole or in part from taxes, and to pay any tax anticipates notes issued, together with interest thereon, as such tax anticipation notes become due. Amounts on deposit in the Utility System Debt Service Fund may not be used to pay debt service on bonds issued for the Road System, such as the Bonds.

No Arbitrage

The District will certify, on the date of delivery of the Bonds, that based upon all facts and estimates now known or reasonably expected to be in existence on the date the Bonds are delivered and paid for, the District reasonably expects that the proceeds of the Bonds will not be used in a manner that would cause the Bonds, or any portion of the Bonds, to be "arbitrage bonds" under the Internal Revenue Code of 1986, as amended (the "Code"), and the regulations prescribed thereunder. Furthermore, all officers, employees and agents of the District have been authorized and directed to provide certifications of facts and estimates that are material to the reasonable expectations of the District as of the date the Bonds are delivered and paid for. In particular, all or any officers of the District are authorized to certify to the facts and circumstances and reasonable expectations of the District on the date the Bonds are delivered and paid for regarding the amount and use of the proceeds of the Bonds. Moreover, the District covenants that it shall make such use of the proceeds of the Bonds, regulate investment of proceeds of the Bonds and take such other and further actions and follow such procedures, including, without limitation, calculating the yield on the Bonds, as may be required so that the Bonds shall not become "arbitrage bonds" under the Code and the regulations prescribed from time to time thereunder.

Defeasance

The Bond Resolution provides that the District may discharge its obligations to the Registered Owners of any or all of the Bonds to pay principal, interest and redemption price thereon in any manner permitted by law. Under current Texas law, such discharge may be accomplished either (i) by depositing with the Comptroller of Public Accounts of the State of Texas a sum of money equal to the principal of, premium, if any, and all interest to accrue on the Bonds to maturity or redemption or (ii) by depositing with any place of payment (paying agent) of the Bonds or other obligations of the District payable from revenues or from ad valorem taxes or both, amounts sufficient to provide for the payment and/or redemption of the Bonds; provided that such deposits may be invested and reinvested only in (a) direct noncallable obligations of the United States of America, (b) noncallable obligations of an agency or instrumentality of the United States, including obligations that are unconditionally guaranteed or insured by the agency or instrumentality and that, on the date the governing body of the District adopts or approves the proceedings authorizing the issuance of refunding bonds, are rated as to investment quality by a nationally recognized investment rating firm not less than AAA or its equivalent, and (c) noncallable obligations of a state or an agency or a county, municipality, or other political subdivision of a state that have been refunded and that, on the date the governing body of the District adopts or approves the proceedings authorizing the issuance of refunding bonds, are rated as to investment quality by a nationally recognized investment rating firm not less than AAA or its equivalent, and which mature and/or bear interest payable at such times and in such amounts as will be sufficient to provide for the scheduled payment and/or redemption of the Bonds.

Upon such deposit as described above, such Bonds shall no longer be regarded as outstanding or unpaid. After firm banking and financial arrangements for the discharge and final payment or redemption of the Bonds have been made as described above, all rights of the District to initiate proceedings to call the Bonds for redemption or take any other action amending the terms of the Bonds are extinguished; provided, however, that the right to call the Bonds for redemption is not extinguished if the District: (i) in the proceedings providing for the firm banking and financial arrangements, expressly

reserves the right to call the Bonds for redemption; (ii) gives notice of the reservation of that right to the owners of the Bonds immediately following the making of the firm banking and financial arrangements; and (iii) directs that notice of the reservation be included in any redemption notices that it authorizes.

There is no assurance that the current law will not be changed in the future in a manner which would permit investments other than those described above to be made with amounts deposited to defease the Bonds.

Legal Investment and Eligibility to Secure Public Funds in Texas

The following is from Section 49.186 of the Texas Water Code, and is applicable to the District:

> (a) All bonds, notes, and other obligations issued by a district shall be legal and authorized investments for all banks, trust companies, building and loan associations, savings and loan associations, insurance companies of all kinds and types, fiduciaries, and trustees, and for all interest and sinking funds and other public funds of the state, and all agencies, subdivisions, and instrumentalities of the state, including all counties, cities, towns, villages, school districts, and all other kinds and types of districts, public agencies, and bodies politic.
>
> (b) A district's bonds, notes, and other obligations are eligible and lawful security for all deposits of public funds of the state, and all agencies, subdivisions, and instrumentalities of the state, including all counties, cities, towns, villages, school districts, and all other kinds and types of districts, public agencies, and bodies politic, to the extent of the market value of the bonds, notes, and other obligations when accompanied by any unmatured interest coupons attached to them.

The Public Funds Collateral Act (Chapter 2257, Texas Government Code) also provides that bonds of the District (including the Bonds) are eligible as collateral for public funds.

No representation is made that the Bonds will be suitable for or acceptable to financial or public entities for investment or collateral purposes. No representation is made concerning other laws, rules, regulations, or investment criteria which apply to or which might be utilized by any of such persons or entities to limit the acceptability or suitability of the Bonds for any of the foregoing purposes. Prospective purchasers are urged to carefully evaluate the investment quality of the Bonds as to the suitability or acceptability of the Bonds for investment or collateral purposes.

Registered Owners' Remedies

Pursuant to Texas law, the Bond Resolution provides that, in the event the District defaults in the payment of the principal of or interest on any of the Bonds when due, fails to make payments required by the Bond Resolution into the debt service fund, or defaults in the observance or performance of any of the other covenants, conditions or obligations set forth in the Bond Resolution, any Registered Owner shall be entitled to seek a writ of mandamus from a court of competent jurisdiction compelling and requiring the District to make such payments or to observe and perform such covenants, obligations or conditions. Such right is in addition to other rights the Registered Owners may be provided by the laws of the State of Texas.

In the event of default in the payment of principal of or interest on the Bonds, the Registered Owners may seek a writ of mandamus requiring the District to levy adequate taxes to make such payments. Except for the remedy of mandamus, the Bond Resolution does not specifically provide for remedies to a Registered Owner in the event of a District default, nor does it provide for the appointment of a trustee to protect and enforce the interests of the Registered Owners. There is no acceleration of maturity of the Bonds in the event of default and, consequently, the remedy of mandamus may have to be relied upon from year to year. Although the Registered Owners could obtain a judgment against the District, such a judgment could not be enforced by direct levy and execution against the District's property. Further, the Registered Owners cannot themselves foreclose on the property of the District or sell property within the District in order to pay the principal of or interest on the Bonds. The enforceability of the rights and remedies of the Registered Owners may be further limited by laws relating to bankruptcy, reorganization or other similar laws of general application affecting the rights of creditors of political subdivisions such as the District. For example, a Chapter 9 bankruptcy proceeding by the District could delay or eliminate payment of principal or interest to the Registered Owners.

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Use and Distribution of Proceeds of the Bonds

A portion of the proceeds from the sale of the Bonds will be used to pay certain costs related to the construction of the Road System as shown herein under "THE BONDS – Use and Distribution of Proceeds of the Bonds." Additionally, proceeds of the Bonds will be used to pay for engineering costs related to the financed facilities, developer interest, eighteen (18) months of capitalized interest on the Bonds, and other costs associated with the issuance of the Bonds.

Non-construction costs are based upon either contract amounts or estimates of various costs by the Engineer (herein defined) and the Financial Advisor (herein defined). The actual amounts to be reimbursed by the District and the non-construction costs will be finalized after the sale of the Bonds and completion of agreed-upon procedures by the District's auditor.

Construction Costs	District's Share
A. Developer Contribution Items	
1. Meridiana, Section 4A East	$ 929,317
2. Meridiana, Section 24A	832,899
3. Meridiana, Section 24B	717,644
4. Meridiana, Section 5E	576,992
5. Meridiana, Section 14B	478,854
6. Engineering and Geotechnical (17.26% of Item Nos. 1 - 5)	360,230
7. Storm Water Compliance	61,452
8. City of Manvel Plan Review (Meridiana, Section 5E)	1,525
9. Land Acquisition	313,919
Total Developer Contribution Items	$ 4,272,833
B. District Contribution Items	
1. None	$ -
Total District Contribution Items	$ -
Net Construction Costs (74.27% of BIR)	$ 4,272,833
Non-Construction Costs	
A. Legal Fees	$ 152,000
B. Fiscal Agent Fees	112,000
C. Interest	
1. Capitalized Interest (18 months at an estimated 5.25%)	441,000
2. Developers Interest (5.25%)	349,499
D. Bond Discount (3.00%)	168,000
E. Bond Issuance Expenses	46,318
F. Engineering Bond Fees	52,750
G. Attorney General Fee (0.10%)	5,600
Total Non-Construction Costs (25.73% of BIR)	$ 1,327,167
TOTAL BOND ISSUE REQUIREMENT	**$ 5,600,000**

The construction costs described above were compiled by the Engineer, based, in some cases, on the estimated costs of facilities. Non-construction costs are based upon either contract amounts or estimates. In the instance that estimated amounts exceed the actual costs, the difference comprises a surplus which may be expended for roads or improvements in aid thereof. However, the District cannot and does not guarantee the sufficiency of such bonds for such purposes.

THE DISTRICT

Authority

The District was created by order of the TCEQ, dated August 16, 2007, and by a confirmation election held within the District on November 6, 2007, and operates pursuant to Article XVI, Section 59 and Article III, Section 52 of the Constitution of the State of Texas, and Chapters 49 and 54, Texas Water Code, as amended.

The District is empowered, among other things, to purchase, construct, operate, and maintain all works, improvements, facilities, and plants necessary for the supply of water; the collection, transportation, and treatment of wastewater; and the control and diversion of storm water.

The District also is authorized to acquire, construct, develop and maintain park and recreational facilities using operating revenues or by issuing bonds payable from taxes, and to construct roads. In addition, the District is authorized, upon TCEQ and voter approval, to establish, operate and maintain a fire department, independently or with one or more other conservation and reclamation districts, and provide such facilities and services to the customers of the District.

Description

At the time of the confirmation election, the District encompassed 447.471 acres. The District has since annexed 1,159.4383 acres, and thus the total acreage of the District is now 1,606.9093 acres. The District is located wholly within the County, approximately 21 miles south of the Central Business District of the City of Houston, Texas. The District has several tracts located in Manvel and Iowa Colony.

Location

A portion of the District (1,008.5993 acres) in Manvel is located in Brazoria County, in the corporate limits of Manvel and approximately one and half (1.5) miles southeast of the intersection of SH 288 and TX-6. The District is bounded on the south by Masters Rd, the east by the Manvel City Limits and C12 Ditch, the west by Chocolate Bayou, and the north by Clark Road and SH 6. The District is accessed via SH 6; exit Meridiana Parkway.

A portion of the District (598.31 acres) in Iowa Colony is located in Brazoria County, in the corporate limits of Iowa Colony and directly south of the intersection of SH 288 and CR 64 (Davenport Parkway). The District is located on the east and west side of SH 288. The south is bounded by the CR 63 (Airline Road 2 and Airline Road No 2 East). The far east and west side of the District is bounded by various private properties. The District is accessed via CR 64 (Davenport Parkway).

Management of the District

The District is governed by its Board, consisting of five directors who have control over and management supervision of all affairs of the District. All of the directors own property in the District. The directors serve staggered, four-year terms. Elections are held in even-numbered years in May. The current members and officers of the Board are listed below:

Name	Title	Term Expires May
Vacant	President	2028
Sherman Harrell	Vice President	2026
Robert Wendell	Secretary	2028
Tushunya Peacock	Assistant Secretary	2026
Heather Ping	Assistant Vice President	2028

Investment Policy

The District has adopted an Investment Policy (the "Policy") as required by the Public Funds Investment Act, Chapter 2256, Texas Government Code (the "Act"). The District's goal is to preserve principal and maintain liquidity in a diversified portfolio while securing a competitive yield on its portfolio. Funds of the District are to be invested only in accordance with the Policy. The Policy states that the funds of the District may be invested in short term obligations of the U.S. or its agencies or instrumentalities, in certificates of deposits insured by the Federal Deposit Insurance Corporation ("FDIC") and secured by collateral authorized by the Act, and in TexPool and TexStar, which are public funds investment pools rated in the highest rating category by a nationally recognized rating service. The District does not currently own, nor does it anticipate, the inclusion of long term securities or derivative products in the portfolio.

Consultants

Although the District does not have a general manager or any other full-time employees, it has contracted for utility system operating, bookkeeping, tax assessing and collecting, auditing, engineering, and legal services as follows:

Tax Assessor/Collector: The tax assessor/collector for the District is Assessments of the Southwest, Inc.

Bookkeeper: The District's bookkeeper is Myrtle Cruz, Inc.

Utility System Operator: The District's water and sewer system is operated by Si Environmental, LLC.

Auditor: The District engaged McGrath & Co., PLLC to audit its financial statements for the fiscal year ended March 31, 2025. See "APPENDIX A" for financial statements for the fiscal year ended March 31, 2025, related to the District.

Engineer: The District's engineer is Edminster, Hinshaw, Russ and Associates, Inc. (the "Engineer"). Such firm acts as engineer for many residential and commercial developments in Texas.

Bond & General Counsel: The District has engaged Allen Boone Humphries Robinson LLP, Houston, Texas, as general counsel to the District and as bond counsel ("Bond Counsel") in connection with the issuance of the Bonds. The fees to be paid Bond Counsel in connection with the issuance of the Bonds are contingent upon the sale and delivery of the Bonds. See "LEGAL MATTERS."

Disclosure Counsel: The District has engaged Orrick, Herrington & Sutcliffe LLP, Houston, Texas, as disclosure counsel ("Disclosure Counsel") to the District in connection with the issuance of the Bonds. The fees to be paid Disclosure Counsel in connection with the issuance of the Bonds are contingent upon the sale and delivery of the Bonds.

Financial Advisor: Robert W. Baird & Co. Incorporated serves as financial advisor ("Financial Advisor") to the District in connection with the issuance of the Bonds. The Financial Advisor's fee for services rendered with respect to the sale of the Bonds is contingent upon the issuance and delivery of the Bonds. The Financial Advisor is not obligated to undertake, and has not undertaken to make, an independent verification or to assume responsibility for the accuracy, completeness, or fairness of the information in this Official Statement.

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DEVELOPMENT OF THE DISTRICT

The District is one of three municipal utility districts that make up the approximately 3,000-acre master-planned community known as Meridiana. In addition to Meridiana, the District includes planned developments known as Ellwood and Rally East.

{UPDATE} To date, approximately 130.13 acres (483 lots) within the District have been developed as the residential subdivisions of Meridiana, Phase 1, Sections 4A East, 5 East, 10, 13A, 14A, 14B, 24A, and 24B, and approximately 26.27 acres (92 lots) within the District have been developed as the residential subdivisions of Ellwood, Sections 1A and 1B. As of October 9, 2025, the District was composed of 203 completed homes, 87 homes under construction and approximately 285 vacant developed lots. Of the 284 homes completed and under construction as of October 9, 2025 (which excludes the 6 model homes under construction in the Ellwood subdivision), 238 homes were sold to homeowners within the District.

In addition, approximately 13.00 acres have been developed as Alvin ISD Elementary School Site No. 2 and approximately 170.62 acres for Alvin ISD Jr. High School. The remaining land within the District consists of approximately 1,011.24 undeveloped but developable acres and approximately 139.38 undevelopable acres consisting of easements, rights of way and greenbelts.

Status of Development within the District

The following is a status of construction of single-family housing within the District as of October 9, 2025:

Meridiana, Phase 1	Section Acreage	Platted Lots	Completed Homes	Homes Under Construction	Developed Vacant Lots
Section 4A East	16.01	47	21	8	18
Section 5 East	10.36	37	13	8	16
Section 10	31.28	72	0	0	72
Section 13A	15.29	57	34	12	11
Section 14A	14.26	68	48	9	11
Section 14B	11.86	66	12	10	44
Section 24A	17.82	78	37	20	21
Section 24B	13.25	58	38	14	6
Subtotal	**130.13**	**483**	**203**	**81**	**199**
Ellwood Subdivision					
Ellwood Section 1A	3.45	10	0	6	4
Ellwood Section 1B	22.82	82	0	0	82
Subtotal	**26.27**	**92**	**0**	**6**	**86**
Total	**156.40**	**575**	**203**	**87**	**285**

Single-Family Developed:	156.40
Commercial:	9.27
School Acreage:	183.62
Under Construction (a)	107.00
Undevelopable Acres:	139.38
Remaining Developable Acres (b):	1,011.24
Service Area Total:	**1,606.91**

(a) Meridiana Sections 4B, 6 East, 7, 13B, 25A, and 26B are currently under construction.

(b) Approximately 233.17 acres are currently being developed as Ellwood Development and 132.15 acres are currently being developed as Rally East Development

DEVELOPERS

Role of the Developer

In general, the activities of a developer in a municipal utility district such as the District include purchasing the land within the District, designing the subdivision, designing the utilities and streets to be constructed in the subdivision, designing any community facilities to be built, defining a marketing program and building schedule, securing necessary governmental approvals and permits for development, arranging for the construction of roads and the installation of utilities (including, in some cases, water, wastewater, and drainage facilities pursuant to the rules of the TCEQ, as well as gas, telephone, and electric service) and selling improved lots and commercial reserves to builders, developers, or other third parties. In most instances, the developer will be required to pay up to thirty percent of the cost of constructing certain of the water, wastewater and drainage facilities in a utility district pursuant to the rules of the TCEQ. The relative success or failure of a developer to perform such activities in development of the property within a utility district may have a profound effect on the security of the unlimited tax bonds issued by a district. A developer is generally under no obligation to a district to develop the property which it owns in a district. Furthermore, there is no restriction on a developer's right to sell any or all of the land which it owns within a district. In addition, a developer is ordinarily a major taxpayer within a municipal utility district during the development phase of the property.

Prospective purchasers of the Bonds should note that the prior real estate experience of a developer should not be construed as an indication that further development within the District will occur, or construction of taxable improvements upon property within the District will occur, or that marketing or leasing of taxable improvements constructed upon property within the District will be successful. Circumstances surrounding development within the District may differ from circumstances surrounding development of other land in several respects, including the existence of different economic conditions, financial arrangements, homebuilders, geographic location, market conditions, and regulatory climate.

Neither the Developer, nor any affiliate entity, is obligated to pay principal of or interest on the Bonds. Furthermore, none of the Developer or its affiliate entities has a binding commitment to the District to carry out any plan of development, and the furnishing of information relating to the proposed development by the Developer or its affiliate entities should not be interpreted as such a commitment. Prospective purchasers are encouraged to inspect the District in order to acquaint themselves with the nature of development that has occurred or is occurring within the District's boundaries.

Developers

GR-M1 LTD, an entity associated with the Developer (herein defined) was formed for the purpose of acquiring and holding for investment and sale tracts of land, including the land in the District. The Developer has determined the overall development plan for such land in the District and arranged for the construction of water, sanitary sewer and road facilities within the District. GR-M1 LTD plans to use equity contributions to fund the development of Meridiana.

Rise Communities LLC is a developer and manager of master-planned, large-scale communities. In addition to developing Meridiana, Rise Communities LLC is also developing Cane Island, an 1,100-acre master-planned community located in the City of Katy, Texas.

Beazer Homes Texas, L.P., a Delaware limited partnership ("Beazer Homes"), is developing Ellwood Development. Beazer Homes is a subsidiary of Beazer Homes USA, Inc., a Delaware corporation, the stock of which is publicly traded on the New York Stock Exchange under the ticker symbol "BZH." For more information, visit www.beazer.com.

Rise Communities and Beazer Homes are collectively referred to herein as the "Developers."

Homebuilders within the District

Homebuilders who are active in Meridiana include David Weekley Homes, Drees Custom Homes, Highland Homes, Perry Homes, NewMark Homes, Shea Homes, Chesmar Homes, TriCoast Homes and Westin Homes. Prices of new homes being constructed in the District range from the $270,000s –$1,000,000+.

JOINT FACILITIES AND INTERCONNECT AGREEMENT

On March 14, 2024, the District ("MUD 57") entered into a Joint Facilities and Interconnect Agreement (the "Joint Agreement") with Brazoria County Municipal Utility District No. 55 ("MUD 55") for the purpose of obtaining a connection for supply of potable water.

MUD 55 has constructed a water plant with available capacity to serve MUD 55 and MUD 57 until MUD 57' s water plant is complete, which is expected to be on or before December 31, 2026.

MUD 55 is constructing a wastewater treatment plant ("MUD 55 WWTP") with available capacity to serve MUD 55 and a portion of MUD 57, which is located in the City of Iowa Colony.

MUD 57 will share in their portion of the operation and maintenance expenses related to MUD 55's wastewater treatment plant based on the amount of capacity purchased in the MUD 55 WWTP.

MUD 55 provides wastewater capacity to serve 1,037 ESFCs and water capacity to serve 955 ESFCs for the 259.43 acres of the District which are being developed as "Ellwood Development" and 132.15 acres which are being developed as "Rally East Development" all of which are located in Iowa Colony. Currently, there are no active connections being served.

INTERCONNECT AGREEEMENT

On October 10, 2024, MUD 57 entered into an Interconnect Agreement (the "Agreement") with Brazoria County Municipal Utility District No. 56 ("MUD 56") for the purpose of obtaining a connection for supply of potable water.

MUD 56 has constructed a water plant with available capacity to serve MUD 56 and MUD 57 until MUD 57' s water plant is complete, which is expected to be on or before December 31, 2026. MUD 56 provides up to 200 ESFCs.

Utility Functions Agreement with the City of Iowa Colony

The District and Iowa Colony are currently negotiating the terms and conditions under which Iowa Colony will provide water supply and wastewater treatment services to the portion of the District within the corporate limits of Iowa Colony, pursuant to a Utility Functions Agreement between the District and Iowa Colony (the "Utility Functions Agreement"). The Utility Functions Agreement contemplates that as Facilities are constructed, such Facilities will be immediately conveyed to Iowa Colony for ownership, operation, and maintenance. For more information, see "RISK FACTORS – Ongoing Negotiations with the City"

THE UTILITY SYSTEM

Regulation

According to the Engineer, the water distribution and wastewater collection lines constructed by the District have been designed in accordance with accepted engineering practices and the requirements of all governmental agencies having regulatory or supervisory jurisdiction over the construction and operation of such facilities including, among others, the TCEQ, Iowa Colony, Manvel and the County. According to the District's Engineer, the design of all such completed facilities has been approved by all required governmental agencies.

Operation of the District's waterworks and sewer treatment facilities is subject to regulation by, among others, the Environmental Protection Agency and the TCEQ. In many cases, regulations promulgated by these agencies have become effective only recently and are subject to further development and revisions.

Water, Sanitary Sewer and Drainage System

Water Supply: The District's water capacity is provided by a 16-inch waterline interconnect agreement between the District and Brazoria County Municipal Utility District ("BCMUD 56") per the "Interconnect Agreement". Per the stated Interconnect Agreement, MUD 56 agrees to provide MUD 57 with up to 200 ESFCs of water capacity, during the time period required for the construction of the MUD 57 water plant.

The MUD 56 water plant is owned, managed and operated by MUD 56. The water plant has a 1,500 gpm water well, which will adequately serve 2,500 equivalent single-family connections (ESFCs).

MUD 56's water well is permitted and monitored by the Brazoria County Groundwater Conservation District under Permit No. 3243 with a total annual withdraw limit, not to exceed 135,000,000 gallons.

The District has a Joint Facilities and Interconnect Agreement with BCMUD 55 to provide interim water supply up to 955 ESFCs during the interim term until the District's water plant is complete, for the 259.43 acres of the District which are being developed as "Ellwood Development" located within the Iowa Colony.

Wastewater Treatment: The District's wastewater treatment is provided to the District by a 12-inch force main between the District and MUD 55 per the Joint Facilities Agreement. Per the Joint Facilities Agreement, MUD 55 agrees to provide MUD 57 wastewater capacity up to 1,051 ESFCs. The MUD 55 wastewater treatment plant is a 0.399 MGD facility leased and operated by MUD 55 and wastewater capacity can serve 1,330 ESFCs based on the City of Iowa Colony criteria of 300 gpd/ESFC for design purposes.

MUD 55 is currently expanding the plant to a 980,000 gpd wastewater treatment facility with one permanent wwtp with a capacity of 0.50 mgd. According to the Engineer, the ultimate phase of the facility will be adequate to serve 4,355 ESFCs, based on the re-rate to 225 gpd/ESFCs.

Storm Water Drainage Facilities: The District is located within the Westfork of Chocolate Bayou and Unit 101-05-00 watersheds. Prior to development, surface drainage was accomplished by overland flow and natural drainage ditches or swales that outfall into Westfork of Chocolate Bayou and Unit 101-05-00. Westfork of Chocolate Bayou and Unit 101-05-00 are Drainage District ("BCDD5") maintained channels.

The District contains storm water detention basins that are designed in accordance with BCDD5 and Manvel and Iowa Colony standards. The basin system has an outfall location into Westfork of Chocolate Bayou. Storm sewer

pipe includes 24-Inch to 60-Inch Cl III R/G, RCP Storm Sewer, 60-Inch HDPE, and 6-Foot by 6-foot to 7-Foot by 6-foot RCB.

Neither BCDD5 nor Manvel or Iowa Colony has any requirements for storm water quality facilities.

100-Year Flood Plain

The portion of the District within Manvel lies partially within the published FEMA/FIRM 100- year Floodplain Map No. 48039C0110K, dated December 30, 2020 and Map No. 48039C0130K, Panel 130 of 925, dated December 30, 2020.

All floodplain within the portion of the District in Manvel will be contained within the limits of Chocolate Bayou and detention facilities. Any floodplain currently located within future developable acreage will be removed with a Letter of Map Revision based on Fill (LOMR-F).

The portion of the District within Iowa Colony lies partially within the published FEMA/FIRM 100-year Floodplain Map No. 48039C0120K, Panel 120 of 925, dated December 30, 2020.

All floodplain within the portion of the District in Iowa Colony will be contained within the limits of North Hayes Creek and detention facilities. Any floodplain currently located within future developable acreage will be removed with a Letter of Map Revision based on Fill (LOMR-F).

THE ROAD SYSTEM

The Road System serves residents of the District by providing access to the major thoroughfares and collectors within the Meridiana development and surrounding area. The major thoroughfares and collectors serving the District include Meridiana Parkway, Discovery Drive and Iowa Colony Boulevard. Discovery Drive and Iowa Colony Boulevard act as collectors by conveying residents of the District to the major thoroughfare of Meridiana Parkway which connects to the State Highway 288 to the west. The District will finance, design and construct the Road System in phases as development progresses. The Road System will ultimately be owned, operated and maintained by Iowa Colony and Manvel as the phases are constructed and accepted by Iowa Colony and Manvel. The District does not intend to maintain or operate the roads once they are accepted by Iowa Colony and Manvel.

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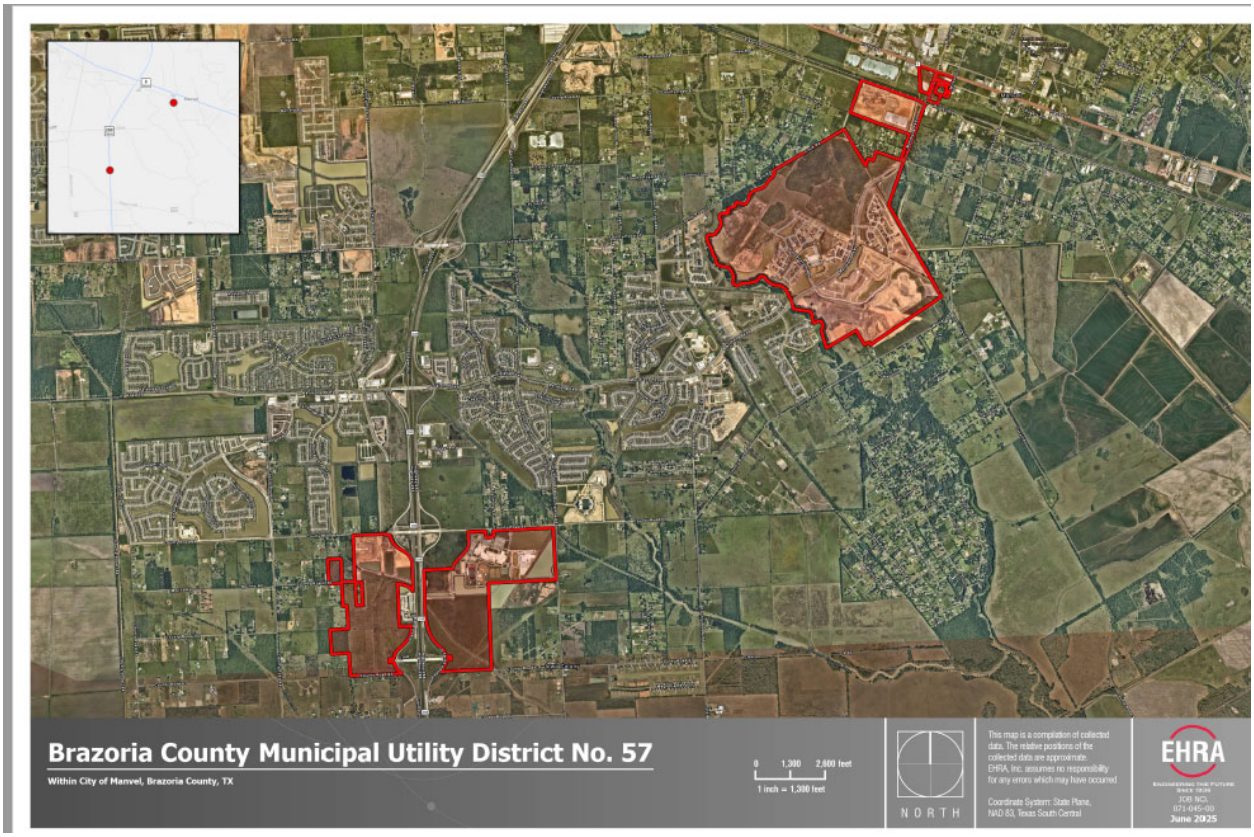
General Fund Operating Statement

The following statement sets forth in condensed form the historical results of operations of the District. Such summary has been prepared by the Financial Advisor for inclusion herein, based upon information obtained from the District's March 31, 2023, March 31, 2024 and March 31, 2025 audited financial statements. Reference is made to such statement for further and more complete information. See "APPENDIX A."

	FISCAL YEAR END MARCH 31				
	2025	2024	2023	2022	2021
REVENUES					
Water Service	$ 35,402	$ 3,926	$ 535	$ –	$ –
Sewer Service	29,644	1,068	–	–	–
Property Taxes	62,276	51,226	–	–	–
Penalties and interest	2,317	–	–	–	–
Groundwater pumpage fees	155	29	4	–	–
Tap Connection and Inspection	503,294	47,878	1,865	–	–
Miscellaneous	19,751	6,500	965	–	90
Investment Earnings	21,812	17,370	714	1	8
TOTAL REVENUES	$ 674,651	$ 127,997	$ 4,083	$ 1	$ 98
EXPENDITURES					
Purchased Services	$ –	$ –	$ –	$ –	$ –
Professional Fees	367,441	213,196	192,857	141,194	–
Contracted Services	82,339	62,073	11,362	17,188	–
Repairs and Maintenance	148,246	7,595	3,379	–	–
Utilities	1,435	–	–		–
Administrative	57,561	27,262	25,892	21,877	–
Other	78,040	5,609	4,866	–	3
Capital Outlay	359,222	–	–	–	
TOTAL EXPENDITURES	$ 1,094,284	$ 315,735	$ 238,356	$ 180,269	$ –
Excess Revenues (Expenditures)	$ (419,633)	$ (187,738)	$ (234,273)	$ (180,258)	$ 95
Other Financing Sources (Uses):					
Developer Advances	$ 231,953	$ –	$ 189,000	$ 174,000	$ –
Capital Recovery Fees	–	–	872,666		
Net Change in Fund Balance	$ 187,680	$ (187,738)	$ 827,393	$ (6,258)	$ 95
Balance, Beg of Year	$ 634,688	$ 822,426	$ (4,967)	$ 1,291	$ 1,196
Balance, End of Year	$ 822,368	$ 634,688	$ 822,426	$ (4,967)	$ 1,291

AERIAL PHOTOGRAPH OF THE DISTRICT

(June 2025)



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PHOTOGRAPHS TAKEN WITHIN THE DISTRICT

(June 2025)













DISTRICT DEBT

Pro-Forma Debt Service Requirement Schedule

The following schedule sets forth the debt service requirements on the Outstanding Bonds and the principal and estimated interest requirement on the Bonds, assuming an interest rate of 5.00%. Totals may not sum due to rounding.

Calendar Year	Outstanding Debt Service	The Bonds: Principal	The Bonds: Interest	The Bonds: Debt Service	Total Debt Service
2026	$ 638,761	$ -	$ 198,333	$ 198,333	$ 837,094
2027	1,029,725	125,000	280,000	405,000	1,434,725
2028	1,027,950	130,000	273,750	403,750	1,431,700
2029	1,019,875	140,000	267,250	407,250	1,427,125
2030	1,015,825	145,000	260,250	405,250	1,421,075
2031	1,010,475	155,000	253,000	408,000	1,418,475
2032	1,008,825	160,000	245,250	405,250	1,414,075
2033	1,002,181	170,000	237,250	407,250	1,409,431
2034	1,008,981	175,000	228,750	403,750	1,412,731
2035	1,014,781	185,000	220,000	405,000	1,419,781
2036	1,019,581	195,000	210,750	405,750	1,425,331
2037	1,028,381	205,000	201,000	406,000	1,434,381
2038	1,035,981	215,000	190,750	405,750	1,441,731
2039	1,040,906	225,000	180,000	405,000	1,445,906
2040	1,043,006	235,000	168,750	403,750	1,446,756
2041	1,047,944	250,000	157,000	407,000	1,454,944
2042	1,050,406	260,000	144,500	404,500	1,454,906
2043	1,056,206	275,000	131,500	406,500	1,462,706
2044	1,060,106	290,000	117,750	407,750	1,467,856
2046	1,063,106	305,000	103,250	408,250	1,471,356
2046	1,069,256	320,000	88,000	408,000	1,477,256
2047	1,073,325	335,000	72,000	407,000	1,480,325
2048	1,077,988	350,000	55,250	405,250	1,483,238
2049	1,080,213	370,000	37,750	407,750	1,487,963
2050	-	385,000	19,250	404,250	404,250
Total	$ 24,523,786	$ 5,600,000	$ 4,341,333	$ 9,941,333	$ 34,465,119

Combined Estimated Average Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2026–2050)..... $ 1,378,605

Combined Estimated Maximum Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2049)..... $ 1,487,963

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Bonded Indebtedness

2025 Assessed Taxable Valuation	$	69,348,870	(a)
Estimated Taxable Valuation as of September 15, 2025	$	166,366,333	(b)
Direct Debt:			
The Outstanding Bonds	$	14,315,000	
The Bonds		5,600,000	
Total	$	19,915,000	
Estimated Overlapping Debt	$	9,289,971	(c)
Total Direct and Estimated Overlapping Debt	$	29,204,971	(c)
Direct Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		28.72	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		11.97	%
Direct and Estimated Overlapping Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		42.11	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		17.55	%
Road System Debt Service Fund Balance (as of Date of Delivery)	$	441,000	(d)
Road System Capital Projects Fund (as of June 5, 2025)	$	_____	
Utility System Debt Service Fund Balance (as of June 5, 2025)	$	_____	(e)
Utility System Capital Projects Fund (as of June 5, 2025)	$	_____	
General Fund Balance (as of June 5, 2025)	$	_____	

(a) Represents the taxable amount of assessed valuation of taxable properties in the District as of January 1, 2025, as provided by the Brazoria County Appraisal District (the "Appraisal District"). See "TAX DATA" and "TAXING PROCEDURES."

(b) As of September 15, 2025, provided by the Appraisal District for information purposes only. Represents new construction within the District as of September 15, 2025. This estimate is based upon the same unit value used in the assessed taxable valuation. No taxes will be levied on this estimate. See "TAXING PROCEDURES."

(c) See "DISTRICT DEBT – Estimated Direct and Overlapping Debt Statement."

(f) Represents eighteen (18) months of capitalized interest will be deposited into the Road System Debt Service Fund (herein defined) upon closing of the Bonds. Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Road System Debt Service Fund. Funds in the Road System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Road System (herein defined), such as the Bonds, and are not available to pay debt service on bonds issued by the District for the Utility System (herein defined).

(g) Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Utility System Debt Service Fund. Funds in the Utility System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Utility System and are not available to pay debt service on bonds issued by the District for the Road System, such as the Bonds.

Estimated Direct and Overlapping Debt Statement

Other governmental entities whose boundaries overlap the District have outstanding bonds payable from ad valorem taxes. The following statement of direct and estimated overlapping ad valorem tax debt was developed from information contained in *Texas Municipal Reports* published by the Municipal Advisory Council of Texas, or other available information. Except for the amount relating to the District, the District has not independently verified the accuracy or completeness of such information, and no person is entitled to rely upon such information as being accurate or complete. Furthermore, certain of the entities listed below may have issued additional bonds since the dates stated in this table, and such entities may have programs requiring the issuance of substantial amounts of additional bonds, the amount of which cannot presently be determined. Political subdivisions overlapping the District are authorized by Texas law to levy and collect ad valorem taxes for operation, maintenance or general revenue purposes in addition to taxes for payment of their debt, and some are presently levying and collecting such taxes.

Taxing Jurisdiction	Outstanding Debt as of September 30, 2025	Estimated Overlapping Percent	Estimated Overlapping Amount	
Brazoria County, Texas	$ 226,118,313	0.12%	$ 282,605	
Alvin Independent School District	1,053,710,000	0.44%	4,668,202	
Alvin Community College District	17,050,000	0.32%	55,066	
City of Manvel, Texas	95,610,00	3.20%	3,060,360	
City of Iowa Colony, Texas	13,110,000	9.33%	1,223,738	
Total Estimated Overlapping Debt			$ 9,289,971	
The District			$ 19,915,000	(a)
Total Direct & Estimated Overlapping Debt			$ 29,204,971	(b)

(a) The Bonds.

(b) Includes the Bonds.

Debt Ratios

	Percentage of 2025 Assessed Taxable Valuation	Percentage of Estimate of Value September 15, 2025
Direct Debt (a)	28.72%	11.97%
Total Direct and Estimated Overlapping Debt (a)	42.11%	17.55%

(a) The Bonds.

TAXING PROCEDURES

Authority to Levy Taxes

The Board is authorized to levy an annual ad valorem tax, without legal limitation as to rate or amount, on all taxable property within the District in sufficient amount to pay the principal of and interest on the Bonds and any additional Utility System bonds payable from taxes which the District may hereafter issue (see "RISK FACTORS – Future Debt"), and to pay the expenses of assessing and collecting such taxes. The Board is also authorized to levy an annual ad valorem tax, without legal limitation as to rate or amount, on all taxable property within the District in sufficient amount to pay the principal of and interest on any Road System bonds payable from taxes which the District may hereafter issue, and to pay the expenses of assessing and collecting such taxes. The District agrees in the Bond Resolution to levy such a tax from year to year as described more fully above under "THE BONDS – Source of Payment." Under Texas law, the Board may also levy and collect annual ad valorem taxes for the operation and maintenance of the District and the Utility System and for the payment of certain contractual obligations. See "TAX DATA – Maintenance Tax."

Property Tax Code and County-Wide Appraisal District

Title I of the Texas Tax Code (the "Property Tax Code") specifies the taxing procedures of all political subdivisions of the State of Texas, including the District. Provisions of the Property Tax Code are complex and are not fully summarized herein. The Property Tax Code requires, among other matters, county-wide appraisal and equalization of taxable property values and establishes in each county of the State of Texas an appraisal district with the responsibility for recording and appraising property for all taxing units within a county and an appraisal review board with responsibility for reviewing and equalizing

the values established by the Appraisal District. The Appraisal District has the responsibility of appraising property for all taxing units within the County, including the District. Such appraisal values will be subject to review and change by the Brazoria County Appraisal Review Board (the "Appraisal Review Board"). The appraisal roll, as approved by the Appraisal Review Board, will be used by the District in establishing its tax rolls and tax rate.

Property Subject to Taxation by the District

Except for certain exemptions provided by Texas law, all real property, tangible personal property held or used for the production of income, mobile homes and certain categories of intangible personal property with a tax situs in the District are subject to taxation by the District. Principal categories of exempt property include, but are not limited to: property owned by the State of Texas or its political subdivisions, if the property is used for public purposes; property exempt from ad valorem taxation by federal law; certain household goods, family supplies and personal effects; certain goods, wares, and merchandise in transit; certain farm products owned by the producer; certain property of charitable organizations, youth development associations, religious organizations, and qualified schools; designated historical sites; and most individually-owned automobiles. In addition, the District may by its own action exempt residential homesteads of persons 65 years or older and certain disabled persons, to the extent deemed advisable by the Board. The District may be required to offer such exemptions if a majority of voters approve same at an election. The District would be required to call an election upon petition by twenty percent (20%) of the number of qualified voters who voted in the preceding election. The District is authorized by statute to disregard exemptions for the disabled and elderly if granting the exemption would impair the District's obligation to pay tax supported debt incurred prior to adoption of the exemption by the District. Furthermore, the District must grant exemptions to disabled veterans or the surviving spouse or children of a deceased veteran who died while on active duty in the armed forces, if requested, but only to the maximum extent of between $5,000 and $12,000 depending upon the disability rating of the veteran claiming the exemption. A veteran who receives a disability rating of 100% is entitled to an exemption for the full value of the veteran's residence homestead. Furthermore, qualifying surviving spouses of persons 65 years of age and older are entitled to receive a resident homestead exemption equal to the exemption received by the deceased spouse. Additionally, subject to certain conditions, the surviving spouse of a disabled veteran who is entitled to an exemption for the full value of the veteran's residence homestead is also entitled to an exemption from taxation of the total appraised value of the same property to which the disabled veteran's exemption applied.

A partially disabled veteran or certain surviving spouses of partially disabled veterans are entitled to an exemption from taxation of a percentage of the appraised value of their residence homestead in an amount equal to the partially disabled veteran's disability rating if the residence homestead was donated by a charitable organization. This exemption will also apply to a residence homestead that was donated by a charitable organization at some cost to such veterans. Also, the surviving spouse of a member of the armed forces who was killed in action is entitled to an exemption of the total appraised value of the surviving spouse's residence homestead if the surviving spouse has not remarried since the service member's death and said property was the service member's residence homestead at the time of death. Such exemption may be transferred to a subsequent residence homestead of the surviving spouse, if the surviving spouse has not remarried, in an amount equal to the exemption received on the prior residence in the last year in which such exemption was received.

The surviving spouse of a first responder who is killed or fatally injured in the line of duty is entitled to an exemption of the total appraised value of the surviving spouse's residence homestead if the surviving spouse has not remarried since the first responder's death, and said property was the first responder's residence homestead at the time of death. Such exemption would be transferred to a subsequent residence homestead of the surviving spouse, if the surviving spouse has not remarried, in an amount equal to the exemption received on the prior residence in the last year in which such exemption was received.

Residential Homestead Exemptions: The Property Tax Code authorizes the governing body of each political subdivision in the State to exempt up to twenty percent (20%) of the appraised market value of residential homesteads from ad valorem taxation. Where ad valorem taxes have previously been pledged for the payment of debt, the governing body of a political subdivision may continue to levy and collect taxes against the exempt value of the homesteads until the debt is discharged, if the cessation of the levy would impair the obligations of the contract by which the debt was created. The adoption of a homestead exemption may be considered each year, but must be adopted by before July 1. The District has never adopted a homestead exemption. See "TAX DATA."

Freeport Goods and Goods-in-Transit Exemption: A "Freeport Exemption" applies to goods, wares, ores, and merchandise other than oil, gas, and petroleum products (defined as liquid and gaseous materials immediately derived from refining petroleum or natural gas), and to aircraft or repair parts used by a certified air carrier acquired in or imported into Texas which are destined to be forwarded outside of Texas and which are detained in Texas for assembling, storing, manufacturing, processing or fabricating for less than 175 days. Although certain taxing units may take official action to tax such property in transit and negate such exemption, the District does not have such an option. A "Goods-in-Transit" Exemption is applicable to the same categories of tangible personal property which are covered by the Freeport Exemption, if, for tax year 2013 and prior applicable years, such property is acquired in or imported into Texas for assembling, storing, manufacturing, processing, or fabricating purposes and is subsequently forwarded to another location inside or outside of Texas not later than 175 days after acquisition or importation, and the location where said property is detained during that

period is not directly or indirectly owned or under the control of the property owner. For tax year 2012 and subsequent years, such Goods-in-Transit Exemption includes tangible personal property acquired in or imported into Texas for storage purposes only if such property is stored under a contract of bailment by a public warehouse operator at one or more public warehouse facilities in Texas that are not in any way owned or controlled by the owner of such property for the account of the person who acquired or imported such property. A property owner who receives the Goods-in-Transit Exemption is not eligible to receive the Freeport Exemption for the same property. Local taxing units such as the District may, by official action and after public hearing, tax goods-in-transit property. A taxing unit must exercise its option to tax goods-in-transit property before January 1 of the first tax year in which it proposes to tax the property at the time and in the manner prescribed by applicable law. The District has taken official action to allow taxation of all such goods-in-transit personal property for all prior and subsequent years.

Tax Abatement

The County may designate all or part of the area within the District as a reinvestment zone. Thereafter, the County, the City of Manvel, Iowa Colony and the District, at the option and discretion of each entity, may enter into tax abatement agreements with owners of property within the zone. Prior to entering into a tax abatement agreement, each entity must adopt guidelines and criteria for establishing tax abatement which each entity will follow in granting tax abatement to owners of property. The tax abatement agreements may exempt from ad valorem taxation by each of the applicable taxing jurisdictions, including the District, for a period of up to ten (10) years, all or any part of any increase in the assessed valuation of property covered by the agreement over its assessed valuation in the year in which the agreement is executed on the condition that the property owner make specified improvements or repairs to the property in conformity with the terms of the tax abatement. Each taxing jurisdiction has discretion to determine terms for its tax abatement agreements without regard to the terms approved by the other taxing jurisdictions. At this time, the County has not designated any of the area within the District as a reinvestment zone.

Valuation of Property for Taxation

Generally, property in the District must be appraised by the Appraisal District at market value as of January 1 of each year. Once an appraisal roll is prepared and finally approved by the Appraisal Review Board, it is used by the District in establishing its tax rolls and tax rate. Assessments under the Property Tax Code are to be based on one hundred percent (100%) of market value, as such is defined in the Property Tax Code. Nevertheless, certain land may be appraised at less than market value, as such is defined in the Property Tax Code. The Texas Constitution limits increases in the appraised value of residence homesteads to 10 percent annually regardless of the market value of the property.

The Property Tax Code permits land designated for agricultural use, open space or timberland to be appraised at its value based on the land's capacity to produce agricultural or timber products rather than at its fair market value. The Property Tax Code permits under certain circumstances that residential real property inventory held by a person in the trade or business be valued at the price all of such property would bring if sold as a unit to a purchaser who would continue the business. Provisions of the Property Tax Code are complex and are not fully summarized here. Landowners wishing to avail themselves of the agricultural use, open space or timberland designation or residential real property inventory designation must apply for the designation and the appraiser is required by the Property Tax Code to act on each claimant's right to the designation individually. A claimant may waive the special valuation as to taxation by one political subdivision while claiming it for another. If a claimant receives the agricultural use designation and later loses it by changing the use of the property or selling it to an unqualified owner, the District can collect taxes based on the new use, including taxes for the previous three years for agricultural use, open space land, and timberland.

The Property Tax Code requires the Appraisal District to implement a plan for periodic reappraisal of property to update appraisal values. The plan must provide for appraisal of all property in the Appraisal District at least once every three years. It is not known what frequency of reappraisals will be utilized by the Appraisal District or whether reappraisals will be conducted on a zone or county-wide basis. The District, however, at its expense, has the right to obtain from the Appraisal District a current estimate of appraised values within the District or an estimate of any new property or improvements within the District. While such current estimate of appraised values may serve to indicate the rate and extent of growth of taxable values within the District, it cannot be used for establishing a tax rate within the District until such time as the Appraisal District chooses to formally include such values on its appraisal roll.

The Property Tax Code provides for a temporary exemption from ad valorem taxation of a portion of the appraised value of certain property that is at least 15% physically damaged by a disaster and located within an area declared to be a disaster area by the governor of the State of Texas. This temporary exemption is automatic if the disaster is declared prior to a taxing unit, such as the District, adopting its tax rate for the tax year. A taxing unit, such as the District, may authorize the exemption at its discretion if the disaster is declared after the taxing unit has adopted its tax rate for the tax year. The amount of the exemption is based on the percentage of damage and is prorated based on the date of the disaster. Upon receipt of an application submitted within the eligible timeframe by a person who qualifies for a temporary exemption under the Property Tax Code, the Appraisal District is required to complete a damage assessment and assign a damage assessment rating to determine the amount of the exemption. The temporary exemption amounts established in the Property Tax Code

range from 15% for property less than 30% damaged to 100% for property that is a total loss. Any such temporary exemption granted for disaster-damaged property expires on January 1 of the first year in which the property is reappraised.

During the 2nd Special Session, convened on June 27, 2023, the Texas Legislature passed Senate Bill 2 ("SB 2"), which, among other things, includes provisions that prohibit an appraisal district from increasing the appraised value of real property during the 2024 tax year on non-homestead properties (the "Subjected Property") whose appraised values are not more than $5,000,000 (the "Maximum Property Value") to an amount not to exceed the lesser of: (1) the market value of the Subjected Property for the most recent tax year that the market value was determined by the appraisal office or (2) the sum of: (a) 20 percent of the appraised value of the Subjected Property for the preceding tax year; (b) the appraised value of the Subjected Property for the preceding tax year; and (c) the market value of all new improvements to the Subjected Property. After the 2024 tax year, through December 31, 2026, the Maximum Property Value may be increased or decreased by the product of the preceding state fiscal year's increase or decrease in consumer price index, as applicable, to the Maximum Property Value. SB 2 was signed into law by the Governor of Texas (the "Governor") on July 22, 2023. The provisions described hereinabove took effect January 1, 2024, after the constitutional amendment proposed by H.J.R. 2, 88th Legislature, 2nd Called Session, 2023, was approved by voters at an election held on November 7, 2023.

District and Taxpayer Remedies

Under certain circumstances, taxpayers and taxing units, including the District, may appeal orders of the Appraisal Review Board by filing a timely petition for review in district court. In such event, the property value in question may be determined by the court, or by a jury, if requested by any party. Additionally, taxing units may bring suit against the Appraisal District to compel compliance with the Property Tax Code.

The Property Tax Code sets forth notice and hearing procedures for certain tax rate increases by the District and provides for taxpayer referenda which could result in the repeal of certain tax increases. The Property Tax Code also establishes a procedure for notice to property owners of reappraisals reflecting increased property values, appraisals that are higher than renditions and appraisals of property not previously on an appraisal roll.

Levy and Collection of Taxes

The District is responsible for the levy and collection of its taxes unless it elects to transfer such functions to another governmental entity. The rate of taxation is set by the Board, after the legally required notice has been given to owners of property within the District, based upon: a) the valuation of property within the District as of the preceding January 1, and b) the amount required to be raised for debt service, maintenance purposes, and authorized contractual obligations. Taxes are due October 1, or when billed, whichever comes later, and become delinquent if not paid before February 1 of the year following the year in which imposed. A delinquent tax incurs a penalty of six percent (6%) of the amount of the tax for the first calendar month it is delinquent, plus one percent (1%) for each additional month or portion of a month the tax remains unpaid prior to July 1 of the year in which it becomes delinquent. If the tax is not paid by July 1 of the year in which it becomes delinquent, the tax incurs a total penalty of twelve percent (12%) regardless of the number of months the tax has been delinquent and incurs an additional penalty for collection costs of an amount established by the District and a delinquent tax attorney. A delinquent tax on personal property incurs an additional penalty, in an amount established by the District and a delinquent tax attorney, 60 days after the date the taxes become delinquent. The delinquent tax accrues interest at a rate of one percent (1%) for each month or portion of a month it remains unpaid. The Property Tax Code makes provisions for the split payment of taxes, discounts for early payment and the postponement of the delinquency date of taxes under certain circumstances which, at the option of the District, which may be rejected by taxing units. The District's tax collector is required to enter into an installment payment agreement with any person who is delinquent on the payment of tax on a residence homestead for payment of tax, penalties and interest, if the person requests an installment agreement and has not entered into an installment agreement with the collector in the preceding 24 months. The installment agreement must provide for payments to be made in monthly installments and must extend for a period of at least 12 months and no more than 36 months. Additionally, the owner of a residential homestead property who is (i) sixty-five (65) years of age or older, (ii) disabled, or (iii) a disabled veteran, is entitled by law to pay current taxes on a residential homestead in installments without penalty or to defer the payment of taxes during the time of ownership. In the instance of tax deferral, a tax lien remains on the property and interest continues to accrue during the period of deferral.

Tax Payment Installments After Disaster

Certain qualified taxpayers, including owners of residential homesteads, located within a designated disaster area or emergency area and whose property has been damaged as a direct result of the disaster or emergency, are entitled to enter into a tax payment installment agreement with a taxing jurisdiction, such as the District, if the taxpayer pays at least one-fourth of the tax bill imposed on the property by the delinquency date. The remaining taxes may be paid without penalty or interest in three equal installments within six months of the delinquency date.

Additionally, the Property Tax Code authorizes a taxing jurisdiction such as the District, solely at the jurisdiction's discretion to adopt a similar installment payment option for taxes imposed on property that is located within a designated disaster

area or emergency area and is owned or leased by certain qualified business entities, regardless of whether the property has been damaged as a direct result of the disaster or emergency.

Rollback of Operation and Maintenance Tax Rate

Chapter 49 of the Texas Water Code, as amended, classifies districts differently based on the current operation and maintenance tax rate or on the percentage of projected build-out that a district has completed. Districts that have adopted an operation and maintenance tax rate for the current year that is 2.5 cents or less per $100 of taxable value are classified herein as "Special Taxing Units." Districts that have financed, completed, and issued bonds to pay for all land, improvements and facilities necessary to serve at least 95% of the projected build-out of the district are classified as "Developed Districts." Districts that do not meet either of the classifications previously discussed can be classified herein as "Developing Districts." The impact each classification has on the ability of a district to increase its maintenance and operations tax rate is described for each classification below. Debt service cannot be reduced by a rollback election held within any of the districts described below.

Special Taxing Units

Special Taxing Units that adopt a total tax rate that would impose more than 1.08 times the amount of the total tax imposed by such district in the preceding tax year on a residence homestead appraised at the average appraised value of a residence homestead in the district, subject to certain homestead exemptions, are required to hold an election within the district to determine whether to approve the adopted total tax rate. If the adopted total tax rate is not approved at the election, the total tax rate for a Special Taxing Unit is the current year's debt service and contract tax rate plus the operation and maintenance tax rate that would impose 1.08 times the amount of operation and maintenance tax imposed by the District in the preceding tax year on a residence homestead appraised at the average appraised value of a resident homestead in the District in that year, subject to certain homestead exemptions.

Developed Districts

Developed Districts that adopt a total tax rate that would impose more than 1.035 times the amount of the total tax imposed by the district in the preceding tax year on a residence homestead appraised at the average appraised value of a residence homestead in the district, subject to certain homestead exemptions, plus any unused increment rates, as calculated and described in Section 26.013 of the Property Tax Code, are required to hold an election within the district to determine whether to approve the adopted total tax rate. If the adopted total tax rate is not approved at the election, the total tax rate for a Developed District is the current year's debt service and contract tax rate plus the operation and maintenance tax rate that would impose 1.035 times the amount of operation and maintenance tax imposed by the district in the preceding year on a residence homestead appraised at the average appraised value of a residence homestead in the district in that year, subject to certain homestead exemptions, plus any unused increment rates. In addition, if any part of a Developed District lies within an area declared for disaster by the Governor of Texas or President of the United States, alternative procedures and rate limitations may apply for a temporary period. If a district qualifies as both a Special Taxing Unit and a Developed District, the district will be subject to the operation and maintenance tax threshold applicable to Special Taxing Units.

Developing Districts

Districts that do not meet the classification of a Special Taxing Unit or a Developed District can be classified as Developing Districts. The qualified voters of these districts, upon the Developing District's adoption of a total tax rate that would impose more than 1.08 times the amount of the total tax imposed by such district in the preceding tax year on a residence homestead appraised at the average appraised value of a residence homestead in the district, subject to certain homestead exemptions, are authorized to petition for an election to reduce the operation and maintenance tax rate. If an election is called and passes, the total tax rate for Developing Districts is the current year's debt service and contract tax rate the operation and maintenance tax rate that would impose 1.08 times the amount of operation and maintenance tax imposed by the District in the preceding tax year on a residence homestead appraised at the average appraised value of a resident homestead in the District in that year, subject to certain homestead exemptions.

The District

For the 2025 tax year, the District made the determination of its status as a Developing District. A determination as to the District's status as a Special Taxing Unit, Developed District or Developing District will be made by the Board of Directors on an annual basis, in September or October of each year. The District cannot give any assurances as to what its classification will be at any point in time or whether the District's future tax rates will result in a total tax rate that will reclassify the District into a new classification and new election calculation.

District's Rights in the Event of Tax Delinquencies

Taxes levied by the District are a personal obligation of the owner of the property as of January 1 of the year in which the tax is imposed. On January 1 of each year, a tax lien attaches to property to secure the payment of all taxes, penalties and interest ultimately imposed for the year on the property. The lien exists in favor of the State and each taxing unit, including

the District, having the power to tax the property. The District's tax lien is on a parity with the tax liens of other such taxing units. A tax lien on real property takes priority over the claims of most creditors and other holders of liens on the property encumbered by the tax lien, whether or not the debt or lien existed before the attachment of the tax lien; however, whether a lien of the United States is on a parity with or takes priority over a tax lien of the District is determined by federal law. Personal property, under certain circumstances, is subject to seizure and sale for the payment of delinquent taxes, penalty and interest.

At any time after taxes on property become delinquent, the District may file suit to foreclose the lien securing payment of the tax, to enforce personal liability for the tax, or both. In filing a suit to foreclose a tax lien on real property, the District must join other taxing units that have claims for delinquent taxes against all or part of the same property. Collection of delinquent taxes may be adversely affected by the amount of taxes owed to other taxing units, by the effects of market conditions on the foreclosure sale price, by taxpayer redemption rights or by bankruptcy proceedings which restrict the collection of taxpayer debts. A taxpayer may redeem property within two years for residential and agricultural property and six months for commercial property and all other types of property after the purchaser's deed at the foreclosure sale is filed in the county records.

TAX DATA

General

All taxable property within the District is subject to the assessment, levy and collection by the District of a continuing, direct annual ad valorem tax without legal limitation as to rate or amount, sufficient to pay principal of and interest on the Bonds (see "TAXING PROCEDURES"). The Board has in its Bond Resolution covenanted to assess and levy for each year that all or any part of the Bonds remain outstanding and unpaid a tax ample and sufficient to produce funds to pay the principal of and interest on the Bonds (see "THE BONDS" and "RISK FACTORS"). The District has levied a total tax rate of $0.90 per $100 of assessed valuation for the 2025 tax year. Such rate is composed entirely of a maintenance and operations tax rate of $0.90 per $100 of assessed valuation.

Tax Rate Limitation

Debt Service:	Unlimited (no legal limit as to rate or amount).
Maintenance:	$1.50 per $100 assessed taxable valuation.
Maintenance Tax Roads:	$0.25 per $100 assessed taxable valuation.

Maintenance Tax

The Board has the statutory authority to levy and collect an annual ad valorem tax for maintenance of the District's improvements if such maintenance tax is authorized by vote of the District's electors. The Board is authorized by the District's voters to levy such maintenance tax in an amount not to exceed $1.50 per $100 of assessed valuation. Such tax, when levied, is in addition to taxes which the District is authorized to levy for paying principal of and interest on the Bonds and any parity bonds which may be issued in the future. See "Tax Rate Distribution" below.

Additional Penalties

The District has contracted with a delinquent tax attorney to collect certain delinquent taxes. In connection with that contract, the District can establish an additional penalty of twenty percent (20%) of the tax to defray the costs of collection. This 20% penalty applies to taxes that either: (1) become delinquent on or after February 1 of a year, but not later than June 1 of that year, and that remain delinquent on April 1 (for personal property) and July 1 (for real property) of the year in which they become delinquent or (2) become delinquent on or after June 1, pursuant to the Texas Tax Code.

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Tax Rate Calculations

The tax rate calculations set forth below are presented to indicate the tax rates per $100 of assessed taxable valuation which would be required to meet certain debt service requirements of the Bonds if no growth in the District's tax base occurs beyond the 2025 Assessed Taxable Valuation ($69,348,870) or the Estimated Taxable Assessed Valuation as of September 15, 2025 ($166,366,333). The calculations assume collection of 95% of taxes levied, the sale of the Bonds but not the sale of any additional bonds by the District.

Estimated Average Annual Debt Service Requirement (2026–2050)	$ 1,378,605
Debt Service Tax Rate of $2.10 on the 2025 Assessed Taxable Valuation	$ 1,383,510
Debt Service Tax Rate of $0.88 on the Estimated Taxable Valuation as of September 15, 2025	$ 1,390,823
Estimated Maximum Annual Debt Service Requirement (2049)	$ 1,487,963
Debt Service Tax Rate of $2.26 on the 2025 Assessed Taxable Valuation	$ 1,488,920
Debt Service Tax Rate of $0.95 on the Estimated Taxable Valuation as of September 15, 2025	$1,501,456

Estimated Overlapping Taxes

Property within the District is subject to taxation by several taxing authorities in addition to the District. Under Texas law, if ad valorem taxes levied by a taxing authority become delinquent, a lien is created upon the property which has been taxed. A tax lien on property in favor of the District is on a parity with tax liens of other taxing jurisdictions. In addition to ad valorem taxes required to make debt service payments on bonded debt of the District and of such other jurisdictions (see "DISTRICT DEBT – Estimated Direct and Overlapping Debt Statement"), certain taxing jurisdictions are authorized by Texas law to assess, levy and collect ad valorem taxes for operation, maintenance, administrative and/or general revenue purposes.

Set forth below is an estimation of all taxes per $100 of assessed valuation levied by such jurisdictions. No recognition is given to local assessments for civic association dues, emergency medical service contributions, fire department contributions or any other charges made by entities other than political subdivisions. The following chart includes the 2024 taxes per $100 of assessed valuation levied by all such taxing jurisdictions. No prediction can be made of the tax rates that will be levied in future years by the respective taxing jurisdictions.

Taxing Jurisdictions	2024 Tax Rate Per $100 of A.V.
The District	$ 0.900000
City of Iowa Colony, Texas	0.519209 (a)
City of Manvel, Texas	0.560000
Brazoria County Drainage District No. 5	0.104079
Brazoria County Emergency Services District No. 3	0.077459
Brazoria County, Texas	0.261625
Alvin Community College	0.155988
Alvin Independent School District	1.170000
Road and Bridge Fund	0.041921
Total	$ 3.271072 (b)

(a) Not included in the total tax rate calculation.

(b) This illustrates the highest tax rate possible for a property owner in the District. A property owner will either be taxed by the City of Manvel or the City of Iowa Colony. For illustrative purposes, the total tax rate includes the City of Manvel's 2024 levied tax rate.

Historical Tax Collections

Tax Year	Assessed Valuation	Tax Rate Per $100 (a)	Adjusted Levy	% of Collections Current Year	For the Current Year Ended September 30	% of Collections as of 07/31/25
2023	$ 5,691,671	$0.9000	$ 51,225	100.00%	2024	100.00%
2024	6,922,504	0.9000	62,303	100.00%	2025	100.00%
2025	69,348,870	0.9000	624,140	(b)	2026	(b)

(a) Tax rate per $100 of taxable value. See "Tax Rate Distribution" below.

(b) In process of collections.

Tax Rate Distribution

	2025	2024	2023
Utility System Debt Service	$ 0.000	$ 0.000	$ 0.000
Road System Debt Service	0.000	0.000	0.000
Maintenance	0.900	0.900	0.900
Total	$ 0.900	$ 0.900	$ 0.900

Assessed Taxable Valuation Summary

The following represents the types of property comprising the District assessed taxable value for each of the 2023–2025 tax years.

Type of Property	2025 Assessed Valuation	2024 Assessed Valuation	2023 Assessed Valuation
Land	$35,923,331	$ 7,469,989	$ 7,304,512
Improvements	55,181,741	19,660,880	3,100
Personal Property	308,090	-	-
Exemptions	(22,064,292)	(20,208,365)	(1,615,941)
Total	$ 69,348,870	$ 6,922,504	$ 5,691,671

Principal Taxpayers

The following are the principal taxpayers in the District as shown on the District's certified appraisal rolls for the 2025 tax year.

Taxpayer	Type of Property	Assessed Taxable Valuation 2025 Tax Roll
Westin Homes And Properties LP	Land & Improvements	$ 5,638,200
GR-M1 LTD (a)	Land & Improvements	4,917,123
Highland Homes Houston LLC	Land & Improvements	4,344,490
Weekley Homes LLC	Land & Improvements	4,259,600
Perry Homes LLC	Land & Improvements	4,106,360
GC Manvel East LP	Land & Improvements	2,520,000
Chesmar Homes LLC	Land & Improvements	1,515,960
Drees Custom Homes LP	Land & Improvements	1,272,040
Homeowner	Land & Improvements	675,200
Homeowner	Land & Improvements	636,560
Total		$ 29,885,533
Percent of Respective Tax Roll		43.09%

(a) See "DEVELOPERS."

LEGAL MATTERS

Legal Opinions

Delivery of the Bonds will be accompanied by the approving legal opinion of the Attorney General of Texas to the effect that the Bonds are valid and legally binding obligations of the District under the Constitution and laws of the State of Texas payable from the proceeds of an annual ad valorem tax levied, without legal limit as to rate or amount, upon all taxable property within the District and based upon their examination of a transcript of certified proceedings relating to the issuance and sale of the Bonds; the approving legal opinion of Bond Counsel, to a like effect, and to the effect that, under existing law, interest on the Bonds is excludable from gross income for federal income tax purposes and interest on the Bonds is not subject to the alternative minimum tax on individuals; however, such interest is taken into account in determining the annual adjusted financial statement income of applicable corporations for the purpose of determining the alternative minimum tax imposed on corporations.

Bond Counsel has reviewed the information appearing in this Official Statement under "THE BONDS (except for information under the subheadings "Book-Entry-Only System," "Use and Distribution of Proceeds of the Bonds," "THE DISTRICT – Authority," "TAXING PROCEDURES," "LEGAL MATTERS," "TAX MATTERS" and "CONTINUING DISCLOSURE OF INFORMATION" solely to determine whether such information, insofar as it relates to matters of law, is true and correct and whether such information fairly summarizes matters of law and the provisions of the documents referred to therein. Bond Counsel has not, however, independently verified any of the factual information contained in this Official Statement nor has it conducted an investigation of the affairs of the District for the purpose of passing upon the accuracy or completeness of this Official Statement. No person is entitled to rely upon Bond Counsel's limited participation as an assumption of responsibility for or an expression of opinion of any kind with regard to the accuracy or completeness of any information contained herein.

Allen Boone Humphries Robinson LLP, also serves as general counsel to the District on matters other than the issuance of bonds. The legal fees paid to Bond Counsel for services rendered in connection with the issuance of the Bonds are based on a percentage of the bonds actually issued, sold and delivered and, therefore, such fees are contingent upon the sale and delivery of the Bonds.

The various legal opinions to be delivered concurrently with the delivery of the Bonds express the professional judgment of the attorneys rendering the opinions as to the legal issues explicitly addressed therein. In rendering a legal opinion, the attorney does not become an insurer or guarantor of the expression of professional judgment, of the transaction opined upon, or of the future performance of the parties to the transaction, nor does the rendering of an opinion guarantee the outcome of any legal dispute that may arise out of the transaction.

No-Litigation Certificate

The District will furnish the Initial Purchaser a certificate, executed by the President and Secretary of the Board, and dated as of the date of delivery of the Bonds, that to their knowledge, no litigation is pending or threatened affecting the validity of the Bonds, or the levy and/or collection of taxes for the payment thereof, or the organization or boundaries of the District, or the title of the officers thereof to their respective offices.

No Material Adverse Change

The obligations of the Purchasers to take and pay for the Bonds, and of the District to deliver the Bonds, are subject to the condition that, up to the time of delivery of and receipt of payment for the Bonds, there shall have been no material adverse change in the condition (financial or otherwise) of the District subsequent to the date of sale from that set forth or contemplated in the Preliminary Official Statement, as it may have been supplemented or amended through the date of sale.

TAX MATTERS

The following discussion of certain federal income tax considerations is for general information only and is not tax advice. Each prospective purchaser of the Bonds should consult its own tax advisor as to the tax consequences of the acquisition, ownership and disposition of the Bonds.

Tax Exemption

In the opinion of Allen Boone Humphries Robinson LLP, Bond Counsel, under existing law, interest on the Bonds (i) is excludable from gross income for federal income tax purposes under section 103 of the Internal Revenue Code of 1986, as amended (the "Code"), and (ii) is not an item of tax preference for purposes of the alternative minimum tax on individuals.

The Code imposes a number of requirements that must be satisfied for interest on state or local obligations, such as the Bonds, to be excludable from gross income for federal income tax purposes. These requirements include limitations on the use of bond proceeds and the source of repayment of bonds, limitations on the investment of bond proceeds prior to expenditure, a requirement that excess arbitrage earned on the investment of bond proceeds be paid periodically to the

United States and a requirement that the issuer file an information report with the Internal Revenue Service (the "Service"). The District has covenanted in the Bond Resolution that it will comply with these requirements.

Bond Counsel's opinion will assume continuing compliance with the covenants of the Bond Resolution pertaining to those sections of the Code that affect the excludability of interest on the Bonds from gross income for federal income tax purposes and, in addition, will rely on representations by the District and other parties involved with the issuance of the Bonds with respect to matters solely within the knowledge of the District and such parties, which Bond Counsel has not independently verified. If the District fails to comply with the covenants in the Bond Resolution or if the foregoing representations are determined to be inaccurate or incomplete, interest on the Bonds could become includable in gross income from the date of delivery of the Bonds, regardless of the date on which the event causing such inclusion occurs.

Bond Counsel will express no opinion as to the amount or timing of interest on the Bonds or, except as stated above, any federal, state or local tax consequences resulting from the receipt or accrual of interest on, or acquisition, ownership or disposition of, the Bonds. Certain actions may be taken or omitted subject to the terms and conditions set forth in the Bond Resolution upon the advice or with the approving opinion of Bond Counsel. Bond Counsel will express no opinion with respect to Bond Counsel's ability to render an opinion that such actions, if taken or omitted, will not adversely affect the excludability of interest of the Bonds from gross income for federal income tax purposes.

Bond Counsel's opinions are based on existing law, which is subject to change. Such opinions are further based on Bond Counsel's knowledge of facts as of the date thereof. Bond Counsel assumes no duty to update or supplement its opinions to reflect any facts or circumstances that may thereafter come to Bond Counsel's attention or to reflect any changes in any law that may thereafter occur or become effective. Moreover, Bond Counsel's opinions are not a guarantee of result and are not binding on the Service; rather, such opinions represent Bond Counsel's legal judgment based upon its review of existing law and in reliance upon the representations and covenants referenced above that it deems relevant to such opinions. The Service has an ongoing audit program to determine compliance with rules that relate to whether interest on state or local obligations is includable in gross income for federal income tax purposes. No assurance can be given as to whether the Service will commence an audit of the Bonds. If an audit is commenced, in accordance with its current published procedures the Service is likely to treat the District as the taxpayer, and the Owners of the Bonds may not have a right to participate in such audit. Public awareness of any future audit of the Bonds could adversely affect the value and liquidity of the Bonds, regardless of the ultimate outcome of the audit.

Not Qualified Tax-Exempt Obligations

The Bonds will not be designated "qualified tax-exempt obligations" for financial institutions.

Additional Federal Income Tax Considerations

Collateral Tax Consequences

Prospective purchasers of the Bonds should be aware that the ownership of tax-exempt obligations may result in collateral federal income tax consequences, including but not limited those noted below. Therefore, prospective purchasers of the Bonds should consult their own tax advisors as to the tax consequences of the acquisition, ownership and disposition of the Bonds.

An "applicable corporation" (as defined in section 59(k) of the Code) may be subject to a 15 percent alternative minimum tax imposed under section 55 of the Code on its "adjusted financial statement income" (as defined in section 56A of the Code) for such taxable year. Because interest on tax-exempt obligations, such as the Bonds, is included in a corporation's "adjusted financial statement income," ownership of the Bonds could subject certain corporations to alternative minimum tax consequences.

Ownership of tax-exempt obligations also may result in collateral federal income tax consequences to financial institutions, life insurance and property and casualty insurance companies, certain S corporations with Subchapter C earnings and profits, individual recipients of Social Security or Railroad Retirement benefits, taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations, low and middle income taxpayers otherwise qualifying for the health insurance premium assistance credit and individuals otherwise qualifying for the earned income tax credit. In addition, certain foreign corporations doing business in the United States may be subject to the "branch profits tax" on their effectively connected earnings and profits, including tax-exempt interest such as interest on the Bonds.

Prospective purchasers of the Bonds should also be aware that, under the Code, taxpayers are required to report on their returns the amount of tax-exempt interest, such as interest on the Bonds, received or accrued during the year.

Tax Accounting Treatment of Original Issue Premium

If the issue price of any maturity of the Bonds exceeds the stated redemption price payable at maturity of such Bonds, such Bonds (the "Premium Bonds") are considered for federal income tax purposes to have "bond premium" equal to the amount

of such excess. The basis of a Premium Bond in the hands of an initial owner is reduced by the amount of such excess that is amortized during the period such initial owner holds such Premium Bond in determining gain or loss for federal income tax purposes. This reduction in basis will increase the amount of any gain or decrease the amount of any loss recognized for federal income tax purposes on the sale or other taxable disposition of a Premium Bond by the initial owner. No corresponding deduction is allowed for federal income tax purposes for the reduction in basis resulting from amortizable bond premium. The amount of bond premium on a Premium Bond that is amortizable each year (or shorter period in the event of a sale or disposition of a Premium Bond) is determined using the yield to maturity on the Premium Bond based on the initial offering price of such Premium Bond.

The federal income tax consequences of the purchase, ownership and redemption, sale or other disposition of Premium Bonds that are not purchased in the initial offering at the initial offering price may be determined according to rules that differ from those described above. All owners of Premium Bonds should consult their own tax advisors with respect to the determination for federal, state, and local income tax purposes of amortized bond premium upon the redemption, sale or other disposition of a Premium Bond and with respect to the federal, state, local, and foreign tax consequences of the purchase, ownership, and sale, redemption or other disposition of such Premium Bonds.

Tax Accounting Treatment of Original Issue Discount

If the issue price of any maturity the Bonds is less than the stated redemption price payable at maturity of such Bonds (the "OID Bonds"), the difference between (i) the amount payable at the maturity of each OID Bond, and (ii) the initial offering price to the public of such OID Bond constitutes original issue discount with respect to such OID Bond in the hands of any owner who has purchased such OID Bond in the initial public offering of the Bonds. Generally, such initial owner is entitled to exclude from gross income (as defined in section 61 of the Code) an amount of income with respect to such OID Bond equal to that portion of the amount of such original issue discount allocable to the period that such OID Bond continues to be owned by such owner. Because original issue discount is treated as interest for federal income tax purposes, the discussions regarding interest on the Bonds under the captions "TAX MATTERS – Tax Exemption" and "TAX MATTERS – Additional Federal Income Tax Considerations – Collateral Tax Consequences" and "—Tax Legislative Changes" generally apply and should be considered in connection with the discussion in this portion of the Official Statement.

In the event of the redemption, sale or other taxable disposition of such OID Bond prior to stated maturity, however, the amount realized by such owner in excess of the basis of such OID Bond in the hands of such owner (adjusted upward by the portion of the original issue discount allocable to the period for which such OID Bond was held by such initial owner) is includable in gross income.

The foregoing discussion assumes that (i) the Underwriter has purchased the Bonds for contemporaneous sale to the public and (ii) all of the OID Bonds have been initially offered, and a substantial amount of each maturity thereof has been sold, to the general public in arm's-length transactions for a price (and with no other consideration being included) not more than the initial offering prices thereof stated on the inside cover page of this Official Statement. Neither the District nor Bond Counsel has made any investigation or offers any assurance that the OID Bonds will be offered and sold in accordance with such assumptions.

Under existing law, the original issue discount on each OID Bond accrues daily to the stated maturity thereof (in amounts calculated as described below for each six-month period ending on the date before the semiannual anniversary dates of the date of the Bonds and ratably within each such six-month period) and the accrued amount is added to an initial owner's basis for such OID Bond for purposes of determining the amount of gain or loss recognized by such owner upon the redemption, sale or other disposition thereof. The amount to be added to basis for each accrual period is equal to (i) the sum of the issue price and the amount of original issue discount accrued in prior periods multiplied by the yield to stated maturity (determined on the basis of compounding at the close of each accrual period and properly adjusted for the length of the accrual period) less (ii) the amounts payable as current interest during such accrual period on such Bond.

The federal income tax consequences of the purchase, ownership, and redemption, sale or other disposition of OID Bonds that are not purchased in the initial offering at the initial offering price may be determined according to rules that differ from those described above. All owners of OID Bonds should consult their own tax advisors with respect to the determination for federal, state, and local income tax purposes of interest accrued upon redemption, sale or other disposition of such OID Bonds and with respect to the federal, state, local and foreign tax consequences of the purchase, ownership, redemption, sale or other disposition of such OID Bonds.

Tax Legislative Changes

Current law may change so as to directly or indirectly reduce or eliminate the benefit of the excludability of interest on the Bonds from gross income for federal income tax purposes.

Any proposed legislation, whether or not enacted, could also affect the value and liquidity of the Bonds. Prospective purchasers of the Bonds should consult with their own tax advisors with respect to any recently enacted, proposed, pending or future legislation.

CONTINUING DISCLOSURE OF INFORMATION

In the Bond Resolution, the District has made the following agreement for the benefit of the holders and beneficial owners of the Bonds. The District is required to observe these agreements so long as it remains obligated to advance funds to pay the Bonds. Under the agreement, the District will be obligated to provide certain updated financial information and operating data annually, as well as timely notice of specified events, to the Municipal Securities Rulemaking Board or any successor to its function as a repository (the "MSRB"), through its Electronic Municipal Market Access ("EMMA") system.

Annual Reports

The District will provide certain updated financial information and operating data to the MSRB. The information to be updated with respect to the District includes all quantitative financial information and operating data with respect to the District of the general type included in this Official Statement included under the headings "DISTRICT DEBT" (except for the subheading "—Estimated Direct and Overlapping Debt Statement"), "TAX DATA," and in "APPENDIX A." The District will update and provide this information within six months after the end of each of its fiscal years ending in or after 2025. The District will provide the updated information to the MSRB.

Any information so provided shall be prepared in accordance with generally accepted accounting principles or other such principles as the District may be required to employ from time to time pursuant to state law or regulation, and audited if the audit report is completed within the period during which it must be provided. If the audit report is not complete within such period, then the District shall provide unaudited financial statements for the applicable fiscal year to the MSRB within such six-month period, and audited financial statements when and if the audit report becomes available. The District's current fiscal year end is March 31. Accordingly, it must provide updated information by the last day in September in each year, unless the District changes its fiscal year. If the District changes its fiscal year, it will notify the MSRB of the change.

Event Notices

The District will provide timely notices of certain events to the MSRB, but in no event will such notices be provided to the MSRB in excess of ten business days after the occurrence of an event. The District will provide notice of any of the following events with respect to the Bonds: (1) principal and interest payment delinquencies; (2) non-payment related defaults, if material; (3) unscheduled draws on debt service reserves reflecting financial difficulties; (4) unscheduled draws on credit enhancements reflecting financial difficulties; (5) substitution of credit or liquidity providers, or their failure to perform; (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax-exempt status of the Bonds, or other material events affecting the tax-exempt status of the Bonds; (7) modifications to rights of beneficial owners of the Bonds, if material; (8) bond calls, if material, and tender offers; (9) defeasances; (10) release, substitution, or sale of property securing repayment of the Bonds, if material; (11) rating changes; (12) bankruptcy, insolvency, receivership or similar event of the District or other obligated person within the meaning of the Rule: (13) consummation of a merger, consolidation, or acquisition involving the District or other obligated person within the meaning of the Rule, or the sale of all or substantially all of the assets of the District or other obligated person, within the meaning of the Rule, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material; (14) appointment of a successor or additional trustee or the change of name of a trustee, if material; (15) incurrence of a financial obligation of the District or obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the District or obligated person, any of which affect security holders, if material; and (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of the financial obligation of the District or obligated person, any of which reflect financial difficulties. The terms "obligated person" and "financial obligation" when used in this paragraph shall have the meanings ascribed to them under SEC Rule 15c2-12 (the "Rule"). The term "material" when used in this paragraph shall have the meaning ascribed to it under federal securities laws. Neither the Bonds nor the Bond Resolution makes any provision for debt service reserves or liquidity enhancement. In addition, the District will provide timely notice of any failure by the District to provide information, data, or financial statements in accordance with its agreement described above under "Annual Reports."

Availability of Information from EMMA

The District has agreed to provide the information only to the MSRB. The MSRB has prescribed that such information must be filed via EMMA. The MSRB makes the information available to the public without charge and investors will be able to access continuing disclosure information filed with the MSRB at www.emma.msrb.org.

Limitations and Amendments

The District has agreed to update information and to provide notices of material events only as described above. The District has not agreed to provide other information that may be relevant or material to a complete presentation of its financial results of operations, condition, or prospects or agreed to update any information that is provided, except as described above. The District makes no representation or warranty concerning such information or concerning its usefulness to a

decision to invest in or sell bonds at any future date. The District disclaims any contractual or tort liability for damages resulting in whole or in part from any breach of its continuing disclosure agreement, or from any statement made pursuant to its agreement, although holders and beneficial owners of Bonds may seek a writ of mandamus to compel the District to comply with its agreement.

The District may amend its continuing disclosure agreement to adapt to changed circumstances that arise from a change in legal requirements, a change in law, or a change in the identity, nature, status, or operations of the District but only if the agreement, as amended, would have permitted an underwriter to purchase or sell Bonds in the offering described herein in compliance with the Rule, taking into account any amendments and interpretations of the Rule to the date of such amendment, as well as changed circumstances, and either the holders of a majority in aggregate principal amount of the outstanding Bonds consent or any person unaffiliated with the District (such as nationally recognized bond counsel) determines that the amendment will not materially impair the interests of the beneficial owners of the Bonds. The District may also amend or repeal the agreement if the SEC amends or repeals the applicable provisions of such rule or a court of final jurisdiction determines that such provisions are invalid, but in either case only to the extent that its right to do so would not prevent the Initial Purchaser from lawfully purchasing the Bonds in the offering described herein. If the District so amends the agreement, it has agreed to include with any financial information or operating data next provided in accordance with its agreement described above under "Annual Reports" an explanation, in narrative form, of the reasons for the amendment and of the impact of any change in the type of financial information and operating data so provided.

Compliance with Prior Undertakings

The Bonds are the first issuance of bonded indebtedness by the District, and, as such, the District has not previously entered into a continuing disclosure agreement pursuant to SEC Rule 15c2-12.

OFFICIAL STATEMENT

General

The information contained in this Official Statement has been obtained primarily from the Developer, the District's records, the Engineer, the Tax Assessor/Collector and other sources believed to be reliable; however, no representation is made as to the accuracy or completeness of the information contained herein, except as described below. The summaries of the statutes, resolutions and engineering and other related reports set forth herein are included subject to all of the provisions of such documents. These summaries do not purport to be complete statements of such provisions and reference is made to such documents for further information.

Experts

The information contained in the Official Statement relating to engineering and to the description of the Utility System, and, in particular, that engineering information included in the sections entitled "THE DISTRICT – Description" and "THE UTILITY SYSTEM," and "THE ROAD SYSTEM" has been provided by Edminster, Hinshaw, Russ and Associates, Inc. and has been included herein in reliance upon the authority of said firm as experts in the field of civil engineering.

The information contained in the Official Statement relating to assessed valuations of property generally and, in particular, that information concerning collection rates and valuations contained in the sections captioned "TAX DATA" and "DISTRICT DEBT" was provided by Assessments of the Southwest, Inc. and the Appraisal District. Such information has been included herein in reliance upon Assessments of the Southwest, Inc.'s authority as an expert in the field of tax collection and the Appraisal District's authority as an expert in the field of tax assessing.

Certification as to Official Statement

The District, acting by and through its Board in its official capacity and in reliance upon the experts listed above, hereby certifies, as of the date hereof, that to the best of its knowledge and belief, the information, statements and descriptions pertaining to the District and its affairs herein contain no untrue statements of a material fact and do not omit to state any material fact necessary to make the statements herein, in light of the circumstances under which they were made, not misleading. The information, descriptions and statements concerning entities other than the District, including particularly other governmental entities, have been obtained from sources believed to be reliable, but the District has made no independent investigation or verification of such matters and makes no representation as to the accuracy or completeness thereof.

Updating of Official Statement

If, subsequent to the date of the Official Statement, the District learns, through the ordinary course of business and without undertaking any investigation or examination for such purposes, or is notified by the Initial Purchaser, of any adverse event which causes the Official Statement to be materially misleading, and unless the Initial Purchaser elects to terminate its obligation to purchase the Bonds, the District will promptly prepare and supply to the Initial Purchaser an appropriate amendment or supplement to the Official Statement satisfactory to the Initial Purchaser; provided, however, that the

obligation of the District to so amend or supplement the Official Statement will terminate when the District delivers the Bonds to the Initial Purchaser, unless the Initial Purchaser notifies the District in writing on or before such date that less than all of the Bonds have been sold to ultimate customers, in which case the District's obligations hereunder will extend for an additional period of time (but not more than 90 days after the date the District delivers the Bonds) until all of the Bonds have been sold to ultimate customers.

CONCLUDING STATEMENT

The information set forth herein has been obtained from the District's records, audited financial statements and other sources which are considered to be reliable. There is no guarantee that any of the assumptions or estimates contained herein will ever be realized. All of the summaries of the statutes, documents and resolutions contained in this Official Statement are made subject to all of the provisions of such statutes, documents and resolutions. These summaries do not purport to be complete statements of such provisions and reference is made to such summarized documents for further information. Reference is made to official documents in all respects.

This Official Statement was approved by the Board of Directors of Brazoria County Municipal Utility District No. 57 as of the date shown on the cover page.

/s/ _____
Sherman Harrell
Vice President, Board of Directors
Brazoria County Municipal Utility District No. 57

ATTEST:

/s/ _____
Robert Wendell
Secretary, Board of Directors
Brazoria County Municipal Utility District No. 57

APPENDIX A

FINANCIAL STATEMENTS OF THE DISTRICT

OFFICIAL NOTICE OF SALE

$5,600,000

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57
(A political subdivision of the State of Texas located in Brazoria County)

UNLIMITED TAX ROAD BONDS
SERIES 2025

BIDS TO BE SUBMITTED BY:
9:00 A.M., THURSDAY, NOVEMBER 13, 2025
CENTRAL TIME

BONDS TO BE AWARDED:
11:00 A.M., THURSDAY, NOVEMBER 13, 2025
CENTRAL TIME

This Official Notice of Sale does not alone constitute an invitation for bids, but is merely notice of sale of the bonds described herein. The invitation for such bids is being made by means of this Official Notice of Sale, the Official Bid Form and the Preliminary Official Statement.

OFFICIAL NOTICE OF SALE

$5,600,000

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

(A political subdivision of the State of Texas located within Brazoria County, Texas)

UNLIMITED TAX ROAD BONDS
SERIES 2025

THE BONDS WILL NOT BE DESIGNATED AS "QUALIFIED TAX-EXEMPT OBLIGATIONS" FOR FINANCIAL INSTITUTIONS.

BONDS OFFERED FOR SALE AT COMPETITIVE BID: The Board of Directors (the "Board") of Brazoria County Municipal Utility District No. 57 (the "District"), is offering for sale at competitive bid the District's $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds").

METHODS FOR SUBMISSION OF BIDS AND BID FORMS: Bidders may submit bids for the Bonds by any of the following methods:

1. Submit bids in writing as described below in "WRITTEN BIDDING PROCEDURE;"
2. Submit bids electronically as described below in "ELECTRONIC BIDDING PROCEDURE;" or
3. Submit bids by telephone as described below in "TELEPHONIC BIDDING PROCEDURE."

The District will not accept bids submitted by facsimile.

All bids must be submitted by 9:00 A.M., Central Time, on Thursday, November 13, 2025. Any prospective bidder must also submit, by 9:00 A.M., Central Time, on Thursday, November 13, 2025, signed Official Bid Form(s) to the District's financial advisor, Robert W. Baird & Co. Incorporated (the "Financial Advisor"), as more fully described below. Any bid or bid form submitted after such scheduled time for bid receipt will not be accepted and will be returned unopened. See "CONDITIONS OF SALE – REQUIRED DISCLOSURE OF INTERESTED PARTIES" for additional requirements concerning submission of bids by certain entities.

WRITTEN BIDDING PROCEDURE: A prospective bidder that intends to submit its bid in writing must do so in accordance with this paragraph. Two (2) sealed bids, which must be submitted on the Official Bid Form and plainly marked "Bid for Bonds," are to be addressed to "President and Board of Directors, Brazoria County Municipal Utility District No. 57." The two (2) sealed bids must be submitted on signed Official Bid Forms and delivered, by, to the office of the District's Financial Advisor, Robert W. Baird & Co. Incorporated, Attn: David Smalling, 4801 Woodway Drive, Suite 118-E, Houston, Texas 77056, by 9:00 A.M., Central Time, on, Thursday, November 13, 2025. Any bid or bid form submitted after such scheduled time for bid receipt will not be accepted and will be returned unopened. For purposes of the written bidding procedure, the time as maintained by PARITY (described below) shall constitute the official time.

ELECTRONIC BIDDING PROCEDURE: Any prospective bidder that intends to submit an electronic bid must submit its electronic bid through the facilities of PARITY. Bidders must submit, prior to 9:00 A.M., Central Time, Thursday, November 13, 2025, one (1) signed copy of the Official Bid Form that is signed but otherwise incomplete to the Financial Advisor by e-mail to the following address: dsmalling@rwbaird.com. Subscription to the i-Deal's BIDCOMP Competitive Bidding System is required in order to submit an electronic bid. The District will neither confirm any subscription nor be responsible for the failure of any prospective bidder to subscribe. Electronic bids must be received via PARITY in the manner described below, until 9:00 A.M., Central Time, on Thursday, November 13, 2025.

Electronic bids must be submitted via PARITY in accordance with this Official Notice of Sale, until 9:00 A.M., Central Time, but no bid will be received after the time for receiving bids specified above. An electronic bid made through the facilities of PARITY shall be deemed an irrevocable offer to purchase the Bonds on the terms provided in the Official Notice of Sale, and shall be binding upon the bidder as if made by a signed, sealed bid delivered to the District. The District shall not be responsible for any malfunction or mistake made by, or as a result of the use of the facilities of, PARITY, the use of such facilities being the sole risk of the prospective bidder.

If any provisions of the Official Notice of Sale shall conflict with information provided by PARITY as the approved provider of electronic bidding services, this Official Notice of Sale shall control. Further information

about PARITY, including any fee charged, may be obtained from i-Deal, 1359 Broadway, 2nd Floor, New York, NY 10018, (212) 849-5000.

For purposes of the electronic bidding process, the time as maintained by PARITY shall constitute the official time. For information purposes only, bidders are requested to state in their electronic bids the net effective interest rate to the District, as described under "CONDITIONS OF THE SALE – BASIS OF AWARD" below. All electronic bids shall be deemed to incorporate the provisions of this Official Notice of Sale and the Official Bid Form. See "CONDITIONS OF SALE – REQUIRED DISCLOSURE OF INTERESTED PARTIES" for additional requirements concerning submission of bids.

TELEPHONIC BIDDING PROCEDURE:

Any prospective bidder that intends to submit its bid by telephone must submit its bid in accordance with this section. Prior to 9:00 A.M., Central Time, on Thursday, November 13, 2025, bidders must submit two (2) signed Official Bid Forms, executed by an authorized representative of the bidder, to Robert W. Baird & Co. Incorporated, Attn: David Smalling, 4801 Woodway Drive, Suite 118-E, Houston, Texas 77056. Bidders who have provided signed bid forms may thereafter submit bids by telephone on the date of sale by 9:00 A.M., Central Time. Inquiries with respect to this procedure may be directed to David Smalling of Robert W. Baird & Co. Incorporated at (713) 230-6125.

David Smalling of Robert W. Baird & Co. Incorporated will call telephone bidders who have submitted SIGNED Official Bid Forms prior to the date of the sale. Contact David Smalling of Robert W. Baird & Co. Incorporated on the day of the sale to obtain the phone number.

LATE BIDS AND IRREGULARITIES: Robert W. Baird & Co. Incorporated is not authorized and will not be responsible for the submission of any bids made after the time prescribed, nor does the District or Robert W. Baird & Co. Incorporated assume any responsibility or liability with respect to any irregularities associated with the submission, delivery, or electronic transmission of any bid. The District and the Board reserve the right to reject any and all bids and to waive any irregularities, except time of filing.

AWARD AND SALE OF THE BONDS: The District will take action to adopt a resolution (the "Bond Resolution") authorizing the issuance and awarding sale of the Bonds or will reject all bids promptly after receiving the bids at 11:00 A.M. Central Time on Thursday, November 13, 2025 at the offices of Allen Boone Humphries Robinson LLP, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027. Sale of the Bonds will be made subject to the terms, conditions, and provisions of the Bond Resolution, to which Bond Resolution reference is hereby made for all purposes, and subject to compliance with Section 2252.908 of the Texas Government Code as more fully described below. The Board reserves the right to reject any or all bids and to waive any irregularities, except time of filing. All bids must comply with the requirements in "CONDITIONS OF SALE – REQUIRED DISCLOSURE OF INTERESTED PARTIES."

THE BONDS

DESCRIPTION OF CERTAIN TERMS OF THE BONDS: The Bonds will be dated December 1, 2025, with interest accruing from the initial date of delivery (expected to be December 16, 2025) (the "Date of Delivery") and payable on March 1, 2026, and each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. The Bonds will be issued only in fully registered form. Principal is payable to the registered owner(s) of the Bonds (the "Registered Owner(s)") upon presentation and surrender at the principal payment office of the paying agent/registrar, initially, BOKF, NA, Dallas, Texas, (the "Paying Agent/Registrar"). Interest on the Bonds will be payable as of the Interest Payment Date, and paid by the Paying Agent/Registrar to the Registered Owner, as shown on the records of the Registrar at the close of business on the 15th day of the calendar month next preceding each Interest Payment Date (the "Record Date"). The Bonds will be registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Bonds. Beneficial owners of the Bonds will not receive physical certificates representing the Bonds, but will receive a credit balance on the books of the nominees of such beneficial owners. So long as Cede & Co. is the Registered Owner of the Bonds, the principal of and interest on the Bonds will be paid by the Paying Agent/Registrar directly to DTC, which will, in turn, remit such principal and interest to its participants for subsequent disbursement to the beneficial owners of the Bonds as described herein. See "THE BONDS – Book-Entry-Only System" in the Preliminary Official Statement.

The Bonds will mature serially on September 1 in each of the following years and principal amounts:

Maturity (September 1)	Principal Amount	Maturity (September 1)	Principal Amount
2027	$125,000	2039	$ 225,000
2028	130,000	2040	235,000
2029	140,000	2041	250,000
2030	145,000	2042	260,000
2031	155,000	2043	275,000
2032	160,000	2044	290,000
2033	170,000	2045	305,000
2034	175,000	2046	320,000
2035	185,000	2047	335,000
2036	195,000	2048	350,000
2037	205,000	2049	370,000
2038	215,000	2050	385,000

SERIAL BONDS AND TERM BONDS: Bidders may provide that all the Bonds be issued as serial bonds or may provide that any two or more consecutive annual principal amounts may be combined into one or more term bonds.

REDEMPTION OF THE BONDS: The Bonds maturing on and after September 1, 2031, are subject to redemption and payment, at the option of the District, in whole or, from time to time, in part, on September 1, 2030, or on any date thereafter, at a price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption. If less than all the Bonds are redeemed at any time, the District shall determine the maturity or maturities and the amounts thereof to be redeemed, in integral multiples of $5,000 in principal amount, and if less than all of the Bonds within a maturity are to be redeemed, the Paying Agent/Registrar shall select by lot or other customary method of random selection the Bonds within such maturity to be redeemed (or by DTC in accordance with its procedures while the Bonds are in Book-Entry-Only form). The Registered Owner holder of any Bond, all or a portion of which has been called for redemption, will be required to present such Bond to the Paying Agent/Registrar for payment of the redemption price on the portion of such Bond called for redemption and for the issuance of an exchange Bond in a principal amount equal to the portion of the Bond not so redeemed.

SECURITY FOR PAYMENT: The Bonds, when issued, will constitute valid and binding obligations of the District, payable as to principal and interest from the proceeds of an annual ad valorem tax, without legal limitation as to rate or amount, levied against all taxable property within the District. The Bonds are obligations of the District and are not obligations of the State of Texas; Brazoria County, Texas; the City of Manvel, Texas; or any entity other than the District.

OTHER TERMS AND COVENANTS: Other terms of the Bonds and the various covenants of the District contained in the Bond Resolution are described in the Preliminary Official Statement, to which reference is made for all purposes.

USE OF PROCEEDS: A portion of the proceeds from the sale of the Bonds will be used to pay certain costs related to the construction of the Road System as shown in the Preliminary Official Statement. Additionally, proceeds of the Bonds will be used to pay for engineering costs related to the financed facilities, developer interest, eighteen (18) months of capitalized interest on the Bonds, and other costs associated with the issuance of the Bonds. See "THE BONDS – Use and Distribution of Proceeds of the Bonds" in the Preliminary Official Statement.

MUNICIPAL BOND RATING AND INSURANCE: The District has made applications to Build America Mutual Assurance Company and Assured Guaranty Inc. for a commitment for municipal bond guaranty insurance on the Bonds. If qualified and the Initial Purchaser elects to purchase municipal bond insurance, the payment of all costs associated with the insurance, including the premium charged by the insurance company, and fees charged by rating companies, other than Moody's Investors Service, Inc. ("Moody's"), will be the option and expense of the Initial Purchaser. The District has not made an application for a rating on the Bonds. Furthermore, it is not expected that the District would have been successful in receiving an investment grade rating on the Bonds.

CONDITIONS OF SALE

TYPES OF BIDS AND INTEREST RATES: The Bonds will be sold in one block on an "all or none" basis at a price of not less than 97% of the par value thereof. Bidders are to name the rates of interest to be borne by the Bonds, provided that each interest rate bid must be a multiple of 1/8th or 1/20th of 1%. All Bonds maturing within a single year must bear the same rate of interest. The net effective interest rate on the Bonds may not exceed _____%, as calculated pursuant to Chapter 1204 of the Texas Government Code. No limitation will be imposed upon bidders as to the number of rates which may be used, but the highest rate bid may not exceed the lowest rate bid by more than 2-1/2% in interest rate. No bids involving supplemental interest payments will be considered. No bid that generates a cash premium greater than $5,000 will be considered. Each bid shall indicate the total and net interest costs in dollars and the net effective interest rate determined therefrom, which shall be considered informative only and not as a part of the bid.

BASIS OF AWARD: For the purpose of awarding sale of the Bonds, the total interest cost of each bid will be computed by determining, at the rates specified therein, the total dollar value of all interest on the Bonds from the date thereof to their respective maturities, and adding thereto the dollar amount of the discount bid, if any, or deducting therefrom the premium bid, if any. Subject to the District's right to reject any or all bids, sale of the Bonds will be awarded to the bidder (the "Initial Purchaser") whose bid, under the above computation, produces the lowest net effective interest rate to the District subject to compliance with Texas Government Code §2252.908. The Board reserves the right to reject any or all bids. In the event of mathematical discrepancies between the interest rate(s) bid and the interest cost determined therefrom, as both appear on the Official Bid Form; the bid will be governed solely by the interest rate(s) bid.

GOOD FAITH DEPOSIT: Each bid must be accompanied by a bank cashier's check payable to the order of "Brazoria County Municipal Utility District No. 57" in the amount of $112,000, which is 2% of the principal amount of the Bonds (the "Good Faith Deposit"). **"Official Checks" will not be accepted**. The check of the Initial Purchaser will be considered as the Good Faith Deposit and will be retained uncashed by the District pending the Initial Purchaser's compliance with the terms of the bid. In the event the Initial Purchaser should fail or refuse to take up and pay for the Bonds in accordance with such terms, then the Good Faith Deposit will be cashed and the proceeds accepted by the District as full and complete liquidated damages. The Good Faith Deposit may accompany the bid or it may be submitted separately; if submitted separately, it shall be made available to the District prior to the opening of the bids and shall be accompanied by instructions from the bank on which it is drawn which authorize its use as the Good Faith Deposit of bidders named in such instructions. The Good Faith Deposit of the Initial Purchaser will be returned to the Initial Purchaser uncashed on the Date of Delivery of the Bonds. No interest will be credited on the Good Faith Deposit. The checks accompanying all other bids will be returned immediately after the bids are opened and the award of the sale of the Bonds has been made.

COMPETITIVE BIDDING AND CERTIFICATE OF INITIAL PURCHASER: In the event that the District does not receive sufficient qualified bids to satisfy the competitive sale requirements of Treasury Regulation § 1.148-1(f)(3)(i), allowing the District to treat the reasonably expected Initial Offering Price (as defined herein) to the public as of the sale date as the issue price of the Bonds, the "hold-the-offering-price rule" shall apply, which will allow the District to treat the Initial Offering Price to the public of each maturity as of the sale date as the issue price of that maturity (the "hold-the-offering-price rule"). So long as the hold-the-offering-price rule applies to any maturity of the Bonds, the Initial Purchaser will neither offer nor sell that maturity to any person at a price that is higher than the Initial Offering Price to the public during the period starting on the sale date and ending on the earlier of the following: (i) the date on which the Initial Purchaser has sold at least 10 percent of that maturity of the Bonds to the public at a price that is no higher than the Initial Offering Price to the public or (ii) the close of the fifth business day after the sale date. The Initial Purchaser agrees to promptly report to the District's financial advisor when it has sold 10 percent of a maturity of the Bonds to the public at a price that is no higher than the Initial Offering Price to the public if that occurs prior to the close of the fifth business day after the sale date. Alternative Certificates of Initial Purchaser are attached for use (I) when the competitive sale requirements of Treasury Regulation § 1.148-1(f)(3)(i) are met and (II) when such requirements are not met.

REQUIRED DISCLOSURE OF INTERESTED PARTIES: Bidders, including any syndicate member listed on the Official Bid Form, who are not publicly traded business entities, or wholly owned subsidiaries of a publicly traded business entity, must submit to the District (c/o Robert W. Baird & Co. Incorporated, 4801 Woodway Drive, Suite 118-E, Houston Texas 77056, Attn: David Smalling, TXSpecialDistrictBidForms@rwbaird.com) a completed and signed Texas Ethics Commission Form 1295 ("TEC Form 1295") which has been assigned a

certificate number by the TEC in accordance with Texas Government Code Section § 2252.908. According to the rules prescribed by the TEC, the TEC Form 1295 must be completed online through the TEC's website, assigned a certificate number, printed, signed and provided to the District. If required, the TEC Form 1295 may accompany the Official Bid Form or may be submitted separately, but must be provided to the District prior to the time prescribed for the award of the Bonds. If required, the TEC Form 1295 may be provided to the District via facsimile or electronically; however, the original signed TEC Form 1295, including certificate number, must be physically delivered to the District (c/o Allen Boone Humphries Robinson LLP, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027) within two business days of the award. The District reserves the right to reject any bid that does not comply with the requirements prescribed herein, if applicable, or to waive any such requirements. For purposes of completing the TEC Form 1295, box two is "Brazoria County Municipal Utility District No. 57" and box 3 is "BCMUD57 – S2025RD – B." Neither the District nor its consultants have the ability to verify the information included in a TEC Form 1295, and neither have an obligation nor undertake responsibility for advising any bidder with respect to the proper completion of the TEC Form 1295. Consequently, any entity who is not a publicly traded business entity, or a wholly owned subsidiary of a publicly traded business entity, should consult its own advisors to the extent it deems necessary and be prepared to submit the completed form promptly upon notification from the District that its bid is the apparent winning bid.

COMPLIANCE WITH LAWS PROHIBITING CONTRACTS WITH CERTAIN COMPANIES: The District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that, solely for purposes of Chapter 2271 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company that boycotts or will boycott Israel. The terms "boycotts Israel" and "boycott Israel" as used in this paragraph have the meaning assigned to the term "boycott Israel" in Section 808.001 of the Texas Government Code, as amended.

Additionally, the District will not award the Bonds to a bidder unless the bidder certifies that, solely for purposes of Chapter 2252 of the Texas Government Code, at the time of execution and delivery of its bid, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company[2] (i) that engages in business with Iran, Sudan, or any foreign terrorist organization as described in Chapter 2270 of the Texas Government Code, or Subchapter F of Chapter 2252 of the Texas Government Code, or (ii) listed by the Texas Comptroller of Public Accounts under Section 2270.0201 or 2252.153 of the Texas Government Code. The term "foreign terrorist organization" as used in this paragraph has the meaning assigned to such term in Section 2252.151 of the Texas Government Code.

Additionally, the District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that, solely for purposes of Chapter 2276 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company[1] that boycotts or will boycott energy companies. The terms "boycotts energy companies" and "boycott energy companies" shall have the meaning assigned to the term "boycott energy company" in Section 809.001 of the Texas Government Code, as amended.

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[1] "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit, but does not mean a sole proprietorship.

[2] "Company" means a sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company, or other entity or business association whose securities are publicly traded, including a whollyowned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations, that exists to make a profit.

Additionally, the District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that, solely for purposes of Chapter 2274 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company[1] that has a practice, policy, guidance or directive that discriminates against a firearm entity or firearm trade association or will discriminate against a firearm entity or firearm trade association. The term "discriminates against a firearm entity or firearm trade association" as used in this paragraph has the meaning assigned to the term "discriminate against a firearm entity or firearm trade association" in Section 2274.001(3) of the Texas Government Code.

Notwithstanding anything contained herein, any prospective bidder agrees that liability for breach of verification of the statutory representations and covenants provided above as required by Chapters 2252, 2271, 2274, and 2276 of the Texas Government Code during the term of the contract shall survive until barred by the applicable statute of limitations and shall not be liquidated or otherwise limited by any provision of the contract.

By submitting a bid, a bidder makes and certifies to the representations necessary and convenient for the compliance with the aforementioned laws and, at the request of the District, agrees to execute further written certifications as may be necessary or convenient for the District to establish compliance with the aforementioned laws.

CONTRACTING INFORMATION: The District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that the bidder and each syndicate member listed on the Official Bid Form will (i) preserve all contracting information related to the bid as provided by the records retention requirements applicable to the District through the delivery date of the Bonds, (ii) promptly provide to the District any contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member on request of the District, and (iii) upon delivery of the Bonds to the bidder, either (a) provide at no cost to the District all contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member or (b) preserve the contracting information related to the bid as provided by the records retention requirements applicable to the District. The term "contracting information" as used in this paragraph has the meaning assigned to such term in Section 552.003 of the Texas Government Code.

STANDING LETTER REQUIREMENT: Each prospective bidder must have a standing letter on file with the Municipal Advisory Council of Texas and the Texas Attorney General's Office as required by, and compliant in all respects with, the All Bond Counsel Letter of the Texas Attorney General dated November 1, 2023, as supplemented on November 16, 2023, and December 29, 2023, and any All Bond Counsel Letter issued hereafter (collectively, the "All Bond Counsel Letter"). In submitting a bid, a bidder represents to the District that it has filed a standing letter that conforms to the requirements set forth in the All Bond Counsel Letter and it has no reason to believe that the District may not be entitled to rely on the standing letter on file with the Municipal Advisory Council of Texas and the Texas Attorney General's Office. Bidder agrees that it will not rescind its standing letter at any time during the period of time required by the All Bond Counsel Letter and at least not before the delivery of the Bonds unless same is immediately replaced with a standing letter meeting the requirements of the All Bond Counsel Letter.

[1] "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit, but does not mean a sole proprietorship.

OFFICIAL STATEMENT

To assist the Initial Purchaser in complying with Rule 15c2-12 of the United States Securities and Exchange Commission ("SEC"), the District and the Initial Purchaser contract and agree, by the submission and acceptance of the winning bid, as follows.

FINAL OFFICIAL STATEMENT: The District has approved and authorized distribution of the accompanying Preliminary Official Statement for dissemination to potential purchasers of the Bonds, but does not presently intend to prepare any other document or version thereof for such purpose, except as described below. Accordingly, the District intends the Preliminary Official Statement to be final as of its date, within the meaning of SEC Rule 15c2-12(b)(1), except for information relating to the offering prices, interest rates, final debt service schedule, selling compensation, identity of the Initial Purchaser and other similar information, terms and provisions to be specified in the competitive bidding process. The Initial Purchaser shall be responsible for promptly informing the District of the initial offering yields of the Bonds. Thereafter, the District will complete and authorize distribution of the Official Statement identifying the Initial Purchaser and containing such omitted information. The District does not intend to amend or supplement the Official Statement otherwise, except to take into account certain subsequent events, if any, as described below. By delivering the final Official Statement or any amendment or supplement thereto in the requested quantity to the Initial Purchaser on or after the sale date, the District intends the same to be final as of such date, within the meaning of the Rule. Notwithstanding the foregoing, the only representations concerning the absence of material misstatements or omissions from the Official Statement which are being or which will be made by the District are those described and contained in the Official Statement under the caption "OFFICIAL STATEMENT – Certification as to Official Statement."

CHANGES TO OFFICIAL STATEMENT: If, subsequent to the date of the Official Statement, the District learns, through the ordinary course of business and without undertaking any investigation or examination for such purposes, or is notified by the Initial Purchaser of any adverse event which causes the Official Statement to be materially misleading, and unless the Initial Purchaser elects to terminate its obligation to purchase the Bonds, as described below under "DELIVERY OF THE BONDS AND ACCOMPANYING DOCUMENTS – CONDITIONS TO DELIVERY," the District will promptly prepare and supply to the Initial Purchaser an appropriate amendment or supplement to the Official Statement satisfactory to the Initial Purchaser; provided, however, that the obligation of the District to do so will terminate when the District delivers the Bonds to the Initial Purchaser, unless the Initial Purchaser notifies the District on or before such date that less than all of the Bonds have been sold to ultimate customers, in which case the District's obligations hereunder will extend for an additional period of time (but not more than 90 days after the date the District delivers the Bonds) until all of the Bonds have been sold to ultimate customers.

DELIVERY OF OFFICIAL STATEMENTS: The District shall furnish to the Initial Purchaser (and to each participating underwriter of the Bonds, within the meaning of the Rule, designated by the Initial Purchaser), within seven (7) business days after the sale date, the aggregate number of Official Statements specified in the winning bid. The District also shall furnish to the Initial Purchaser a like number of any supplements or amendments approved and authorized for distribution by the District for dissemination to potential purchasers of the Bonds, as well as such additional copies of the Official Statement or any such supplements or amendments as the Initial Purchaser may request prior to the 90th day after the end of the underwriting period described in SEC Rule 15c2-12(e)(2). The District shall pay the expense of preparing the number of copies of the Official Statement specified in the winning bid and an equal number of any supplements or amendments issued on or before the delivery date, but the Initial Purchaser shall pay for all other copies of the Official Statement or any supplement or amendment thereto.

DELIVERY OF THE BONDS AND ACCOMPANYING DOCUMENTS

DELIVERY OF INITIAL BONDS: Initial delivery of the Bonds ("Initial Delivery") will be as set forth below. Unless otherwise agreed with the Initial Purchaser, delivery will be at the corporate trust office of the Paying Agent/Registrar in Dallas, Texas. Payment for the Bonds must be made in immediately available funds for unconditional credit to the District, or as otherwise directed by the District. If, at the time of closing, the Initial Purchaser has provided the Paying Agent/Registrar five (5) business days' written notice of its registration instructions, the Initial Purchaser shall not be required to pay for the initial Bonds until the Paying Agent/Registrar is able to deliver to the Initial Purchaser definitive, registered Bonds conforming to such registration instructions. The Initial Purchaser will be given six (6) business days' notice of the time fixed for delivery of the Bonds.

It is anticipated that initial delivery can be made on or about December 16, 2025, and subject to the aforesaid notice, it is understood and agreed that the Initial Purchaser will accept delivery and make payment for the initial Bonds by 9:00 A.M., Central Time, on December 16, 2025, or thereafter on the date the initial Bonds are tendered for delivery, up to and including January 16, 2025. If for any reason the District is unable to make delivery on or before January 16, 2025, then the District immediately shall contact the Initial Purchaser and offer to allow the Initial Purchaser to extend its offer for an additional thirty (30) days. If the Initial Purchaser does not elect to extend its offer within five (5) days thereafter, then the Good Faith Deposit will be returned, and both the District and the Initial Purchaser shall be relieved of any further obligation.

EXCHANGE ON DELIVERY DATE: Upon written request of the Initial Purchaser, delivered to the Paying Agent/Registrar not less than five (5) business days prior to the date fixed for delivery, the Paying Agent/Registrar will, on the delivery date, exchange the Bonds to be delivered by the District for Bonds registered in accordance with instructions contained in such request, in integral multiples of $5,000, maturing as set out in this Official Notice of Sale and bearing interest in accordance with the terms of the Initial Purchaser's bid.

CUSIP NUMBERS: It is anticipated that CUSIP identification numbers will be printed on the Bonds, but neither the failure to print such number on any Bond nor any error with respect thereto shall constitute cause for a failure or refusal by the Initial Purchaser to accept delivery of and pay for the Bonds in accordance with the terms of this Official Notice of Sale. All expenses relating to the printing of CUSIP numbers on the Bonds shall be paid for by the District; however, payment of the CUSIP Global Services charge for the assignment of the numbers shall be the responsibility of the Initial Purchaser.

CONDITIONS TO DELIVERY: The obligation to take up and pay for the Bonds is subject to the following conditions: the issuance of an approving opinion of the Attorney General of Texas, the Initial Purchaser's receipt of the Bonds, the Initial Purchaser's receipt of the legal opinion of Bond Counsel and the no-litigation certificate, and the non-occurrence of the events described below under the caption "NO MATERIAL ADVERSE CHANGE," all as described below. Further, the Initial Purchaser is not obligated to take up and pay for the Bonds at initial delivery if at any time after the award of the Bonds and at or prior to initial delivery, the Congress of the United States shall have declared war or a national emergency. In addition, if the District fails to comply with its obligations described under "OFFICIAL STATEMENT" above, the Initial Purchaser may terminate its contract to purchase the Bonds by delivering written notice to the District within five (5) days thereafter.

INITIAL PURCHASER'S CERTIFICATION OF ISSUE PRICE: In order to provide the District with information required to enable it to comply with certain conditions of the Internal Revenue Code of 1986, as amended (the "Code"), relating to the exclusion of interest on the Bonds from gross income for federal income tax purposes, and subject to the section entitled "CONDITIONS OF SALE – COMPETITIVE BIDDING AND CERTIFICATE OF INITIAL PURCHASER" herein, the Initial Purchaser will be required to complete, execute and deliver to the District (on or before the Date of Delivery of the Bonds) a certification regarding the "issue price" of the Bonds in one of the forms accompanying this Official Notice of Sale. Each bidder, by submitting its bid, agrees to complete, execute, and deliver such a certificate by the Date of Delivery of the Bonds, if its bid is accepted by the District. It will be the responsibility of the Initial Purchaser to institute such syndicate reporting requirements, to make such investigation, or otherwise to ascertain the facts necessary to enable it to make such certification with reasonable certainty. Any questions concerning such certification should be directed to Bond Counsel.

LEGAL OPINIONS: The District will furnish to the Initial Purchaser a transcript of certain certified proceedings incident to the issuance and authorization of the Bonds, including a certified copy of the approving legal opinion of the Attorney General of Texas, as recorded in the Bond Register of the Comptroller of Public Accounts of the State of Texas, to the effect that the Attorney General has examined a transcript of proceedings authorizing the issuance of the Bonds, and that based upon such examination, the Bonds are valid and binding obligations of the District payable from the proceeds of an annual ad valorem tax, levied without legal limitation as to rate or amount upon all taxable property in the District. The District will also furnish the approving legal opinion of Allen Boone Humphries Robinson LLP, Bond Counsel, Houston, Texas, to the effect that, based upon an examination of such transcript, the Bonds are valid and binding obligations of the District under the Constitution and laws of the State of Texas, except to the extent that enforcement of the rights and remedies of the Registered Owners may be limited by laws relating to bankruptcy, reorganization, or other similar laws of general application affecting the rights of creditors of political subdivisions such as the District. The legal opinion of Bond Counsel will further state that the Bonds are payable, both as to principal and interest, from the levy of ad valorem taxes without legal limitation as to rate or amount, upon all taxable property within the District, and that, under existing law, interest on the Bonds is excludable from gross income for federal income tax purposes and interest on the Bonds is not subject to the alternative minimum tax on individuals; however, such interest is taken into account in determining the annual adjusted financial statement income of applicable corporations for the purpose of determining the alternative minimum tax imposed on corporations. See "LEGAL MATTERS" and "TAX MATTERS" in the Preliminary Official Statement. Such opinions express no opinion with respect to the sufficiency of the security for or marketability of the Bonds.

DTC DEFINITIVE BONDS: After delivery, the Bonds will be issued in Book-Entry-Only form. Cede & Co. is the nominee for DTC. All references herein to the Registered Owners of the Bonds shall mean Cede & Co. and not the Beneficial Owners of the Bonds. Purchase of beneficial interests in the Bonds will be made in Book-Entry-Only form (without registered Bonds) in principal denominations of $5,000 or any integral multiple thereof. Under certain limited circumstances described herein, the District may determine to forego immobilization of the Bonds at DTC, or another securities depository, in which case, such beneficial interests would become exchangeable for one or more fully registered Bonds of like principal amount for the Bonds. See "THE BONDS – Book-Entry-Only System" in the Preliminary Official Statement.

NOT QUALIFIED TAX-EXEMPT OBLIGATIONS: The Bonds will **not** be designated as "qualified tax-exempt obligations" within the meaning of Section 265(b) of the Internal Revenue Code of 1986, as amended.

NO-LITIGATION CERTIFICATE: On the Date of Delivery of the Bonds to the Initial Purchaser, the District will execute and deliver to the Initial Purchaser, a certificate to the effect that no litigation of any nature has been filed or is pending, as of that date, of which the District has notice, to restrain or enjoin the issuance or delivery of the Bonds, or which would affect the provisions made for their payment or security, or in any manner question the validity of the Bonds.

NO MATERIAL ADVERSE CHANGE: The obligation of the Initial Purchaser to take up and pay for the initial Bonds, and of the District to deliver the initial Bonds, is subject to the condition that, up to the time of delivery of and receipt of payment for the initial Bonds, there shall have been no material adverse change in the financial condition of the District subsequent to the date of sale from that set forth in the Preliminary Official Statement, as it may have been finalized, supplemented or amended through the Date of Delivery.

GENERAL CONSIDERATIONS

REGISTRATION: The Bonds are transferable on the bond register kept by the Paying Agent/Registrar upon surrender and reissuance. The Bonds are exchangeable for an equal principal amount of Bonds of the same maturity in any authorized denomination upon surrender of the Bonds to be exchanged, but the District may require payment of a sum sufficient to cover any tax or governmental charge payable in connection therewith.

RISK FACTORS: THE BONDS INVOLVE CERTAIN INVESTMENT RISKS AS SET FORTH IN THE PRELIMINARY OFFICIAL STATEMENT. PROSPECTIVE PURCHASERS SHOULD CAREFULLY REVIEW THE ENTIRE PRELIMINARY OFFICIAL STATEMENT BEFORE MAKING THEIR INVESTMENT DECISION. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE INFORMATION SET FORTH THEREIN UNDER THE CAPTION "RISK FACTORS."

RESERVATION OF RIGHTS: The District reserves the right to reject all bids or any bid not conforming with the terms hereof and the right to waive any and all irregularities, except time of filing.

NOT AN OFFER TO SELL: This Official Notice of Sale does not alone constitute an offer to sell the Bonds but is merely notice of sale of the Bonds. The invitation for bids on the Bonds is being made by means of this Official Notice of Sale, the Preliminary Official Statement and the Official Bid Form.

SECURITIES REGISTRATION AND QUALIFICATION: No registration statement relating to the Bonds has been filed with the SEC under the Securities Act of 1933, as amended, in reliance upon exemptions provided thereunder. The Bonds have not been registered or qualified under the Securities Act of Texas in reliance upon various exemptions contained therein; nor have the Bonds been registered or qualified under the securities laws or regulations of any other jurisdiction. The District assumes no responsibility for registration or qualification of the Bonds under the securities laws or regulations of any other jurisdiction in which the Bonds may be offered, sold or otherwise transferred. This disclaimer of responsibility for registration or qualification for sale or other disposition of the Bonds shall not be construed as an interpretation of any kind with regard to the availability of any exemption from securities registration or qualification provisions in such other jurisdictions.

By submission of a bid, the Initial Purchaser represents that the sale of the Bonds in states other than Texas will be made only pursuant to exemptions from registration or qualification or, where necessary, the Initial Purchaser will register or qualify the Bonds in accordance with the securities laws or regulations of any jurisdiction which so requires. The District agrees to cooperate, at the Initial Purchaser's written request and expense, in registering or qualifying the Bonds, or in obtaining an exemption from registration or qualification, in any jurisdiction where such action is necessary, provided that the District shall not be required to file a general consent to service of process in any jurisdiction.

CONTINUING DISCLOSURE OF INFORMATION: The District will agree in the Bond Resolution to provide certain periodic information and notices of material events in accordance with SEC Rule 15c2-12, as described in the Preliminary Official Statement under "CONTINUING DISCLOSURE OF INFORMATION." The Initial Purchaser's obligation to accept and pay for the Bonds is conditioned upon delivery to the Initial Purchasers or their agent of a certified copy of the Bond Resolution containing the provisions described under such heading.

ADDITIONAL COPIES: Additional copies of the Official Notice of Sale, the Official Bid Form and the Preliminary Official Statement may be obtained from Robert W. Baird & Co. Incorporated, 4801 Woodway Drive, Suite 118-E, Houston, Texas 77056.

/s/ Sherman Harrell
Vice President, Board of Directors
Brazoria County Municipal Utility District No. 57

CERTIFICATE OF INITIAL PURCHASER—FEDERAL TAX COMPETITIVE BIDDING REQUIREMENTS MET

The undersigned hereby certifies as follows with respect to the $5,600,000 Brazoria County Municipal Utility District No. 57 Unlimited Tax Road Bonds, Series 2025 (the "Bonds"):

1. The undersigned is the underwriter or the manager of the syndicate of underwriters ("Initial Purchaser") that has purchased the Bonds from the District at competitive sale.

2. As of the date of this Certificate, for each of the following maturities (the "Sold Maturities"), the first price at which a substantial amount (at least ten percent) of such maturity was sold to the public (expressed as a percentage of principal amount and exclusive of accrued interest) is set forth below:

3. As of the Sale Date (defined below), each of the following maturities (the "Unsold Maturities") was offered to the public for purchase at the price (expressed as a percentage of principal amount and exclusive of accrued interest) set forth below:

Maturity (September 1)	Principal Amount	Price/Yield	Maturity (September 1)	Principal Amount	Price/Yield
2027	$125,000	_____%	2039	$ 225,000	_____%
2028	130,000	_____%	2040	235,000	_____%
2029	140,000	_____%	2041	250,000	_____%
2030	145,000	_____%	2042	260,000	_____%
2031	155,000	_____%	2043	275,000	_____%
2032	160,000	_____%	2044	290,000	_____%
2033	170,000	_____%	2045	305,000	_____%
2034	175,000	_____%	2046	320,000	_____%
2035	185,000	_____%	2047	335,000	_____%
2036	195,000	_____%	2048	350,000	_____%
2037	205,000	_____%	2049	370,000	_____%
2038	215,000	_____%	2050	385,000	_____%

4. The Initial Purchaser has purchased bond insurance for the Bonds. The bond insurance has been purchased from _____ (the "Insurer") for a fee of $_____ (net of any nonguarantee cost, e.g., rating agency fees). The amount of such fee is set forth in the Insurer's commitment and does not include any payment for any direct or indirect services other than the transfer of credit risk, unless the compensation for those other services is separately stated, reasonable, and excluded from such fee. Such fee does not exceed a reasonable, arms-length charge for the transfer of credit risk. The present value of the debt service savings expected to be realized as a result of such insurance exceeds the amount of the fee set forth above. For this purpose, present value is computed using the yield on the Bonds, determined by taking into account the amount of the fee set forth above, as the discount rate. No portion of the fee payable to the Insurer is refundable upon redemption of any of the Bonds in an amount which would exceed the portion of such fee that had not been earned.

5. The term "public" means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an underwriter or a related party to an underwriter. A related party generally means two or more persons with greater than 50 percent common ownership, directly or indirectly.

6. The term "Sale Date" means the first date on which there is a binding contract in writing for the sale of the Bonds. The Sale Date of the Bonds is Thursday, November 13, 2025.

The undersigned understands that the statements made herein will be relied upon by the District and Allen Boone Humphries Robinson LLP in complying with the conditions imposed by the Internal Revenue Code of 1986, as amended, on the exclusion of interest on the Bonds from the gross income of their owners for federal income tax purposes.

EXECUTED AND DELIVERED this _____ day of _____ 2025.

_____
(Name of Initial Purchaser or Manager)
By
_____
Title
_____

CERTIFICATE OF INITIAL PURCHASER—FEDERAL TAX COMPETITIVE SALE REQUIREMENTS NOT MET

The undersigned hereby certifies as follows with respect to the $5,600,000 Brazoria County Municipal Utility District No. 57 Unlimited Tax Road Bonds, Series 2025 (the "Bonds"):

1. The undersigned is the underwriter or the manager of the syndicate of underwriters ("Initial Purchaser") that has purchased the Bonds from the District at competitive sale.

2. As of the date of this Certificate, for each of the following maturities (the "Sold Maturities"), the first price at which a substantial amount (at least ten percent) of such maturity was sold to the public (expressed as a percentage of principal amount and exclusive of accrued interest) is set forth below:

Maturity (September 1)	Principal Amount	Price/Yield	Maturity (September 1)	Principal Amount	Price/Yield
2027	$ 125,000	_____%	2039	$ 225,000	_____%
2028	130,000	_____%	2040	235,000	_____%
2029	140,000	_____%	2041	250,000	_____%
2030	145,000	_____%	2042	260,000	_____%
2031	155,000	_____%	2043	275,000	_____%
2032	160,000	_____%	2044	290,000	_____%
2033	170,000	_____%	2045	305,000	_____%
2034	175,000	_____%	2046	320,000	_____%
2035	185,000	_____%	2047	335,000	_____%
2036	195,000	_____%	2048	350,000	_____%
2037	205,000	_____%	2049	370,000	_____%
2038	215,000	_____%	2050	385,000	_____%

3. As of the Sale Date (defined below), each of the following maturities (the "Unsold Maturities") was offered to the public for purchase at the price (expressed as a percentage of principal amount and exclusive of accrued interest) set forth below:

Maturity (September 1)	Principal Amount	Price/Yield	Maturity (September 1)	Principal Amount	Price/Yield
2027	$ 125,000	_____%	2039	$ 225,000	_____%
2028	130,000	_____%	2040	235,000	_____%
2029	140,000	_____%	2041	250,000	_____%
2030	145,000	_____%	2042	260,000	_____%
2031	155,000	_____%	2043	275,000	_____%
2032	160,000	_____%	2044	290,000	_____%
2033	170,000	_____%	2045	305,000	_____%
2034	175,000	_____%	2046	320,000	_____%
2035	185,000	_____%	2047	335,000	_____%
2036	195,000	_____%	2048	350,000	_____%
2037	205,000	_____%	2049	370,000	_____%
2038	215,000	_____%	2050	385,000	_____%

4. As set forth in the Official Notice of Sale, the Initial Purchaser has agreed in writing that, for each of the Unsold Maturities, the Initial Purchaser would neither offer nor sell any of the Bonds of such maturity to any person at a price that is higher than the initial offering price for each maturity, as set forth in the pricing wire or equivalent communication for the Bonds attached to this Certificate, during the Offering Period for such maturity, nor would the Initial Purchaser permit a related party to do so. Pursuant to such agreement, the Initial Purchaser has neither offered nor sold any of the Unsold Maturities at a price higher than the respective initial offering price for that maturity of the Bonds during the Offering Period.

5. The Initial Purchaser has purchased bond insurance for the Bonds. The bond insurance has been purchased from _____ (the "Insurer") for a fee of $_____ (net of any nonguarantee cost, e.g., rating agency fees). The amount of such fee is set forth in the Insurer's commitment and does not include any payment for any direct or indirect services other than the transfer of credit risk, unless the compensation for those other services is separately stated, reasonable, and excluded from such fee. Such fee does not exceed a reasonable, arms-length charge for the transfer of credit risk. The present value of the debt service savings expected to be realized as a result of such insurance exceeds the amount of the fee set forth above. For this purpose, present value is computed using the yield on the Bonds, determined by taking into account the amount of the fee set forth above, as the discount rate. No portion of the fee payable to the Insurer is refundable upon redemption of any of the Bonds in an amount which would exceed the portion of such fee that had not been earned.

6. The term "public" means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an underwriter or a related party to an underwriter. A related party generally means two or more persons with greater than 50 percent common ownership, directly or indirectly.

7. The term "Sale Date" means the first date on which there is a binding contract in writing for the sale of the Bonds. The Sale Date of the Bonds is Thursday, November 13, 2025.

8. The term "Offering Period" means, with respect to an Unsold Maturity, the period beginning on the Sale Date and ending on the earlier of (a) the close of the fifth business day after the Sale Date or (b) the date on which the Initial Purchaser has sold at least 10 percent of such Unsold Maturity to the public at a price that is no higher than the initial offering price for such Unsold Maturity.

The undersigned understands that the statements made herein will be relied upon by the District and Allen Boone Humphries Robinson LLP in complying with the conditions imposed by the Internal Revenue Code of 1986, as amended, on the exclusion of interest on the Bonds from the gross income of their owners for federal income tax purposes.

EXECUTED AND DELIVERED this _____ day of _____ 2025.

_____
(Name of Initial Purchaser or Manager)

By _____

Title _____

OFFICIAL BID FORM

November 13, 2025

President and Board of Directors
Brazoria County Municipal Utility District No. 57
c/o Robert W. Baird & Co. Incorporated
Attn: David Smalling
4801 Woodway Dr., Suite 188-E
Houston, Texas 77056

Board Members:

We have read in detail the Official Notice of Sale and Preliminary Official Statement, which are hereby made a part hereof, of Brazoria County Municipal Utility District No. 57 (the "District") relating to its $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds"). We realize that the Bonds involve certain investment risks and that the ability of the District to service the Bonds depends, in part, on the risk factors set forth in the Preliminary Official Statement dated October 9, 2025. We have made such inspections and investigations as we deem necessary relating to the investment quality of the Bonds. Accordingly, we offer to purchase the Bonds for a cash price of $_____ (which represents _____% of the principal amount thereof) provided such Bonds bear interest at the following rates:

Maturity (September 1)	Principal Amount	Interest Rate	Maturity (September 1)	Principal Amount	Interest Rate
2027	$125,000	_____%	2039 (a)	$ 225,000	_____%
2028	130,000	_____%	2040 (a)	235,000	_____%
2029	140,000	_____%	2041 (a)	250,000	_____%
2030 (a)	145,000	_____%	2042 (a)	260,000	_____%
2031 (a)	155,000	_____%	2043 (a)	275,000	_____%
2032 (a)	160,000	_____%	2044 (a)	290,000	_____%
2033 (a)	170,000	_____%	2045 (a)	305,000	_____%
2034 (a)	175,000	_____%	2046 (a)	320,000	_____%
2035 (a)	185,000	_____%	2047 (a)	335,000	_____%
2036 (a)	195,000	_____%	2048 (a)	350,000	_____%
2037 (a)	205,000	_____%	2049 (a)	370,000	_____%
2038 (a)	215,000	_____%	2050 (a)	385,000	

(a) The Bonds maturing on or after September 1, 2031, are subject to redemption and payment, at the option of the District, in whole or, from time to time, in part, on September 1, 2030, or on any date thereafter, at a price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption.

At the option of the Initial Purchaser, any or all of such serial maturities may be designated as term bonds ("Term Bonds") subject to mandatory sinking fund redemption provided that the mandatory sinking fund redemption amount in each year shall equal the amounts shown above as maturing in such year.

We hereby designate the following as term bonds ("Term Bonds") with mandatory sinking redemptions.

Term Bond Maturity Date (September 1)	Year of First Mandatory Redemption	Principal Amount of Term Bonds	Interest Rate
_____	_____	$_____	_____%
_____	_____	_____	_____%
_____	_____	_____	_____%
_____	_____	_____	_____%
_____	_____	_____	_____%

Our calculation (which is not a part of this bid) of the interest cost from the above is:

Total Interest Cost from the Date of Delivery	$_____
Plus: Dollar Amount of Discount (or Less: Dollar Amount of Premium)	$_____
NET INTEREST COST	$_____
NET EFFECTIVE INTEREST RATE	_____%

The initial Bonds shall be registered in the name of Cede & Co. as nominee for The Depository Trust Company, New York, New York. We will require ___ copies of the final Official Statement for dissemination to potential purchasers of the Bonds (not to exceed 250 copies). By our submission of this bid, we agree to provide such copies of the final Official Statement and of any amendments or supplements thereto in accordance with the Official Notice of Sale, and to undertake the obligations of the Initial Purchaser described therein, as contemplated by Rule 15c2-12 of the United States Securities and Exchange Commission.

Cashier's Check ("Official Checks" are not acceptable) No. _____, issued by _____, and payable to your order in the amount of $112,000 (has been made available to you prior to the opening of this bid) as a Good Faith Deposit for disposition in accordance with the terms and conditions set forth in the Official Notice of Sale. Should we fail or refuse to make payment for the Bonds in accordance with the terms and conditions stated in the Official Notice of Sale, this check shall be cashed and the proceeds retained as complete liquidated damages against us. The Good Faith Deposit will be returned to the Initial Purchaser uncashed on the Date of Delivery of the Bonds.

Unless the bidder is exempt from such requirements pursuant to Texas Government Code § 2252.908(c)(4), the District may not accept this bid until it has received from the bidder a completed and signed TEC Form 1295 and Certification of Filing pursuant to Texas Government Code § 2252.908 and the rules promulgated thereunder by the Texas Ethics Commission. The undersigned understands that failure to provide said form and Certification of Filing, when required, will result in a non-conforming bid and will prohibit the District from considering this bid for acceptance.

By executing this Official Bid Form, the bidder represents and verifies that, solely for purposes of Chapter 2271 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[1] that boycotts or will boycott Israel. The terms "boycotts Israel" and "boycott Israel" as used in this paragraph have the meaning assigned to the term "boycott Israel" in Section 808.001 of the Texas Government Code, as amended.

[1] "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit, but does not mean a sole proprietorship.

Additionally, by executing this Official Bid Form, the bidder also represents and certifies that, solely for purposes of Chapter 2252 of the Texas Government Code, at the time of execution and delivery of its bid, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[2] (i) that engages in business with Iran, Sudan, or any foreign terrorist organization as described in Chapter 2270 of the Texas Government Code, or Subchapter F of Chapter 2252 of the Texas Government Code, or (ii) listed by the Texas Comptroller of Public Accounts under Section 2270.0201 or 2252.153 of the Texas Government Code. The term "foreign terrorist organization" as used in this paragraph has the meaning assigned to such term in Section 2252.151 of the Texas Government Code. The undersigned agrees to execute, at the request of the District, further written certifications as may be necessary or convenient for the District to establish compliance with these laws.

Additionally, by executing this Official Bid Form, the bidder also represents and verifies that, on behalf of itself and each syndicate member listed on this Official Bid Form that, solely for purposes of Chapter 2276 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[2] that boycotts or will boycott energy companies. The terms "boycotts energy companies" and "boycott energy companies" as used in this paragraph have the meaning assigned to the term "boycott energy company" in Section 809.001 of the Texas Government Code, as amended.

Additionally, by executing this Official Bid Form, the bidder also represents and verifies that, solely for purposes of Chapter 2274 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[2] that has a practice, policy, guidance or directive that discriminates against a firearm entity or firearm trade association or will discriminate against a firearm entity or firearm trade association. The term "discriminates against a firearm entity or firearm trade association" as used in this paragraph has the meaning assigned to the term "discriminate against a firearm entity or firearm trade association" in Section 2274.001(3) of the Texas Government Code.

Notwithstanding anything contained herein, the bidder agrees that liability for breach of verification of the statutory representations and covenants provided above as required by Chapters 2252, 2271, 2274 and 2276 of the Texas Government Code during the term of the contract shall survive until barred by the applicable statute of limitations and shall not be liquidated or otherwise limited by any provision of the contract.

By submitting a bid, the bidder makes and certifies to the representations necessary and convenient for the compliance with the aforementioned laws and, at the request of the District, agrees to execute further written certifications as may be necessary or convenient for the District to establish compliance with the aforementioned laws.

Additionally, by executing this Official Bid Form, the bidder also represents and certifies that, the bidder and each syndicate member listed on the Official Bid Form will (i) preserve all contracting information related to the bid as provided by the records retention requirements applicable to the District through the delivery date of the Bonds, (ii) promptly provide to the District any contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member on request of the District, and (iii) upon delivery of the Bonds to the bidder, either (a) provide at no cost to the District all contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member or (b) preserve the contracting information related to the bid as provided by the records retention requirements applicable to the District. The term "contracting information" as used in this paragraph has the meaning assigned to such term in Section 552.003 of the Texas Government Code.

We will require ___ copies of the final Official Statement for dissemination to potential purchasers of the Bonds (not to exceed 250 copies). By our submission of this bid, we agree to provide such copies of the final Official Statement and of any amendments or supplements thereto in accordance with the Official Notice of Sale, and to undertake the obligations of the Initial Purchaser described therein, as contemplated by Rule 15c2-12 of the United States Securities and Exchange Commission.

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[2] "Company" means a sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company, or other entity or business association whose securities are publicly traded, including a whollyowned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations, that exists to make a profit.

The undersigned agrees to complete, execute, and deliver to the District, by the date of delivery of the Bonds, a certificate relating to the "issue price" of the Bonds in the form accompanying the Official Notice of Sale.

We hereby represent that sale of the Bonds in jurisdictions other than Texas will be made only pursuant to exemptions from registration or qualification and that, where necessary, we will register or qualify the Bonds in accordance with the securities laws and regulations of the jurisdictions in which the Bonds are offered or sold.

We agree to accept delivery of and make payment for the initial Bonds in immediately available funds at the corporate trust office of BOKF, NA, Dallas, Texas, not later than 10:00 A.M., Central Time, on December 16, 2025, or thereafter on the date the Bonds are tendered for delivery pursuant to the terms set forth in the Official Notice of Sale.

Respectfully submitted,

_____

_____

By: _____
Authorized Representative

ACCEPTANCE CLAUSE

The above and foregoing bid is hereby in all things accepted by Brazoria County Municipal Utility District No. 57 this 13th day of November 2025.

ATTEST:

Secretary, Board of Directors	President, Board of Directors

Return of $112,000 Good Faith Deposit is hereby acknowledged:

Firm:_____
By:_____
Date:_____

(For your information you will find attached a list of the group of underwriters associated with us in this proposal.)

$5,600,000

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

UNLIMITED TAX ROAD BONDS
SERIES 2025

BOND YEARS

Dated Date: December 1, 2025
Interest accrues from: Date of Delivery

Due: September 1

Year	Amount	Bond Years	Accumulated Bond Years
2027	$ 125,000	$ 213.1944	213.1944
2028	130,000	351.7222	564.9167
2029	140,000	518.7778	1,083.6944
2030	145,000	682.3056	1,766.0000
2031	155,000	884.3611	2,650.3611
2032	160,000	1,072.8889	3,723.2500
2033	170,000	1,309.9444	5,033.1944
2034	175,000	1,523.4722	6,556.6667
2035	185,000	1,795.5278	8,352.1944
2036	195,000	2,087.5833	10,439.7778
2037	205,000	2,399.6389	12,839.4167
2038	215,000	2,731.6944	15,571.1111
2039	225,000	3,083.7500	18,654.8611
2040	235,000	3,455.8056	22,110.6667
2041	250,000	3,926.3889	26,037.0556
2042	260,000	4,343.4444	30,380.5000
2043	275,000	4,869.0278	35,249.5278
2044	290,000	5,424.6111	40,674.1389
2045	305,000	6,010.1944	46,684.3333
2046	320,000	6,625.7778	53,310.1111
2047	335,000	7,271.3611	60,581.4722
2048	350,000	7,946.9444	68,528.4167
2049	370,000	8,771.0556	77,299.4722
2050	385,000	9,511.6389	86,811.1111

Total Bond Years: 86,811.1111

Average Maturity: 15.5020 years

Brazoria Municipal Utility District No. 57

Road Debt Service Tax Rate Analysis - No Growth Scenario

Proposed $5,600,000 Series 2025 Bond Issue at 5.250% Interest Rate

Year Ending 12/31	Beginning Fund Balance as of 09/30/2025	Fund Interest Earnings @ 2.000%	Capitalized Interest	Prior Year Taxable AV	AV Growth Percentage	Tax Rate / $100 of Assessed Value	Tax Collections @ 98.00%	Total Funds Available	Current Debt Service	Proposed Debt Service Series 2025	Total Debt Service	Ending Balance	Debt Service Coverage %
2025	-	-	441,000	6,922,504			-	441,000		-		441,000	200.000%
2026	441,000	8,820	-	69,348,870	901.789%	-	-	449,820		220,500	220,500	229,320	55.391%
2027	229,320	4,586	-	166,366,333	139.898%	0.250000	407,598	641,504		414,000	414,000	227,504	54.466%
2028	227,504	4,550	-	166,366,333		0.250000	407,598	639,652		417,700	417,700	221,952	53.370%
2029	221,952	4,439	-	166,366,333		0.250000	407,598	633,988		415,875	415,875	218,113	52.711%
2030	218,113	4,362	-	166,366,333		0.250000	407,598	630,073		413,788	413,788	216,285	51.937%
2031	216,285	4,326	-	166,366,333		0.250000	407,598	628,209		416,438	416,438	211,771	51.207%
2032	211,771	4,235	-	166,366,333		0.250000	407,598	623,604		413,563	413,563	210,041	50.561%
2033	210,041	4,201	-	166,366,333		0.250000	407,598	621,840		415,425	415,425	206,415	49.528%
2034	206,415	4,128	-	166,366,333		0.250000	407,598	618,141		416,763	416,763	201,378	48.226%
2035	201,378	4,028	-	166,366,333		0.250000	407,598	613,003		417,575	417,575	195,428	46.769%
2036	195,428	3,909	-	166,366,333		0.250000	407,598	606,934		417,863	417,863	189,072	45.273%
2037	189,072	3,781	-	166,366,333		0.250000	407,598	600,451		417,625	417,625	182,826	43.858%
2038	182,826	3,657	-	166,366,333		0.250000	407,598	594,080		416,863	416,863	177,217	42.644%
2039	177,217	3,544	-	166,366,333		0.250000	407,598	588,359		415,575	415,575	172,784	41.759%
2040	172,784	3,456	-	166,366,333		0.250000	407,598	583,837		413,763	413,763	170,075	40.842%
2041	170,075	3,401	-	166,366,333		0.250000	407,598	581,074		416,425	416,425	164,649	39.361%
2042	164,649	3,293	-	166,366,333		0.250000	407,598	575,539		418,300	418,300	157,239	37.945%
2043	157,239	3,145	-	166,366,333		0.250000	407,598	567,982		414,388	414,388	153,594	37.015%
2044	153,594	3,072	-	166,366,333		0.250000	407,598	564,264		414,950	414,950	149,314	36.003%
2045	149,314	2,986	-	166,366,333		0.250000	407,598	559,897		414,725	414,725	145,172	35.090%
2046	145,172	2,903	-	166,366,333		0.250000	407,598	555,673		413,713	413,713	141,961	34.051%
2047	141,961	2,839	-	166,366,333		0.250000	407,598	552,398		416,913	416,913	135,485	32.721%
2048	135,485	2,710	-	166,366,333		0.250000	407,598	545,792		414,063	414,063	131,730	31.710%
2049	131,730	2,635	-	166,366,333		0.250000	407,598	541,962		415,425	415,425	126,537	30.437%
2050	126,537	2,531	-	166,366,333		0.250000	407,598	536,665		415,738	415,738	120,928	
Totals		**95,537**	**441,000**				**9,782,340**		**-**	**10,197,950**	**10,197,950**		
					Average Tax Rate:	**0.240000**							

Exhibit B
Consent Conditions

(a) The District may issue bonds, including refunding bonds, only for the purpose of purchasing, refinancing, designing and constructing, or otherwise acquiring waterworks systems, sanitary sewer systems, storm sewer systems, drainage facilities, and fire, parks and recreational facilities, and streets and thoroughfares, or parts of such systems or facilities, and to make any and all necessary purchases, constructions, improvements, extensions, additions, and repairs thereto, and to purchase or acquire all necessary land, right-of-way, easements, sites, equipment, buildings, plants, structures, and facilities therefor, and to operate and maintain same, and to sell water, sanitary sewer, and other services within or without the boundaries of the District. No bonds will be issued with a final maturity date more than 25 years from the date of issuance, and the first principal maturity must occur within three years of the date of issuance. The Bonds shall have level debt service requirements. Level debt service shall mean that during the period beginning with the calendar year of the first principal payment on a bond issue and ending in the calendar year of the final scheduled maturity of said issue, the spread from the greatest debt service in a calendar year during said period to the least debt service in a calendar year during said period shall not be more than $15,000. The intent may be demonstrated by submitting a proposed Notice of Sale and estimated bid using the proposed maturity pattern that shows coupons, interest and total debt service requirements that meets the required standard above to the City for prior approval. Having shown intent to comply by getting approval of the structure by the City in advance of advertising for sale will be sufficient in the event the actual results of a competitive sale return debt service payments that otherwise would not meet the standard of $15,000 difference between maximum and minimum annual debt service payments. Such bonds must provide that the District reserves the right to redeem said bonds on any date subsequent to the 10th anniversary of the date of issuance (or any earlier date at the discretion of the District) without premium, and none of such bonds, other than refunding bonds, will be sold for less than 97 percent of par; provided that the net effective interest rate on bonds so sold, taking into account any discount or premium as well as the interest rate borne by such bonds, will not exceed two percent above the highest average interest rate reported by the Daily Bond Buyer in its weekly "20 Bond Index" during the one-month period next preceding the date of the sale of such bonds. No bonds of the District may be issued without specific City consent if the City has given notice to the District that it intends to dissolve the District in accordance with applicable law within 120 or fewer days after such notice.

(b) Any refunding bonds of the District must provide for level debt service savings (annual savings must be approximately equal for each year with no more than $7,500 between the maximum and minimum savings per year), a minimum of three percent present value savings, and no maturity beyond the latest maturity of the refunded bonds, unless approved by the City in writing prior to the sale thereof.

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

(BRAZORIA COUNTY, TEXAS)

PRELIMINARY OFFICIAL STATEMENT

DATED: OCTOBER 9, 2025

$5,600,000
UNLIMITED TAX ROAD BONDS
SERIES 2025

BIDS TO BE SUBMITTED BY: 9:00 A.M., CENTRAL TIME
THURSDAY, NOVEMBER 13, 2025

BIDS TO BE AWARDED: 11:00 A.M., CENTRAL TIME
THURSDAY, NOVEMBER 13, 2025



Financial Advisor

This Preliminary Official Statement and the information contained herein are subject to completion or amendment. These securities may not be sold nor may offers to buy be accepted prior to the time the Official Statement is delivered in final form. Under no circumstances shall this Preliminary Official Statement constitute an offer to sell or the solicitation of an offer to buy nor shall there be any of these securities in any jurisdiction in which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of any such jurisdiction.

PRELIMINARY OFFICIAL STATEMENT DATED OCTOBER 9, 2025

This Preliminary Official Statement is subject to completion and amendment and is intended for the solicitation of initial bids to purchase the Bonds (herein defined). Upon the sale of the Bonds, the Official Statement will be completed and delivered to the Initial Purchaser (herein defined).

IN THE OPINION OF BOND COUNSEL (HEREIN DEFINED), UNDER EXISTING LAW, INTEREST ON THE BONDS (I) IS EXCLUDABLE FROM GROSS INCOME FOR FEDERAL INCOME TAX PURPOSES UNDER SECTION 103 OF THE INTERNAL REVENUE CODE OF 1986, AS AMENDED, AND (II) IS NOT AN ITEM OF TAX PREFERENCE FOR PURPOSES OF THE ALTERNATIVE MINIMUM TAX ON INDIVIDUALS. SEE "TAX MATTERS" HEREIN, INCLUDING INFORMATION REGARDING POTENTIAL ALTERNATIVE MINIMUM TAX CONSEQUENCES FOR CORPORATIONS.

The Bonds will not be designated as "qualified tax-exempt obligations" for financial institutions.

NEW ISSUE – Book-Entry-Only **NON-RATED**

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57
(A Political Subdivision of the State of Texas, located within Brazoria County)

$5,600,000
Unlimited Tax Road Bonds
Series 2025

Dated: December 1, 2025
Interest Accrues from: Date of Delivery **Due: September 1, as shown on inside cover**

The $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds") are obligations of Brazoria County Municipal Utility District No. 57 (the "District") and are not obligations of the State of Texas; Brazoria County, Texas; the City of Iowa Colony, Texas; the City of Manvel, Texas; or any political subdivision or entity other than the District. Neither the full faith and credit nor the taxing power of the State of Texas; Brazoria County, Texas; the City of Iowa Colony, Texas; the City of Manvel, Texas; nor any entity other than the District is pledged to the payment of the principal of or the interest on the Bonds.

Principal of the Bonds is payable upon presentation at the principal payment office of the paying agent/ registrar, initially, BOKF, NA, Dallas, Texas (the "Paying Agent/Registrar"). The Bonds will be dated December 1, 2025, and interest on the Bonds accrues from the date of delivery which is expected to be on or about December 16, 2025 (the "Date of Delivery"), with interest payable on March 1, 2026, and on each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. Interest on the Bonds will be payable by check dated as of the Interest Payment Date and mailed by the Paying Agent/Registrar to registered owners as shown on the records of the Paying Agent/Registrar at the close of business on the 15th calendar day of the month next preceding each Interest Payment Date. The Bonds are fully registered bonds in principal denominations of $5,000 or any integral multiple thereof.

The Bonds will be registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Bonds. Beneficial owners of the Bonds will not receive physical certificates representing the Bonds but will receive a credit balance on the books of the nominees of such beneficial owners. So long as Cede & Co. is the registered owner of the Bonds, the principal of and interest on the Bonds will be paid by the Paying Agent/Registrar directly to DTC, which will, in turn, remit such principal and interest to its participants for subsequent disbursement to the beneficial owners of the Bonds as described herein. See "THE BONDS – Book-Entry-Only System."

See "PRINCIPAL AMOUNTS, MATURITIES, INTEREST RATES AND INITIAL REOFFERING YIELDS" on inside cover page.

The Bonds constitute the first series of unlimited tax bonds issued by the District, from the $344,700,000 principal amount of unlimited tax bonds authorized by District's voters at an election held on November 8, 2022, for the purpose of constructing or acquiring a road system to serve the District (the "Road System") and $344,700,000 for the further purpose of refunding such bonds. The District's voters also authorized $483,900,000 principal amount of unlimited tax bonds for the purpose of purchasing, constructing, operating and maintaining water, wastewater, and drainage facilities to serve the District (the "Utility System") and $483,900,000 for the further purpose of refunding such bonds and $163,790,000 principal amount of unlimited tax bonds for the purpose of constructing parks and recreational facilities to serve the District (the "Park System") and $163,790,000 for the further purpose of refunding such bonds.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued.

The Bonds, when issued, will constitute valid and binding obligations of the District and will be payable from the proceeds of a continuing direct annual ad valorem tax, without legal limitation as to rate or amount, levied upon all taxable property within the District, as further described herein. See "THE BONDS – Source of Payment." Investment in the Bonds is subject to special investment considerations as described herein. See "RISK FACTORS."

The Bonds are offered when, as and if issued by the District and accepted by the winning bidders for the Bonds (the "Initial Purchaser"), and subject to the approval of the Attorney General of Texas and of Allen Boone Humphries Robinson LLP, Bond Counsel. Certain legal matters will be passed on for the District by Orrick, Herrington & Sutcliffe LLP, Houston, Texas, Disclosure Counsel. Delivery of the Bonds is expected on or about December 16, 2025.

PRINCIPAL AMOUNTS, MATURITIES, INTEREST RATES AND INITIAL REOFFERING YIELDS

$5,600,000 Unlimited Tax Road Bonds, Series 2025

Maturity September 1	Principal Amount	Interest Rate	Initial Reoffering Yield (a)	CUSIP No. _____ (b)	Maturity September 1	Principal Amount	Interest Rate	Initial Reoffering Yield (a)	CUSIP No. _____ (b)
2027	$ 125,000	____%	____%	___	2039 (c)	$ 225,000	____%	____%	___
2028	130,000	____%	____%	___	2040 (c)	235,000	____%	____%	___
2029	140,000	____%	____%	___	2041 (c)	250,000	____%	____%	___
2030	145,000	____%	____%	___	2042 (c)	260,000	____%	____%	___
2031 (c)	155,000	____%	____%	___	2043 (c)	275,000	____%	____%	___
2032 (c)	160,000	____%	____%	___	2044 (c)	290,000	____%	____%	___
2033 (c)	170,000	____%	____%	___	2045 (c)	305,000	____%	____%	___
2034 (c)	175,000	____%	____%	___	2046 (c)	320,000	____%	____%	___
2035 (c)	185,000	____%	____%	___	2047 (c)	335,000	____%	____%	___
2036 (c)	195,000	____%	____%	___	2048 (c)	350,000	____%	____%	___
2037 (c)	205,000	____%	____%	___	2049 (c)	370,000	____%	____%	___
2038 (c)	215,000	____%	____%	___	2050 (c)	385,000	____%	____%	___

(a) Information with respect to the initial reoffering yields of the Bonds is the responsibility of the Initial Purchaser. Initial reoffering yields represent the initial offering price, which may be changed for subsequent purchasers. The initial yield indicated above represents the lower of the yields resulting when priced to maturity or to the first call date.

(b) CUSIP numbers will be assigned to the Bonds by CUSIP Global Services, managed by FactSet Research Systems Inc. on behalf of the American Bankers Association and are included solely for the convenience of the owners of the Bonds.

(c) Bonds maturing on September 1, 2031, and thereafter, shall be subject to redemption and payment at the option of the District, in whole, or from time to time in part, on September 1, 2030, or on any date thereafter, at the par value thereof plus accrued interest to the date fixed for redemption. In addition, the Initial Purchaser may designate one or more maturities as term bonds.

USE OF INFORMATION IN OFFICIAL STATEMENT

For purposes of compliance with Rule 15c2-12 of the United States Securities Exchange Commission ("Rule 15c2-12"), as amended, and in effect on the date of this Preliminary Official Statement, this document constitutes an "official statement" of the District with respect to the Bonds that has been deemed "final" by the District as of its date except for the omission of no more than information permitted by Rule 15c2-12.

This document, when further supplemented by adding additional information specifying the interest rates and certain other information relating to the Bonds shall constitute a "final official statement" of the District with respect to the Bonds, as such term is defined in Rule 15c2-12.

No dealer, broker, salesman or other person has been authorized to give any information, or to make any representations, other than those contained in this Preliminary Official Statement, and, if given or made, such other information or representations must not be relied upon as having been authorized by the District or the Initial Purchaser.

All of the summaries of the statutes, resolutions, orders, contracts, audits, engineering and other related reports set forth in this Preliminary Official Statement are made subject to all of the provisions of such documents. These summaries do not purport to be complete statements of such provisions and reference is made to such documents, copies of which are available from Bond Counsel, for further information.

This Preliminary Official Statement is not to be used in connection with an offer to sell or the solicitation of an offer to buy in any state in which such offer or solicitation is not authorized or in which the person making such offer or solicitation is not qualified to do so or to any person to whom it is unlawful to make such offer or solicitation.

This Preliminary Official Statement contains, in part, estimates, assumptions and matters of opinion which are not intended as statements of fact, and no representation is made as to the correctness of such estimates, assumptions or matters of opinion, or as to the likelihood that they will be realized. Any information and expressions of opinion herein contained are subject to change without notice, and neither the delivery of this Preliminary Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the District or other matters described herein since the date hereof. The District has agreed to keep this Preliminary Official Statement current by amendment or sticker to reflect material changes in the affairs of the District and to the extent such information actually comes to its attention, the other matters described in this Preliminary Official Statement, until delivery of the Bonds to the Initial Purchaser and thereafter only as specified in "OFFICIAL STATEMENT – Updating of Official Statement" and "CONTINUING DISCLOSURE OF INFORMATION."

References to web site addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such web sites and the information or links contained therein are not incorporated into, and are not part of, this final official statement for any purpose.

TABLE OF CONTENTS

USE OF INFORMATION IN OFFICIAL STATEMENT 1
SALE AND DISTRIBUTION OF THE BONDS 3
- Award of the Bonds 3
- Prices and Marketability 3
- Securities Laws 3

MUNICIPAL BOND INSURANCE 3
RATINGS 3
OFFICIAL STATEMENT SUMMARY 4
INTRODUCTION 9
RISK FACTORS 9
- General 9
- Effects of Hurricane Harvey 9
- Potential Effects of Oil Price Declines on the Houston Area 9
- Factors Affecting Taxable Values and Tax Payments 10
- Competitive Nature of Residential Housing Market 10
- Tax Collection Limitations 11
- Registered Owners' Remedies and Bankruptcy 11
- Marketability 11
- Future Debt 11
- Continuing Compliance with Certain Covenants 12
- Environmental Regulations 12
- 2025 Legislative Session 14
- Extreme Weather Events 14
- Potential Impact of Natural Disaster 14
- Specific Flood Type Risks 14
- Approval of the Bonds 15
- Ongoing Negotiations with Iowa Colony 15
- Bond Insurance Risk Factors 15

THE BONDS 16
- General 16
- Book-Entry-Only System 16
- Successor Paying Agent/Registrar 18
- Registration, Transfer and Exchange 18
- Outstanding Bonds 18
- Redemption of the Bonds 18
- Mutilated, Lost, Stolen or Destroyed Bonds 18
- Authority for Issuance 18
- Issuance of Additional Debt 19
- Source of Payment 19
- Funds 20
- No Arbitrage 20
- Defeasance 20
- Legal Investment and Eligibility to Secure Public Funds in Texas 21
- Registered Owners' Remedies 21
- Use and Distribution of Proceeds of the Bonds 22

THE DISTRICT 23

Authority 23
Description 23
Location 23
Management of the District 23
Investment Policy 23
Consultants 24
DEVELOPMENT OF THE DISTRICT 25
Status of Development within the District 25
DEVELOPERS 26
Role of the Developer 26
Developers 26
Homebuilders within the District 26
JOINT FACILITIES AND INTERCONNECT AGREEMENT 26
Utility Functions Agreement with the City of Iowa Colony 27
THE UTILITY SYSTEM 27
Regulation 27
Water, Sanitary Sewer and Drainage System 27
100-Year Flood Plain 28
THE ROAD SYSTEM 28
General Fund Operating Statement 29
AERIAL PHOTOGRAPH OF THE DISTRICT 30
PHOTOGRAPHS TAKEN WITHIN THE DISTRICT 31
DISTRICT DEBT 32
Pro-Forma Debt Service Requirement Schedule 32
Bonded Indebtedness 33
Estimated Direct and Overlapping Debt Statement 34
Debt Ratios 34
TAXING PROCEDURES 34
Authority to Levy Taxes 34
Property Tax Code and County-Wide Appraisal District 34
Property Subject to Taxation by the District 35
Tax Abatement 36
Valuation of Property for Taxation 36
District and Taxpayer Remedies 37
Levy and Collection of Taxes 37
Tax Payment Installments After Disaster 37
Rollback of Operation and Maintenance Tax Rate 38
District's Rights in the Event of Tax Delinquencies 38
TAX DATA 39
General 39
Tax Rate Limitation 39
Maintenance Tax 39
Additional Penalties 39
Tax Rate Calculations 40
Estimated Overlapping Taxes 40
Historical Tax Collections 40
Tax Rate Distribution 41
Assessed Taxable Valuation Summary 41
Principal Taxpayers 41
LEGAL MATTERS 42
Legal Opinions 42
No-Litigation Certificate 42
No Material Adverse Change 42
TAX MATTERS 42
Tax Exemption 42
Not Qualified Tax-Exempt Obligations 43
Additional Federal Income Tax Considerations 43
CONTINUING DISCLOSURE OF INFORMATION 45
Annual Reports 45
Event Notices 45
Availability of Information from EMMA 45
Limitations and Amendments 45
Compliance with Prior Undertakings 46
OFFICIAL STATEMENT 46
General 46
Experts 46
Certification as to Official Statement 46
Updating of Official Statement 46
CONCLUDING STATEMENT 47

APPENDIX A - FINANCIAL STATEMENTS OF THE DISTRICT

SALE AND DISTRIBUTION OF THE BONDS

Award of the Bonds

After requesting competitive bids for the Bonds, the District has accepted the bid of _____ (the "Initial Purchaser") to purchase the Bonds at the interest rates shown on the inside cover page of this Preliminary Official Statement at a price of _____% of par, resulting in a net effective interest rate to the District of _____%, as calculated pursuant to Chapter 1204, Texas Government Code, as amended. No assurance can be given that any trading market will be developed for the Bonds after their sale by the District to the Initial Purchaser. The District has no control over the price at which the Bonds are subsequently sold, and the initial yields at which the Bonds are priced and reoffered are established by and are the sole responsibility of the Initial Purchaser.

Prices and Marketability

Subject to certain hold-the-offering-price requirements described in the Official Notice of Sale, the District has no control over the reoffering yields or prices of the Bonds or over trading of the Bonds in the secondary market. Moreover, there is no assurance that a secondary market will be made in the Bonds. If there is a secondary market, the difference between the bid and asked prices of the Bonds may be greater than the difference between the bid and asked prices of bonds of comparable maturity and quality issued by more traditional municipal entities, as bonds of such entities are more generally bought, sold or traded in the secondary market.

Subject to certain hold-the-offering-price requirements described in the Official Notices of Sale, the prices and other terms with respect to the offering and sale of the Bonds may be changed from time to time by the Initial Purchaser after the Bonds are released for sale, and the Bonds may be offered and sold at prices other than the initial offering prices, including sales to dealers who may sell the Bonds into investment accounts.

IN CONNECTION WITH THIS OFFERING, THE INITIAL PURCHASER MAY OVER-ALLOT OR EFFECT TRANSACTIONS WHICH STABILIZE OR MAINTAIN THE MARKET PRICE OF THE BONDS AT A LEVEL ABOVE THAT WHICH MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME.

Securities Laws

No registration statement relating to the Bonds has been filed with the United States Securities and Exchange Commission (the "SEC") under the Securities Act of 1933, as amended, in reliance upon exemptions provided thereunder. The Bonds have not been registered or qualified under the Securities Act of Texas in reliance upon various exemptions contained therein; nor have the Bonds been registered or qualified under the securities acts of any other jurisdictions. The District assumes no responsibility for registration or qualification of the Bonds under the securities laws of any jurisdiction in which the Bonds may be offered, sold, or otherwise transferred. This disclaimer of responsibility for registration or qualification for sale or other disposition of the Bonds should not be construed as an interpretation of any kind with regard to the availability of any exemption from securities registration or qualification provisions.

MUNICIPAL BOND INSURANCE

The District has made applications to Build America Mutual Assurance Company and Assured Guaranty Inc. for a commitment for municipal bond guaranty insurance on the Bonds. If qualified and the Initial Purchaser elects to purchase municipal bond insurance, the payment of all costs associated with the insurance, including the premium charged by the insurance company, and fees charged by rating companies, other than Moody's Investors Service, Inc. ("Moody's"), will be the option and expense of the Initial Purchaser. The District will pay the rating fees charged by Moody's.

RATINGS

The District has not made an application for a rating on the Bonds. Furthermore, it is not expected that the District would have been successful in receiving an investment grade rating on the Bonds.

OFFICIAL STATEMENT SUMMARY

The following material is a summary of certain information contained herein and is qualified in its entirety by the more detailed information and financial statements appearing elsewhere in this Preliminary Official Statement. The summary should not be detached and should be used in conjunction with the more complete information contained herein. A full review should be made of this entire Official Statement and of the documents summarized or described herein.

THE BONDS

The District	Brazoria County Municipal Utility District No. 57 (the "District"), a political subdivision of the State of Texas, is located in Brazoria County, Texas. See "THE DISTRICT."
The Bonds	The $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds") are dated December 1, 2025, and accrue interest from the date of delivery which is expected to be on or about December 16, 2025 (the "Date of Delivery"), with interest payable on March 1, 2026, and on each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. The Bonds mature serially on September 1 in the years and in the principal amounts set forth on the inside cover page. See "THE BONDS."
Redemption of the Bonds	The Bonds that mature on or after September 1, 2031, are subject to redemption, in whole or from time to time in part, on September 1, 2030, or on any date thereafter, at the par value thereof plus accrued interest to the date fixed for redemption. See "THE BONDS – Redemption of the Bonds."
Book-Entry-Only System	The Bonds will be initially registered and delivered only to Cede & Co., the nominee of The Depository Trust Company, New York, New York ("DTC"), pursuant to the Book-Entry-Only System described herein. Beneficial ownership of the Bonds may be acquired in principal denominations of $5,000 or integral multiples thereof. No physical delivery of the Bonds will be made to the Beneficial Owners (herein defined) thereof. Principal of and interest on the Bonds will be payable by BOKF, NA, Dallas, Texas (the "Paying Agent/Registrar"), to Cede & Co., which will make distribution of the amounts so paid to the participating members of DTC for subsequent payment to the Beneficial Owners of the Bonds. See "THE BONDS – Book-Entry-Only System."
Authority for Issuance	The Bonds constitute the first series of unlimited tax bonds issued by the District, from the $344,700,000 principal amount of unlimited tax bonds authorized by District's voters at an election held on November 8, 2022 for the purpose of constructing or acquiring a road system to serve the District (the "Road System") and $344,700,000 for the further purpose of refunding such bonds. The District's voters also authorized $483,900,000 principal amount of unlimited tax bonds for the purpose of purchasing, constructing, operating and maintaining water, wastewater, and drainage facilities to serve the District (the "Utility System") and $483,900,000 for the further purpose of refunding such bonds and $163,790,000 principal amount of unlimited tax bonds for the purpose of constructing parks and recreational facilities to serve the District (the "Park System") and $163,790,000 for the further purpose of refunding such bonds. Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued. See "THE BONDS – Authority for Issuance."

	The Bonds are issued pursuant to: (i) Article III, Section 52 of the Texas Constitution and the general laws of the State of Texas, including Chapters 49 and 54 of the Texas Water Code, as amended; (ii) a resolution authorizing the issuance of the Bonds adopted by the Board of Directors of the District (the "Board") on the date of sale of the Bonds (the "Bond Resolution"); and (iii) an election held within the District on November 8, 2022.
Source of Payment	The District is authorized to levy taxes to pay debt service on bonds issued for the Utility System, the Park System, and the Road System, and such taxes are unlimited as to rate or amount. The Bonds are payable from a continuing direct annual ad valorem tax, unlimited as to rate or amount, levied against all taxable property within the District. The Bonds are obligations of the District and are not obligations of the State of Texas; Brazoria County, Texas; the City of Iowa Colony ("Iowa Colony"), Texas; City of Manvel ("Manvel"), Texas, or any entity other than the District. See "THE BONDS – Source of Payment."
Outstanding Bonds	The District has previously issued one (1) series of unlimited tax bonds, as follows: $14,315,000 Unlimited Tax Bonds, Series 2025. As of the Date of Delivery, $14,315,000 principal amount of such previously issued bonds will remain outstanding (the "Outstanding Bonds"). See "THE BONDS – Outstanding Bonds."
Payment Record	The Bonds are the second issuance of bonded indebtedness by the District.
Use of Proceeds of the Bonds	A portion of the proceeds from the sale of the Bonds will be used to pay certain costs related to the construction of the Road System as shown herein under "THE BONDS – Use and Distribution of Proceeds of the Bonds." Additionally, proceeds of the Bonds will be used to pay for engineering costs related to the financed facilities, developer interest, eighteen (18) months of capitalized interest on the Bonds, and other costs associated with the issuance of the Bonds. See "THE BONDS – Use and Distribution of Proceeds of the Bonds."
NOT Qualified Tax-Exempt Obligations	The Bonds will not be designated as "qualified tax-exempt obligations" within the meaning of Section 265(b) of the Internal Revenue Code of 1986, as amended.
Municipal Bond Insurance	The District has made applications to Build America Mutual Assurance Company and Assured Guaranty Inc. for a commitment for municipal bond guaranty insurance on the Bonds. If qualified and the Initial Purchaser elects to purchase municipal bond insurance, the payment of all costs associated with the insurance, including the premium charged by the insurance company, and fees charged by rating companies, other than Moody's Investors Service, Inc. ("Moody's"), will be the option and expense of the Initial Purchaser.
Ratings	The District has not made an application for a rating on the Bonds. Furthermore, it is not expected that the District would have been successful in receiving an investment grade rating on the Bonds. See "RATINGS."
Bond Counsel	Allen Boone Humphries Robinson LLP, Houston, Texas.
Disclosure Counsel	Orrick, Herrington & Sutcliffe LLP, Houston, Texas.
Financial Advisor	Robert W. Baird & Co. Incorporated, Houston, Texas.

THE DISTRICT

Description	The District is a political subdivision of the State of Texas, located approximately 21 miles south of the central business district of the City of Houston, Texas. At the time of creation, the District encompassed approximately 447.471 acres. Currently, the District consists of 1,606.9093 acres. The District boundaries lie entirely within the corporate limits of Manvel and Iowa Colony. The District is a municipal utility district created by an order of the TCEQ effective August 16, 2007, and by a confirmation election held within the District on November 6, 2007. The District operates in accordance with Article XVI, Section 59 and Article III, Section 52 of the Constitution of the State of Texas, and Chapters 49 and 54 of the Texas Water Code, as amended, and other statutes of Texas applicable to municipal utility districts. See "THE DISTRICT."
Development within the District	The District is one of three municipal utility districts that make up the approximately 3,000-acre master-planned community known as Meridiana. In addition to Meridiana, the District includes planned developments known as Ellwood and Rally East. {UPDATE}To date, approximately 130.13 acres (483 lots) within the District have been developed as the residential subdivisions of Meridiana, Phase 1, Sections 4A East, 5 East, 10, 13A, 14A, 14B, 24A, and 24B, and approximately 26.27 acres (92 lots) within the District have been developed as the residential subdivisions of Ellwood, Sections 1A and 1B. As of October 9, 2025, the District was composed of 203 completed homes, 87 homes under construction and approximately 285 vacant developed lots. Of the 284 homes completed and under construction as of October 9, 2025 (which excludes the 6 model homes under construction in the Ellwood subdivision), 238 homes were sold to homeowners within the District In addition, approximately 13.00 acres have been developed as Alvin ISD Elementary School Site No. 2 and approximately 170.62 acres for Alvin ISD Jr. High School. The remaining land within the District consists of approximately 1,011.24 undeveloped but developable acres and approximately 139.38 undevelopable acres consisting of easements, rights of way and greenbelts. See "DEVELOPERS," "DEVELOPMENT OF THE DISTRICT," and "THE DISTRICT."
Developers	Land within the District is being developed by Rise Communities, LLC ("Rise Communities") and Beazer Homes Texas, L.P., a Delaware limited partnership ("Beazer Homes"). Rise Communities and Beazer Homes are collectively referred to herein as the "Developers." See "DEVELOPERS" and "DEVELOPMENT OF THE DISTRICT."
Homebuilders Within the District	Homebuilders who are active in Meridiana include David Weekley Homes, Drees Custom Homes, Highland Homes, Perry Homes, NewMark Homes, Shea Homes, Chesmar Homes, TriCoast Homes and Westin Homes. Prices of new homes being constructed in the District range from the $270,000s – $1,000,000+. See "DEVELOPERS – Homebuilders within the District."

RISK FACTORS

THE DISTRICT'S TAX IS LEVIED ONLY ON THE PROPERTY LOCATED WITHIN THE DISTRICT. THEREFORE, THE INVESTMENT SECURITY AND QUALITY OF THE BONDS IS DEPENDENT UPON THE SUCCESSFUL DEVELOPMENT OF PROPERTY LOCATED WITHIN THE DISTRICT AND THE PAYMENT AND COLLECTION OF TAXES LEVIED THEREON.

THE BONDS ARE SUBJECT TO CERTAIN INVESTMENT RISKS. PROSPECTIVE PURCHASERS SHOULD REVIEW THIS ENTIRE OFFICIAL STATEMENT, PARTICULARLY THE SECTION OF THIS OFFICIAL STATEMENT ENTITLED "RISK FACTORS," BEFORE MAKING AN INVESTMENT DECISION.

SELECTED FINANCIAL INFORMATION

(UNAUDITED)

2025 Assessed Taxable Valuation	$	69,348,870	(a)
Estimated Taxable Valuation as of September 15, 2025	$	166,366,333	(b)
Direct Debt:			
The Outstanding Bonds	$	14,315,000	
The Bonds		5,600,000	
Total	$	19,915,000	
Estimated Overlapping Debt	$	9,289,971	(c)
Total Direct and Estimated Overlapping Debt	$	29,204,971	(c)
Direct Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		28.72	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		11.97	%
Direct and Estimated Overlapping Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		42.11	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		17.55	%
Road System Debt Service Fund Balance (as of Date of Delivery)	$	441,000	(d)
Road System Capital Projects Fund (as of June 5, 2025)	$		
Utility System Debt Service Fund Balance (as of June 5, 2025)	$		(e)
Utility System Capital Projects Fund (as of June 5, 2025)	$		
General Fund Balance (as of June 5, 2025)	$		

(a) Represents the taxable amount of assessed valuation of taxable properties in the District as of January 1, 2025, as provided by the Brazoria County Appraisal District (the "Appraisal District"). See "TAX DATA" and "TAXING PROCEDURES."

(b) As of September 15, 2025, provided by the Appraisal District for information purposes only. Represents new construction within the District as of September 15, 2025. This estimate is based upon the same unit value used in the assessed taxable valuation. No taxes will be levied on this estimate. See "TAXING PROCEDURES."

(c) See "DISTRICT DEBT – Estimated Direct and Overlapping Debt Statement."

(d) Represents eighteen (18) months of capitalized interest will be deposited into the Road System Debt Service Fund (herein defined) upon closing of the Bonds. Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Road System Debt Service Fund. Funds in the Road System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Road System (herein defined), such as the Bonds, and are not available to pay debt service on bonds issued by the District for the Utility System (herein defined).

(e) Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Utility System Debt Service Fund. Funds in the Utility System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Utility System and are not available to pay debt service on bonds issued by the District for the Road System, such as the Bonds.

SELECTED FINANCIAL INFORMATION

(UNAUDITED)

2025 Tax Rate per $100 of Assessed Taxable Valuation			
Utility System Debt Service	$	0.000	
Road System Debt Service		0.000	(a)
Maintenance and Operations		0.900	
Total	$	0.900	
Combined Estimated Average Annual Debt Service Requirement (2026–2050)	$	1,378,605	(b)
Combined Estimated Maximum Annual Debt Service Requirement (2049)	$	1,487,963	(b)
Debt Service Tax Rate per $100 of Assessed Taxable Valuation Required to Pay the Combined Estimated Average Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2026–2050) at 95% Tax Collections:			
Based on the 2025 Assessed Taxable Valuation	$	2.10	
Based on the Estimated Taxable Valuation as of September 15, 2025	$	0.88	
Debt Service Tax Rate per $100 of Assessed Taxable Valuation Required to Pay the Combined Estimated Maximum Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2049) at 95% Tax Collections:			
Based on the 2025 Assessed Taxable Valuation	$	2.26	
Based on the Estimated Taxable Valuation as of September 15, 2025	$	0.95	
Single-Family Homes (including 81 under construction) as of October 9, 2025		284	(c)

(a) The District is authorized to levy two separate taxes to pay the debt service on bonds issued for the Utility System, such as the Bonds, and bonds issued for the Road System. Such taxes are unlimited as to rate or amount.

(b) Requirement of debt service on the Outstanding Bonds and the Bonds. Debt service on the Bonds is a requirement estimate based on the Bonds being sold at an average annual interest rate of 5.00%. See "DISTRICT DEBT – Pro-Forma Debt Service Requirement Schedule."

(c) Of the 284 homes completed and under construction as of October 9, 2025, 238 homes were sold to homeowners within the District (which excludes the 6 model homes under construction in the Ellwood subdivision).

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

(A Political Subdivision of the State of Texas, located within Brazoria County)

$5,600,000
Unlimited Tax Road Bonds
Series 2025

INTRODUCTION

This Preliminary Official Statement provides certain information in connection with the issuance by Brazoria County Municipal Utility District No. 57 (the "District") of its $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds").

The Bonds are issued pursuant to: (i) Article III, Section 52 of the Texas Constitution and the general laws of the State of Texas, including Chapters 49 and 54 of the Texas Water Code, as amended; (ii) a resolution authorizing the issuance of the Bonds adopted by the Board of Directors of the District (the "Board") on the date of sale of the Bonds (the "Bond Resolution"); and (iii) an election held within the District on November 8, 2022.

Certain capitalized terms used in this Official Statement have the same meanings assigned to such terms in the Bond Resolution, except as otherwise indicated herein.

There follow in this Preliminary Official Statement descriptions of the Bonds, the Developers (herein defined), the Bond Resolution and certain information about the District and its finances. All descriptions of documents contained herein are only summaries and are qualified in their entirety by reference to each such document. Copies of such documents may be obtained from Allen Boone Humphries Robinson LLP, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027, upon payment of the costs of duplication, therefor.

RISK FACTORS

General

The Bonds, which are obligations of the District and not of the State of Texas, Brazoria County, Texas (the "County"); the City of Iowa Colony ("Iowa Colony"), Texas, City of Manvel ("Manvel"), Texas, or any political subdivision other than the District, will be secured by a continuing direct annual ad valorem tax, without legal limitation as to rate or amount, levied against all taxable property located within the District. Therefore, the ultimate security for payment of the principal of and interest on the Bonds depends upon the ability of the District to collect from the property owners within the District taxes levied against all taxable property located within the District, or, in the event taxes are not collected and foreclosure proceedings are instituted by the District, upon the value of the taxable property with respect to taxes levied by the District and by other taxing authorities. The District makes no representations that over the life of the Bonds the property within the District will maintain a value sufficient to justify continued payment of taxes by the property owners. The potential increase in taxable valuation of District property is directly related to the economics of the residential housing industry, not only due to general economic conditions, but also due to the particular factors discussed below. See "DEVELOPMENT OF THE DISTRICT," "TAX DATA" and "TAXING PROCEDURES."

Effects of Hurricane Harvey

The greater City of Houston, Texas, area sustained widespread damage as a result of Hurricane Harvey's landfall along the Texas Gulf Coast on August 25, 2017, and historic levels of rainfall during the succeeding four days. The District is located in the County, which is located on the Texas Gulf Coast.

The District cannot predict the effect that additional extreme weather events may have upon the District and the Gulf Coast. Additional extreme weather events have the potential to cause damage within the District and along the Gulf Coast generally that could have a negative effect on taxable assessed valuations in the District and the economy of the District and the region.

Certain qualified taxpayers, including owners of residential homesteads, located within a disaster area and whose property has been damaged as a direct result of the disaster, are entitled to enter into a tax payment installment agreement with a taxing jurisdiction such as the District if the taxpayer pays at least one-fourth of the tax bill imposed on the property by the delinquency date. The remaining taxes may be paid without penalty or interest in three equal installments within six months of the delinquency date.

Potential Effects of Oil Price Declines on the Houston Area

The economy of the Houston area has, in the past, been particularly affected by adverse conditions in the oil and gas industry, and such conditions and their spillover effects into other industries could result in declines in the demand for residential and commercial property in the Houston area and could reduce or negatively affect property values within the

District. The District cannot predict the impact that negative conditions in the oil industry could have on property values in the District.

Factors Affecting Taxable Values and Tax Payments

Economic Factors: The rate of development of the District is directly related to the vitality of the residential housing industry. New residential housing construction can be significantly affected by factors such as interest rates, construction costs, and consumer demand. Decreased levels of home construction activity would restrict the growth of property values in the District. The District cannot predict the pace or magnitude of any future development or home construction in the District.

Developers: There is no commitment by or legal requirement of the principal landowners/developers or any other landowner to the District to proceed at any particular rate or according to any specified plan with the development of land in the District, or of any homebuilder to proceed at any particular pace with the construction of homes in the District. Moreover, there is no restriction on any landowner's right to sell its land. Therefore, the District can make no representation about the probability of future development, if any, or the rate of future home construction activity in the District. Failure to construct taxable improvements on developed lots would restrict the rate of growth of taxable values in the District and result in higher tax rates. See "DEVELOPMENT OF THE DISTRICT," "DEVELOPERS" and "TAX DATA – Principal Taxpayers."

Dependence on Principal Taxpayers: The ability of any principal landowner to make full and timely payments of taxes levied against its property by the District and similar taxing authorities will directly affect the District's ability to meet its debt service obligations. As illustrated in this Preliminary Official Statement under the caption "TAX DATA – Principal Taxpayers," the District's principal taxpayers in 2025 own approximately 43.09% of the District's total 2025 Assessed Taxable Valuation of property located within the District. GR-M1 LTD, an entity associated with Rise Communities, LLC (the "Developers"), owns approximately 7.09% or $4,917,123 of the District's total 2025 Assessed Taxable Valuation of property located within the District. In the event that a Developer, any other taxpayer, or any combination of taxpayers, should default in the payment of taxes in an amount which exceeds the surpluses in the Districts debt service funds, the ability of the District to make timely payment of debt service on the Bonds will be dependent on its ability to enforce and liquidate its tax liens, which is a time-consuming process. Failure to recover or borrow funds in a timely fashion could result in an excessive District tax rate. The District is not required by law or the Bond Resolution to maintain any specified amount of surplus in its interest and sinking fund. See "TAX DATA – Principal Taxpayers" and "TAXING PROCEDURES – Levy and Collection of Taxes."

Maximum Impact on District Tax Rates: Assuming no further development or home construction, the value of the land and improvements currently within the District will be the major determinant of the ability or willingness of property owners to pay their taxes. The 2025 Assessed Taxable Valuation of property located within the District is $69,348,870 and the Estimated Taxable Valuation as of September 15, 2025, is $166,366,333. After issuance of the Bonds, the combined estimated maximum annual debt service requirement on the Outstanding Bonds and the Bonds will be $1,487,963 (2049) and the combined estimated average annual debt service requirement on the Outstanding Bonds and the Bonds will be $1,378,605 (2026–2050). Assuming no increase to nor decrease from the 2025 Assessed Taxable Valuation, tax rates of $2.26 and $2.10 per $100 of Assessed Taxable Valuation at a 95% tax collection rate would be necessary to pay the combined estimated maximum annual debt service requirement and the combined estimated average annual debt service requirement, respectively. Assuming no increase to nor decrease from the Estimated Taxable Valuation as of September 15, 2025, tax rates of $0.95 and $0.88 per $100 of assessed taxable valuation at 95% tax collection rate would be necessary to pay the combined estimated maximum annual debt service requirement and the combined estimated average annual debt service requirement, respectively.

The District can make no representation that the taxable property values in the District will increase in the future or will maintain a value sufficient to support the proposed District tax rate or to justify continued payment of taxes by property owners. The District has levied a total tax rate of $0.90 per $100 of assessed valuation for the 2025 tax year. Such rate is composed entirely of a maintenance and operations tax rate of $0.90 per $100 of assessed valuation.

Competitive Nature of Residential Housing Market

The housing industry in the City of Houston, Texas, area is very competitive, but the District can give no assurance that the building programs which are planned by any home builder(s) will be continued or completed. The respective competitive position of the homebuilders listed herein and any other developer or homebuilder(s) which might attempt future home building or development projects in the District, the sale of developed lots or in the construction and sale of single-family residential units, are affected by most of the factors discussed in this section, and such competitive positions are directly related to tax revenues received by the District and the growth and maintenance of taxable values in the District.

The demand for and construction of taxable improvements in the District could be affected by competition from other developments near the District. In addition to competition for new single-family home sales from other developments, there are numerous previously-owned single-family homes in more established commercial centers and neighborhoods closer to the City of Houston, Texas that are for sale. Such existing developments could represent additional competition for new

development proposed to be constructed within the District. The competitive position of a Developers or the principal landowners in the sale of land, and the sale or leasing of residences is affected by most of the factors discussed in this section. Such a competitive position is directly related to the growth and maintenance of taxable values in the District and tax revenues to be received by the District. The District can give no assurance that building and marketing programs in the District by the Developers will be implemented or, if implemented, will be successful.

The District is located approximately 22 miles south of the central business district of the City of Houston, Texas. Many of the single-family developments with which the District competes are in a more developed state and have lower taxes. As a result, particularly during times of increased competition, a Developers within the District may be at a competitive disadvantage to the developers in other single-family projects located closer to major urban centers or in a more developed state. See "THE DISTRICT" and "DEVELOPMENT OF THE DISTRICT – Status of Development within the District."

Tax Collection Limitations

The District's ability to make debt service payments may be adversely affected by its inability to collect ad valorem taxes. Under Texas law, the levy of ad valorem taxes by the District constitutes a lien in favor of the District on a parity with the liens of all other state and local taxing authorities on the property against which taxes are levied, and such lien may be enforced by foreclosure. The District's ability to collect ad valorem taxes through such foreclosure may be impaired by (a) cumbersome, time-consuming and expensive collection procedures, (b) a bankruptcy court's stay of tax collection procedures against a taxpayer, (c) market conditions limiting the proceeds from a foreclosure sale of taxable property, or (d) the taxpayer's right to redeem the property within two years of foreclosure for residential homestead and agricultural use property and within six (6) months of foreclosure for other property. While the District has a lien on taxable property within the District for taxes levied against such property, such lien can be foreclosed only in a judicial proceeding. Moreover, the value of property to be sold for delinquent taxes and thereby the potential sales proceeds available to pay debt service on the Bonds, may be limited by among other factors, the existence of other tax liens on the property, by the current aggregate tax rate being levied against the property, or by the taxpayers' right to redeem residential or agricultural use property within two (2) years of foreclosure and all other property within six (6) months of foreclosure. Finally, a bankruptcy court with jurisdiction over bankruptcy proceedings initiated by or against a taxpayer within the District pursuant to Federal Bankruptcy Code could stay any attempt by the District to collect delinquent ad valorem taxes assessed against such taxpayer. See "TAXING PROCEDURES."

Registered Owners' Remedies and Bankruptcy

In the event of default in the payment of principal of or interest on the Bonds, the registered owners of the Bonds (the "Registered Owners") have a right to seek a writ of mandamus requiring the District to levy sufficient taxes each year to make such payments. Except for mandamus, the Bond Resolution does not specifically provide for remedies to protect and enforce the interests of the Registered Owners. There is no acceleration of maturity of the Bonds in the event of default and, consequently, the remedy of mandamus may have to be relied upon from year to year. Although the Registered Owners could obtain a judgment against the District, such a judgment could not be enforced by a direct levy and execution against the District's property. Further, the Registered Owners cannot themselves foreclose on property within the District or sell property within the District in order to pay the principal of and interest on the Bonds. Since there is no trust indenture or trustee, the Registered Owners would have to initiate and finance the legal process to enforce their remedies. The enforceability of the rights and remedies of the Registered Owners may be limited further by laws relating to bankruptcy, reorganization or other similar laws of general application affecting the rights of creditors of political subdivisions such as the District. In this regard, should the District file a petition for protection from creditors under federal bankruptcy laws, the remedy of mandamus or the right of the District to seek judicial foreclosure of its tax lien would be automatically stayed and could not be pursued unless authorized by a federal bankruptcy judge.

Marketability

The District has no understanding (other than the initial reoffering yields) with the winning bidder of the Bonds (the "Initial Purchaser") regarding the reoffering yields or prices of the Bonds and has no control over the trading of the Bonds in the secondary market. Moreover, there is no assurance that a secondary market will be made for the Bonds. If there is a secondary market, the difference between the bid and asked price of the Bonds may be greater than the bid and asked spread of other bonds generally bought, sold, or traded in the secondary market. See "SALE AND DISTRIBUTION OF THE BONDS."

Future Debt

The District reserves in the Bond Resolution the right to issue the remaining $344,700,000 principal amount of unlimited tax bonds for the purpose of constructing or acquiring a road system to serve the District (the "Road System") and $344,700,000 for the refunding of such bonds; $469,585,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing, operating and maintaining water, wastewater, and drainage facilities to serve the District (the "Utility System") and $483,900,000 for the refunding of such bonds; and $163,790,000 principal amount of unlimited tax

bonds for the purpose of constructing parks and recreational facilities to serve the District (the "Park System") and $163,790,000 for the refunding of such bonds, and such additional bonds as may hereafter be approved by the voters of the District. See "THE BONDS – Issuance of Additional Debt." The District has also reserved the right to issue certain other additional bonds, special project bonds, and other obligations described in the Bond Resolution authorized by the voters of the District, which may be issued by the District from time to time as needed. Issuance of the remaining $469,585,000 of unlimited tax bonds for the purpose of acquiring or constructing the Utility System and $483,900,000 for the refunding of such bonds, as well as the $163,790,000 of unlimited tax bonds for the purpose of acquiring or constructing the Park System to serve the District and $163,790,000 for the refunding of such bonds, is subject to approval by the TCEQ.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued. See "THE BONDS – Authority for Issuance."

{UPDATE}As of the financial statements for the fiscal year ended March 31, 2025, the District owes the Developers approximately $44,679,013 for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. Additionally, the District owes the Developers approximately 54,411,167 for projects under construction for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. If additional bonds are issued in the future and property values have not increased proportionately, such issuance may increase gross debt-property valuation ratios and thereby adversely affect the investment quality or security of the Bonds. See "THE BONDS – Issuance of Additional Debt" and See "APPENDIX A."

If the District does issue park bonds, the outstanding principal amount of such bonds may not exceed an amount equal to one percent of the value of the taxable property in the District at the time of issuance, unless effective June 14, 2021, the District meets certain financial feasibility requirements under the TCEQ rules, in which case the outstanding principal amount of such bonds issued by the District may exceed an amount equal to one percent but not greater than three percent of the value of the taxable property in the District.

Continuing Compliance with Certain Covenants

The Bond Resolution contains covenants by the District intended to preserve the exclusion from gross income of interest on the Bonds. Failure of the District to comply with such covenants on a continuous basis prior to maturity of the Bonds could result in interest on the Bonds becoming taxable retroactively to the date of original issuance. See "TAX MATTERS."

Environmental Regulations

Wastewater treatment, water supply, storm sewer facilities and construction activities within the District are subject to complex environmental laws and regulations at the federal, state and local levels that may require or prohibit certain activities that affect the environment, such as:

- Requiring permits for construction and operation of water wells, wastewater treatment and other facilities;
- Restricting the manner in which wastes are treated and released into the air, water and soils;
- Restricting or regulating the use of wetlands or other properties; or
- Requiring remedial action to prevent or mitigate pollution.

Sanctions against a municipal utility district or other type of special purpose district for failure to comply with environmental laws and regulations may include a variety of civil and criminal enforcement measures, including assessment of monetary penalties, imposition of remedial requirements and issuance of injunctions to ensure future compliance. Environmental laws and compliance with environmental laws and regulations can increase the cost of planning, designing, constructing and operating water production and wastewater treatment facilities. Environmental laws can also inhibit growth and development within the District. Further, changes in regulations occur frequently, and any changes that result in more stringent and costly requirements could materially impact the District.

Air Quality Issues. Air quality control measures required by the United States Environmental Protection Agency (the "EPA") and the TCEQ may impact new industrial, commercial and residential development in the Houston area. Under the Clean Air Act ("CAA") Amendments of 1990, the eight-county Houston-Galveston-Brazoria area ("HGB Area")—Harris, Galveston, Brazoria, Chambers, Fort Bend, Waller, Montgomery and Liberty Counties—has been designated a nonattainment area under two separate federal ozone standards: the eight-hour ozone standard of 75 ppb promulgated by the EPA in 2008 (the "2008 Ozone Standard"), and the EPA's most-recent promulgation of an even lower, 70 ppb eight-hour ozone standard in 2015 (the "2015 Ozone Standard"). While the State of Texas has been able to demonstrate steady progress and improvements in air quality in the HGB Area, the HGB Area remains subject to CAA nonattainment requirements.

The HGB Area is currently designated as a "severe" nonattainment area under the 2008 Ozone Standard, with an attainment deadline of July 20, 2027. If the EPA ultimately determines that the HGB Area has failed to meet the attainment deadline

based on the relevant data, the area is subject to reclassification to a nonattainment classification that provides for more stringent controls on emissions from the industrial sector. In addition, the EPA may impose a moratorium on the awarding of federal highway construction grants and other federal grants for certain public works construction projects if it finds that an area fails to demonstrate progress in reducing ozone levels.

The HGB Area is currently designated as a "serious" nonattainment area under the 2015 Ozone Standard, with an attainment deadline of August 3, 2027. For purposes of the 2015 Ozone Standard, the HGB Area consists of only six counties: Brazoria, Chambers, Fort Bend, Galveston, Harris, and Montgomery Counties.

In order to demonstrate progress toward attainment of the EPA's ozone standards, the TCEQ has established a state implementation plan ("SIP") for the HGB Area setting emission control requirements, some of which regulate the inspection and use of automobiles. These types of measures could impact how people travel, what distances people are willing to travel, where people choose to live and work, and what jobs are available in the HGB Area. These SIP requirements can negatively impact business due to the additional permitting/regulatory constraints that accompany this designation and because of the community stigma associated with a nonattainment designation. It is possible that additional controls will be necessary to allow the HGB Area to reach attainment with the ozone standards by the EPA's attainment deadlines. These additional controls could have a negative impact on the HGB Area's economic growth and development.

Water Supply & Discharge Issues. Water supply and discharge regulations that municipal utility districts, including the District, may be required to comply with involve: (1) groundwater well permitting and surface water appropriation; (2) public water supply systems; (3) wastewater discharges from treatment facilities; (4) storm water discharges; and (5) wetlands dredge and fill activities. Each of these is addressed below:

Certain governmental entities regulate groundwater usage in the HGB Area. A municipal utility district or other type of special purpose district that (i) is located within the boundaries of such an entity that regulates groundwater usage, and (ii) relies on local groundwater as a source of water supply, may be subject to requirements and restrictions on the drilling of water wells and/or the production of groundwater that could affect both the engineering and economic feasibility of district water supply projects.

Pursuant to the federal Safe Drinking Water Act ("SDWA") and the EPA's National Primary Drinking Water Regulations ("NPDWRs"), which are implemented by the TCEQ's Water Supply Division, a municipal utility district's provision of water for human consumption is subject to extensive regulation as a public water system. Municipal utility districts must generally provide treated water that meets the primary and secondary drinking water quality standards adopted by the TCEQ, the applicable disinfectant residual and inactivation standards, and the other regulatory action levels established under the agency's rules. The EPA has established NPDWRs for more than ninety (90) contaminants and has identified and listed other contaminants which may require national drinking water regulation in the future. Further, the EPA has established a NPDWR for six (6) Per- and Polyflouroalkyl Substances ("PFAS"), which requires public water systems to perform certain monitoring and remediation measures. Public water systems may be subject to additional PFAS regulation in the future, which could increase the cost of constructing, operating, and maintaining water production and distribution facilities.

Texas Pollutant Discharge Elimination System ("TPDES") permits set limits on the type and quantity of discharge, in accordance with state and federal laws and regulations. The TCEQ reissued the TPDES Construction General Permit (TXR150000) ("CGP"), with an effective date of March 5, 2023, which is a general permit authorizing the discharge of stormwater runoff associated with small and large construction sites and certain non-stormwater discharges into surface water in the state. The CGP has a 5-year permit term, and is then subject to renewal. Moreover, the Clean Water Act ("CWA") and Texas Water Code require municipal wastewater treatment plants to meet secondary treatment effluent limitations and more stringent water quality-based limitations and requirements to comply with the Texas water quality standards. Any water quality-based limitations and requirements with which a municipal utility district must comply may have an impact on the municipal utility district's ability to obtain and maintain compliance with TPDES permits.

The TCEQ issued the General Permit for Phase II (Small) Municipal Separate Storm Sewer Systems (the "MS4 Permit") on January 24, 2019. The MS4 Permit authorizes the discharge of stormwater to surface water in the state from small municipal separate storm sewer systems. While the District is currently not subject to the MS4 Permit, if the District's inclusion were required at a future date, the District could incur substantial costs to develop, implement, and maintain the necessary plans as well as to install or implement best management practices to minimize or eliminate unauthorized pollutants that may otherwise be found in stormwater runoff in order to comply with the MS4 Permit.

Operations of utility districts, including the District, are also potentially subject to requirements and restrictions under the CWA regarding the use and alteration of wetland areas that are within the "waters of the United States." The District must obtain a permit from the United States Army Corps of Engineers ("USACE") if operations of the District require that wetlands be filled, dredged, or otherwise altered.

On May 25, 2023, the Supreme Court of the United States issued its decision in *Sackett* v. EPA, which clarified the definition of "waters of the United States" and significantly restricted the reach of federal jurisdiction under the CWA. Under the

Sackett decision, "waters of the United States" includes only geographical features that are described in ordinary parlance as "streams, oceans, rivers, and lakes" and to adjacent wetlands that are indistinguishable from such bodies of water due to a continuous surface connection. Subsequently, the EPA and USACE issued a final rule amending the definition of "waters of the United States" under the CWA to conform with the Supreme Court's decision.

While the *Sackett* decision and subsequent legislation removed a great deal of uncertainty regarding the ultimate scope of "waters of the United States" and the extent of EPA and USACE jurisdiction, operations of municipal utility districts, including the District, could potentially be subject to additional restrictions and requirements, including additional permitting requirements, in the future.

2025 Legislative Session

The 89th Regular Legislative Session convened on January 14, 2025, and concluded on June 2, 2025. The Legislature meets in regular session in odd numbered years for 140 days. When the Legislature is not in session, the Governor of Texas (the "Governor") may call one or more special sessions, at the Governor's discretion, each lasting no more than 30 days, and for which the Governor sets the agenda. During this time, the Legislature may enact laws that materially change current laws affecting ad valorem tax matters, including rollback elections for maintenance tax increases, and other matters which could adversely affect the marketability or market value of the Bonds. On June 23, 2025, the Governor called a special session which began on July 21, 2025, and ended on August 15, 2025. No legislation was passed during the first special session. The Governor immediately called a second special session which began on August 15, 2025. The agenda released by the Governor for the second special session includes, in part, legislation reducing the property tax burden on Texans and legislation imposing spending limits on entities authorized to impose property taxes." The District can make no representations or predictions regarding any actions the Texas Legislature may take or the effect of any such actions.

Extreme Weather Events

The Texas Gulf Coast area is subject to occasional severe tropical weather events, including tropical storms and hurricanes. If the District were to sustain damage to its facilities requiring substantial repair or replacement or if substantial damage were to occur to taxable property within the District as a result of such a weather event, the investment security of the Bonds could be adversely affected.

The greater Houston area has experienced multiple storms exceeding a 0.2% probability (i.e. "500-year flood" events) since 2015, including Hurricane Harvey ("Harvey"), which made landfall along the Texas Gulf Coast on August 26, 2017, and brought historic levels of rainfall during the successive four days.

If a future weather event significantly damaged all or part of the improvements within the District, the assessed value of property within the District could be substantially reduced, which could result in a decrease in tax revenues and/or necessitate an increase the District's tax rate. Further, there can be no assurance that a casualty loss to taxable property within the District will be covered by insurance (or that property owners will even carry flood or other casualty insurance), that any insurance company will fulfill its obligation to provide insurance proceeds, or that insurance proceeds will be used to rebuild or repair any damaged improvements within the District. Even if insurance proceeds are available and improvements are rebuilt, there could be a lengthy period in which assessed values within the District could be adversely affected. See "RISK FACTORS – Factors Affecting Taxable Values and Tax Payments – Maximum Impact on District Tax Rates."

Potential Impact of Natural Disaster

The District is located near the Texas Gulf Coast and, as it has in the past, could be impacted by wide-spread fires, earthquakes, or weather events such as hurricanes, tornadoes, tropical storms, or other severe weather events that could produce high winds, heavy rains, hail, and flooding. In the event that a natural disaster should damage or destroy improvements and personal property in the District, the assessed value of such taxable properties could be substantially reduced, resulting in a decrease in the taxable assessed value of the District or an increase in the District's tax rates.

There can be no assurance that a casualty will be covered by insurance (certain casualties, including flood, are usually excepted unless specific insurance is purchased), that any insurance company will fulfill its obligation to provide insurance proceeds, or that insurance proceeds will be used to rebuild, repair, or replace any taxable properties in the District that were damaged. Even if insurance proceeds are available and damaged properties are rebuilt, there could a lengthy period in which assessed values in the District would be adversely affected. There can be no assurance the District will not sustain damage from such natural disasters.

Specific Flood Type Risks

The District may be subject to the following flood risks:

Ponding (or Pluvial) Flood. Ponding, or pluvial, flooding occurs when heavy rainfall creates a flood event independent of an overflowing water body, typically in relatively flat areas. Intense rainfall can exceed the drainage capacity of a drainage system, which may result in water within the drainage system becoming trapped and diverted onto streets and nearby

property until it is able to reach a natural outlet. Ponding can also occur in a flood pool upstream or behind a dam, levee or reservoir.

Riverine (or Fluvial) Flood. Riverine, or fluvial, flooding occurs when water levels rise over the top of river, bayou or channel banks due to excessive rain from tropical systems making landfall and/or persistent thunderstorms over the same area for extended periods of time. The damage from a riverine flood can be widespread. The overflow can affect smaller rivers and streams downstream, or may sheet-flow over land. Flash flooding is a type of riverine flood that is characterized by an intense, high velocity torrent of water that occurs in an existing river channel with little to no notice. Flash flooding can also occur even if no rain has fallen, for instance, after a levee, dam or reservoir has failed or experienced an uncontrolled release, or after a sudden release of water by a debris or ice jam. In addition, planned or unplanned controlled releases from a dam, levee or reservoir also may result in flooding in areas adjacent to rivers, bayous or drainage systems downstream.

National Weather Service Atlas 14 Rainfall Study

The National Weather Service recently completed a rainfall study known as NOAA Atlas 14, Volume 11 Precipitation-Frequency Atlas of the United States ("Atlas 14"). Floodplain boundaries within the District may be redrawn based on the Atlas 14 study based on a higher statistical rainfall amount, resulting in interim floodplain regulations applying to a larger number of properties and consequently leaving less developable property within the District. Such regulations could additionally result in higher insurance rates, increased development fees, and stricter building codes for any property located within the expanded boundaries of the floodplain.

Approval of the Bonds

The Attorney General of Texas must approve the legality of the Bonds prior to their delivery. The Attorney General of Texas, however, does not pass upon or guarantee the safety of the Bonds as an investment or the adequacy or accuracy of the information contained in this Official Statement.

Ongoing Negotiations with Iowa Colony

The District and Iowa Colony are currently negotiating the terms and conditions under which Iowa Colony will provide water supply and wastewater treatment services to the portion of the District within the corporate limits of Iowa Colony, pursuant to a Utility Functions Agreement between the District and Iowa Colony (the "Utility Functions Agreement"). The Utility Functions Agreement contemplates that as Facilities are constructed, such Facilities will be immediately conveyed to Iowa Colony for ownership, operation, and maintenance. As a result, the District will not receive any water and wastewater revenues from the portion of the District within the corporate limits of Iowa Colony, and Iowa Colony will receive all of the water and wastewater revenues from the portion of the District within Iowa Colony. While negotiations are ongoing, it is unknown how long such negotiations will take.

Bond Insurance Risk Factors

The District has applied for a bond insurance policy to guarantee the scheduled payment of principal and interest on each series of Bonds. The District has yet to determine whether an insurance policy will be purchased with the Bonds. If an insurance policy is purchased, the following are risk factors relating to bond insurance.

In the event of default of the payment of principal or interest with respect to the Bonds when all or some becomes due, any owner of the Bonds shall have a claim under the applicable bond insurance policy on the Bonds, (the "Policy") for such payments. However, in the event of any acceleration of the due date of such principal by reason of mandatory or optional redemption or acceleration resulting from default or otherwise, other than any advancement of maturity pursuant to a mandatory sinking fund payment, the payments are to be made in such amounts and at such times as such payments would have been due had there not been any such acceleration. The Policy does not insure against redemption premium, if any. The payment of principal and interest in connection with mandatory or optional prepayment of the Bonds by the District which is recovered by the District from the bond owner as a voidable preference under applicable bankruptcy law is covered by the insurance policy, however, such payments will be made by the bond insurer at such time and in such amounts as would have been due absent such prepayment by the District unless the bond insurer chooses to pay such amounts at an earlier date.

Under most circumstances, default of payment of principal and interest does not obligate acceleration of the obligations of the bond insurer without appropriate consent. The bond insurer may direct and must consent to any remedies and the bond insurer's consent may be required in connection with amendments to any applicable bond documents.

In the event the bond insurer is unable to make payment of principal and interest as such payments become due under the Policy, the Bonds are payable solely from the moneys received pursuant to the applicable bond documents. In the event the bond insurer becomes obligated to make payments with respect to the Bonds, no assurance is given that such event will not adversely affect the market price of the Bonds or the marketability (liquidity) for the Bonds.

The long-term ratings on the Bonds are dependent in part on the financial strength of the bond insurer and its claim paying ability. The bond insurer's financial strength and claims paying ability are predicated upon a number of factors which could

change over time. No assurance is given that the long-term ratings of the bond insurer and of the ratings on the Bonds insured by the bond insurer will not be subject to downgrade and such event could adversely affect the market price of the Bonds or the marketability (liquidity) for the Bonds. See "MUNICIPAL BOND INSURANCE" and "RATINGS."

The obligations of the bond insurer are contractual obligations and in an event of default by the bond insurer, the remedies available may be limited by applicable bankruptcy law or state law related to insolvency of insurance companies.

Neither the District or Initial Purchaser has made independent investigation into the claims paying ability of the bond insurer and no assurance or representation regarding the financial strength or projected financial strength of the bond insurer is given. Thus, when making an investment decision, potential investors should carefully consider the ability of the District to pay principal and interest on the Bonds and the claims paying ability of the bond insurer, particularly over the life of the investment. See "MUNICIPAL BOND INSURANCE" herein for further information provided by the bond insurer and the Policy, which includes further instructions for obtaining current financial information concerning the bond insurer.

THE BONDS

General

The following is a description of some of the terms and conditions of the Bonds, which description is qualified in its entirety by reference to the Bond Resolution. A copy of the Bond Resolution may be obtained from the District upon written request made to the District's Bond Counsel, Allen Boone Humphries Robinson LLP, Phoenix Tower, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027.

The Bonds are dated December 1, 2025, and accrue interest from the date of delivery which is expected to be on or about December 16, 2025 (the "Date of Delivery"), with interest payable on March 1, 2026, and on each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. The Bonds are fully registered bonds maturing on September 1 of the years shown under "PRINCIPAL AMOUNTS, MATURITIES, INTEREST RATES AND INITIAL REOFFERING YIELDS" on the inside cover page of this Official Statement. Principal of the Bonds will be payable to the Registered Owners at maturity or redemption upon presentation at the principal payment office of the paying agent/registrar, initially, BOKF, NA, Dallas, Texas (the "Paying Agent/Registrar"). Interest on the Bonds will be payable by check, dated as of the Interest Payment Date, and mailed by the Paying Agent/Registrar to Registered Owners as shown on the records of the Paying Agent/Registrar at the close of business on the 15th calendar day of the month next preceding the Interest Payment Date (the "Record Date") or by such other customary banking arrangements as may be agreed upon by the Paying Agent/Registrar and a Registered Owner at the risk and expense of such Registered Owner.

Book-Entry-Only System

This section describes how ownership of the Bonds is to be transferred and how the principal of and interest on the Bonds are to be paid to and credited by The Depository Trust Company, New York, New York ("DTC"), while the Bonds are registered in its nominee's name. The information in this section concerning DTC and the Book-Entry-Only System has been provided by DTC for use in disclosure documents such as this Official Statement. The District believes the source of such information to be reliable, but takes no responsibility for the accuracy or completeness thereof.

The District cannot and does not give any assurance that (1) DTC will distribute payments of debt service on the Bonds, or redemption or other notices, to DTC Participant, (2) DTC Participants or others will distribute debt service payments paid to DTC or its nominee (as the registered owner of the Bonds), or redemption or other notices, to the Beneficial Owners, or that they will do so on a timely basis, or (3) DTC will serve and act in the manner described in this Official Statement. The current rules applicable to DTC are on file with the Securities and Exchange Commission, and the current procedures of DTC to be followed in dealing with DTC Participants are on file with DTC.

DTC will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be required by an authorized representative of DTC. One fully-registered Bond certificate will be issued for each of the Bonds, each in the aggregate principal amount of such issue, and will be deposited with DTC.

DTC, the world's largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants ("Direct Participants") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC is the holding company for DTC, National

Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has a Standard & Poor's rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC's records. The ownership interest of each actual purchase of each Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Securities, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time.

Redemption notices shall be sent to DTC. If less than all of the Bonds within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to Securities unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to Issue as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts Securities are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Redemption proceeds, principal and interest payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the District or Paying Agent/Registrar, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, Paying Agent/Registrar or the District, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, principal and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the District or Paying Agent/Registrar, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to the District or the Paying Agent/Registrar. Under such circumstances, in the event that a successor depository is not obtained, Bond certificates are required to be printed and delivered.

The District may decide to discontinue use of the system of Book-Entry-Only transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered to DTC.

The information in the section concerning DTC and DTC's Book-Entry-Only system has been obtained from sources that the District believes to be reliable, but Issuer takes no responsibility for the accuracy thereof.

Use of Certain Terms in Other Sections of this Official Statement

In reading this Preliminary Official Statement it should be understood that while the Bonds are in the book-entry form, references in other sections of this Preliminary Official Statement to registered owners should be read to include the person for which the Participant acquires an interest in the Bonds, but (i) all rights of ownership must be exercised through DTC

and the Book-Entry-Only system, and (ii) except as described above, notices that are to be given to registered owners under the Bond Resolution will be given only to DTC.

Successor Paying Agent/Registrar

Provisions are made in the Bond Resolution for replacing the Paying Agent/Registrar. If the District replaces the Paying Agent/Registrar, such Paying Agent/Registrar shall, promptly upon the appointment of a successor, deliver the Paying Agent/Registrar's records to the successor Paying Agent/Registrar, and the successor Paying Agent/Registrar shall act in the same capacity as the previous Paying Agent/Registrar. Any successor Paying Agent/Registrar selected by the District shall be a commercial bank; a trust company organized under the laws of the State of Texas; or other entity duly qualified and legally authorized to serve and perform the duties of the Paying Agent/Registrar for the Bonds.

Registration, Transfer and Exchange

In the event the Book-Entry-Only System is discontinued, the Bonds are transferable only on the bond register kept by the Paying Agent/Registrar upon surrender at the corporate trust office of the Paying Agent/Registrar in Dallas, Texas. A Bond may be assigned by the execution of an assignment form on the Bonds or by other instrument of transfer and assignment acceptable to the Paying Agent/Registrar. At any time after the date of initial delivery, any Bond may be transferred upon its presentation and surrender at the designated offices of the Paying Agent/Registrar, duly endorsed for transfer or accompanied by an assignment duly executed by the Initial Purchaser.

The Bonds are exchangeable upon presentation at the designated office(s) of the Paying Agent/Registrar, for an equal principal amount of Bonds of the same maturity in authorized denominations. To the extent possible, new Bonds issued in exchange or transfer of Bonds will be delivered to the Registered Owner or assignee of the Registered Owner within not more than three (3) business days after the receipt by the Paying Agent/Registrar of the request in proper form to transfer or exchange the Bonds. New Bonds registered and delivered in an exchange or transfer shall be in the denomination of $5,000 in principal amount for a Bond, or any integral multiple thereof for any one maturity and shall bear interest at the same rate and be for a like aggregate principal or maturity amount as the Bond or Bonds surrendered for exchange or transfer. Neither the Paying Agent/Registrar nor the District is required to issue, transfer, or exchange any Bond during a period beginning at the opening of business on a Record Date and ending at the close of business on the next succeeding Interest Payment Date or to transfer or exchange any Bond selected for redemption, in whole or in part, beginning fifteen (15) calendar days prior to, and ending on the date of the mailing of notice of redemption, or where such redemption is scheduled to occur within thirty (30) calendar days. No service charge will be made for any transfer or exchange, but the District or Paying Agent/Registrar may require payment of a sum sufficient to cover any tax or governmental charge payable in connection therewith.

Outstanding Bonds

The District has previously issued one (1) series of unlimited tax bonds, as follows: $14,315,000 Unlimited Tax Bonds, Series 2025. As of the Date of Delivery, $14,315,000 principal amount of such previously issued bonds will remain outstanding (the "Outstanding Bonds").

Redemption of the Bonds

Bonds maturing on September 1, 2031, and thereafter shall be subject to redemption and payment at the option of the District, in whole or from time to time in part, on September 1, 2030, or on any date thereafter, at the par value thereof plus accrued interest to the date fixed for redemption. Notice of the exercise of the reserved right of redemption will be given at least thirty (30) days prior to the redemption date by sending such notice by first class mail to the Registered Owner of each Bond to be redeemed in whole or in part at the address shown on the bond register. If less than all of the Bonds are redeemed at any time, the maturities of the Bonds to be redeemed shall be selected by the District. If less than all of the Bonds of a certain maturity are to be redeemed, the particular Bonds or portions thereof to be redeemed will be selected by the Paying Agent/Registrar prior to the redemption date by such random method as the Paying Agent/Registrar deems fair and appropriate in integral multiples of $5,000 within any one maturity.

Mutilated, Lost, Stolen or Destroyed Bonds

In the event the Book-Entry-Only System is discontinued, the District has agreed to replace mutilated, destroyed, lost or stolen Bonds upon surrender of the mutilated Bonds to the Paying Agent/Registrar, or receipt of satisfactory evidence of such destruction, loss or theft, and receipt by the District and Paying Agent/Registrar of security or indemnity as may be required by either of them to hold them harmless. The District may require payment of taxes, governmental charges and other expenses in connection with any such replacement.

Authority for Issuance

The Bonds constitute the first series of unlimited tax bonds issued by the District, from the $344,700,000 principal amount of unlimited tax bonds authorized by District's voters at an election held on November 8, 2022 for the purpose of constructing or acquiring the Road System and $344,700,000 for the further purpose of refunding such bonds. The District's

voters also authorized $483,900,000 principal amount of unlimited tax bonds for the purpose of constructing or acquiring the Utility System and $483,900,000 for the further purpose of refunding such bonds and $163,790,000 principal amount of unlimited tax bonds for the purpose of constructing the Park System and $163,790,000 for the further purpose of refunding such bonds.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the Road System; $469,585,000 principal amount of unlimited tax bonds for the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the Park System will remain authorized and unissued. All refunding bonds remain authorized but unissued. See "THE BONDS – Authority for Issuance."

The Bonds are issued pursuant to: an order of the TCEQ; the general laws of the State of Texas, including Chapters 49 and 54 of the Texas Water Code, as amended, applicable to municipal utility districts created under Section 59, Article XVI, Texas Constitution; a resolution adopted by the Board of Directors of the District (the "Board") on the date of sale of the Bonds (the "Bond Resolution"); and an election held within the boundaries of the District on November 8, 2022.

Issuance of Additional Debt

The District may issue additional bonds for the Utility System and the Park System, subject to the approval of the TCEQ, and for the Road System, necessary to provide improvements and facilities consistent with the purposes for which the District was created and subject to additional bonding authorization approved by voters in the District. The District's voters have authorized the issuance of $344,700,000 of unlimited tax bonds for the purpose of acquiring or constructing the Road System and $344,700,000 for the refunding of such bonds; $483,900,000 of unlimited tax bonds for the purpose of acquiring or constructing the Utility System and $483,900,000 for the refunding of such bonds; and $163,790,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Park System and $163,790,000 for the refunding of such bonds. The District could authorize additional amounts of each. The Bonds are the first series of bonds issued by the District for the purpose of acquiring or constructing the Road System.

Following the issuance of the Bonds, $339,100,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Road System; $469,585,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Utility System; and $163,790,000 principal amount of unlimited tax bonds for the purpose of acquiring or constructing the Park System will remain authorized but unissued. All refunding bonds remain authorized but unissued. The Bond Resolution imposes no limitation on the amount of additional parity bonds which may be issued by the District (if authorized by the District's voters and approved by the TCEQ, as needed).

{UPDATE}As of the financial statements for the fiscal year ended March 31, 2025, the District owes the Developers approximately $44,679,013 for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. Additionally, the District owes the Developers approximately 54,411,167 for projects under construction for expenditures relating to the acquisition or construction of the Utility System, the Road System, and the Park System serving the District. If additional bonds are issued in the future and property values have not increased proportionately, such issuance may increase gross debt-property valuation ratios and thereby adversely affect the investment quality or security of the Bonds. See "APPENDIX A."

If the District does issue park bonds, the outstanding principal amount of such bonds may not exceed an amount equal to one percent of the value of the taxable property in the District at the time of issuance, unless effective June 14, 2021, the District meets certain financial feasibility requirements under the TCEQ rules, in which case the outstanding principal amount of such bonds issued by the District may exceed an amount equal to one percent but not exceed three percent of the value of the taxable property in the District.

Source of Payment

The Bonds are payable from the proceeds of a continuing, direct annual ad valorem tax, without legal limitation as to rate or amount, levied against all taxable property located within the District. Bonds issued for the Utility System, and for the Road System are each supported by a separate unlimited tax levied by the District.

In the Bond Resolution, the District covenants to levy a sufficient tax to pay principal of and interest on the Bonds, with full allowance being made for delinquencies, costs of collections, Paying Agent/Registrar fees, and fees of the Brazoria County Appraisal District (the "Appraisal District"). Tax proceeds, after deduction for collection costs, will be placed in the Utility System Debt Service Fund and used solely to pay principal of and interest on the Bonds, any additional bonds payable from taxes which may be issued for the Utility System, and fees of the Paying Agent/Registrar. Amounts on deposit in the Utility System Debt Service Fund (defined below) may not be used to pay debt service on bonds issued by the District for the Road System.

The Bonds are obligations solely of the District and are not the obligations of the State of Texas; the County; Iowa Colony; Manvel, or any entity other than the District.

Funds

The Bond Resolution confirms the creation of the District's fund for debt service on the Bonds, and any additional unlimited tax bonds issued by the District for the Road System (the "Road System Debt Service Fund"), including the Bonds. Eighteen (18) months of capitalized interest on the Bonds will be deposited from the proceeds from the sale of the Bonds into the Road System Debt Service Fund upon closing of the Bonds. The Road System Debt Service Fund, which constitutes a trust fund for the benefit of the owners of the Bonds for the Road System and any additional unlimited tax bonds issued by the District for the Road System, is to be kept separate from all other funds of the District, and is to be used for payment of debt service on the Bonds, and any of the District's other duly authorized bonds issued for the Road System payable in whole or in part from taxes. Amounts of deposit in the Road System Debt Service Fund may also be used to pay the fees and expenses of the Paying Agent/Registrar, to defray the expenses of assessing and collecting taxes levied for payment of interest on and principal of the Bonds, and any additional bonds issued for the Road System payable in whole or in part from taxes, and to pay any tax anticipates notes issued, together with interest thereon, as such tax anticipation notes become due. Amounts on deposit in the Road System Debt Service Fund may not be used to pay debt service on bonds issued for the Utility System.

The Utility System Debt Service Fund, which constitutes a trust fund for the benefit of the owners of the Outstanding Bonds and any additional unlimited tax bonds issued by the District for the Utility System, is to be kept separate from all other funds of the District, and is to be used for payment of debt service on the Outstanding Bonds issued for the Utility System and on any of the District's other duly authorized bonds issued for the Utility System payable in whole or in part from taxes. Amounts of deposit in the Utility System Debt Service Fund may also be used to pay the fees and expenses of the Paying Agent/Registrar, to defray the expenses of assessing and collecting taxes levied for payment of interest on and principal of any additional bonds issued for the Utility System payable in whole or in part from taxes, and to pay any tax anticipates notes issued, together with interest thereon, as such tax anticipation notes become due. Amounts on deposit in the Utility System Debt Service Fund may not be used to pay debt service on bonds issued for the Road System, such as the Bonds.

No Arbitrage

The District will certify, on the date of delivery of the Bonds, that based upon all facts and estimates now known or reasonably expected to be in existence on the date the Bonds are delivered and paid for, the District reasonably expects that the proceeds of the Bonds will not be used in a manner that would cause the Bonds, or any portion of the Bonds, to be "arbitrage bonds" under the Internal Revenue Code of 1986, as amended (the "Code"), and the regulations prescribed thereunder. Furthermore, all officers, employees and agents of the District have been authorized and directed to provide certifications of facts and estimates that are material to the reasonable expectations of the District as of the date the Bonds are delivered and paid for. In particular, all or any officers of the District are authorized to certify to the facts and circumstances and reasonable expectations of the District on the date the Bonds are delivered and paid for regarding the amount and use of the proceeds of the Bonds. Moreover, the District covenants that it shall make such use of the proceeds of the Bonds, regulate investment of proceeds of the Bonds and take such other and further actions and follow such procedures, including, without limitation, calculating the yield on the Bonds, as may be required so that the Bonds shall not become "arbitrage bonds" under the Code and the regulations prescribed from time to time thereunder.

Defeasance

The Bond Resolution provides that the District may discharge its obligations to the Registered Owners of any or all of the Bonds to pay principal, interest and redemption price thereon in any manner permitted by law. Under current Texas law, such discharge may be accomplished either (i) by depositing with the Comptroller of Public Accounts of the State of Texas a sum of money equal to the principal of, premium, if any, and all interest to accrue on the Bonds to maturity or redemption or (ii) by depositing with any place of payment (paying agent) of the Bonds or other obligations of the District payable from revenues or from ad valorem taxes or both, amounts sufficient to provide for the payment and/or redemption of the Bonds; provided that such deposits may be invested and reinvested only in (a) direct noncallable obligations of the United States of America, (b) noncallable obligations of an agency or instrumentality of the United States, including obligations that are unconditionally guaranteed or insured by the agency or instrumentality and that, on the date the governing body of the District adopts or approves the proceedings authorizing the issuance of refunding bonds, are rated as to investment quality by a nationally recognized investment rating firm not less than AAA or its equivalent, and (c) noncallable obligations of a state or an agency or a county, municipality, or other political subdivision of a state that have been refunded and that, on the date the governing body of the District adopts or approves the proceedings authorizing the issuance of refunding bonds, are rated as to investment quality by a nationally recognized investment rating firm not less than AAA or its equivalent, and which mature and/or bear interest payable at such times and in such amounts as will be sufficient to provide for the scheduled payment and/or redemption of the Bonds.

Upon such deposit as described above, such Bonds shall no longer be regarded as outstanding or unpaid. After firm banking and financial arrangements for the discharge and final payment or redemption of the Bonds have been made as described above, all rights of the District to initiate proceedings to call the Bonds for redemption or take any other action amending the terms of the Bonds are extinguished; provided, however, that the right to call the Bonds for redemption is not extinguished if the District: (i) in the proceedings providing for the firm banking and financial arrangements, expressly

reserves the right to call the Bonds for redemption; (ii) gives notice of the reservation of that right to the owners of the Bonds immediately following the making of the firm banking and financial arrangements; and (iii) directs that notice of the reservation be included in any redemption notices that it authorizes.

There is no assurance that the current law will not be changed in the future in a manner which would permit investments other than those described above to be made with amounts deposited to defease the Bonds.

Legal Investment and Eligibility to Secure Public Funds in Texas

The following is from Section 49.186 of the Texas Water Code, and is applicable to the District:

> (a) All bonds, notes, and other obligations issued by a district shall be legal and authorized investments for all banks, trust companies, building and loan associations, savings and loan associations, insurance companies of all kinds and types, fiduciaries, and trustees, and for all interest and sinking funds and other public funds of the state, and all agencies, subdivisions, and instrumentalities of the state, including all counties, cities, towns, villages, school districts, and all other kinds and types of districts, public agencies, and bodies politic.
>
> (b) A district's bonds, notes, and other obligations are eligible and lawful security for all deposits of public funds of the state, and all agencies, subdivisions, and instrumentalities of the state, including all counties, cities, towns, villages, school districts, and all other kinds and types of districts, public agencies, and bodies politic, to the extent of the market value of the bonds, notes, and other obligations when accompanied by any unmatured interest coupons attached to them.

The Public Funds Collateral Act (Chapter 2257, Texas Government Code) also provides that bonds of the District (including the Bonds) are eligible as collateral for public funds.

No representation is made that the Bonds will be suitable for or acceptable to financial or public entities for investment or collateral purposes. No representation is made concerning other laws, rules, regulations, or investment criteria which apply to or which might be utilized by any of such persons or entities to limit the acceptability or suitability of the Bonds for any of the foregoing purposes. Prospective purchasers are urged to carefully evaluate the investment quality of the Bonds as to the suitability or acceptability of the Bonds for investment or collateral purposes.

Registered Owners' Remedies

Pursuant to Texas law, the Bond Resolution provides that, in the event the District defaults in the payment of the principal of or interest on any of the Bonds when due, fails to make payments required by the Bond Resolution into the debt service fund, or defaults in the observance or performance of any of the other covenants, conditions or obligations set forth in the Bond Resolution, any Registered Owner shall be entitled to seek a writ of mandamus from a court of competent jurisdiction compelling and requiring the District to make such payments or to observe and perform such covenants, obligations or conditions. Such right is in addition to other rights the Registered Owners may be provided by the laws of the State of Texas.

In the event of default in the payment of principal of or interest on the Bonds, the Registered Owners may seek a writ of mandamus requiring the District to levy adequate taxes to make such payments. Except for the remedy of mandamus, the Bond Resolution does not specifically provide for remedies to a Registered Owner in the event of a District default, nor does it provide for the appointment of a trustee to protect and enforce the interests of the Registered Owners. There is no acceleration of maturity of the Bonds in the event of default and, consequently, the remedy of mandamus may have to be relied upon from year to year. Although the Registered Owners could obtain a judgment against the District, such a judgment could not be enforced by direct levy and execution against the District's property. Further, the Registered Owners cannot themselves foreclose on the property of the District or sell property within the District in order to pay the principal of or interest on the Bonds. The enforceability of the rights and remedies of the Registered Owners may be further limited by laws relating to bankruptcy, reorganization or other similar laws of general application affecting the rights of creditors of political subdivisions such as the District. For example, a Chapter 9 bankruptcy proceeding by the District could delay or eliminate payment of principal or interest to the Registered Owners.

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Use and Distribution of Proceeds of the Bonds

A portion of the proceeds from the sale of the Bonds will be used to pay certain costs related to the construction of the Road System as shown herein under "THE BONDS – Use and Distribution of Proceeds of the Bonds." Additionally, proceeds of the Bonds will be used to pay for engineering costs related to the financed facilities, developer interest, eighteen (18) months of capitalized interest on the Bonds, and other costs associated with the issuance of the Bonds.

Non-construction costs are based upon either contract amounts or estimates of various costs by the Engineer (herein defined) and the Financial Advisor (herein defined). The actual amounts to be reimbursed by the District and the non-construction costs will be finalized after the sale of the Bonds and completion of agreed-upon procedures by the District's auditor.

Construction Costs	District's Share
A. Developer Contribution Items	
1. Meridiana, Section 4A East	$ 929,317
2. Meridiana, Section 24A	832,899
3. Meridiana, Section 24B	717,644
4. Meridiana, Section 5E	576,992
5. Meridiana, Section 14B	478,854
6. Engineering and Geotechnical (17.26% of Item Nos. 1 - 5)	360,230
7. Storm Water Compliance	61,452
8. City of Manvel Plan Review (Meridiana, Section 5E)	1,525
9. Land Acquisition	313,919
Total Developer Contribution Items	$ 4,272,833
B. District Contribution Items	
1. None	$ -
Total District Contribution Items	$ -
Net Construction Costs (74.27% of BIR)	$ 4,272,833
Non-Construction Costs	
A. Legal Fees	$ 152,000
B. Fiscal Agent Fees	112,000
C. Interest	
1. Capitalized Interest (18 months at an estimated 5.25%)	441,000
2. Developers Interest (5.25%)	349,499
D. Bond Discount (3.00%)	168,000
E. Bond Issuance Expenses	46,318
F. Engineering Bond Fees	52,750
G. Attorney General Fee (0.10%)	5,600
Total Non-Construction Costs (25.73% of BIR)	$ 1,327,167
TOTAL BOND ISSUE REQUIREMENT	**$ 5,600,000**

The construction costs described above were compiled by the Engineer, based, in some cases, on the estimated costs of facilities. Non-construction costs are based upon either contract amounts or estimates. In the instance that estimated amounts exceed the actual costs, the difference comprises a surplus which may be expended for roads or improvements in aid thereof. However, the District cannot and does not guarantee the sufficiency of such bonds for such purposes.

THE DISTRICT

Authority

The District was created by order of the TCEQ, dated August 16, 2007, and by a confirmation election held within the District on November 6, 2007, and operates pursuant to Article XVI, Section 59 and Article III, Section 52 of the Constitution of the State of Texas, and Chapters 49 and 54, Texas Water Code, as amended.

The District is empowered, among other things, to purchase, construct, operate, and maintain all works, improvements, facilities, and plants necessary for the supply of water; the collection, transportation, and treatment of wastewater; and the control and diversion of storm water.

The District also is authorized to acquire, construct, develop and maintain park and recreational facilities using operating revenues or by issuing bonds payable from taxes, and to construct roads. In addition, the District is authorized, upon TCEQ and voter approval, to establish, operate and maintain a fire department, independently or with one or more other conservation and reclamation districts, and provide such facilities and services to the customers of the District.

Description

At the time of the confirmation election, the District encompassed 447.471 acres. The District has since annexed 1,159.4383 acres, and thus the total acreage of the District is now 1,606.9093 acres. The District is located wholly within the County, approximately 21 miles south of the Central Business District of the City of Houston, Texas. The District has several tracts located in Manvel and Iowa Colony.

Location

A portion of the District (1,008.5993 acres) in Manvel is located in Brazoria County, in the corporate limits of Manvel and approximately one and half (1.5) miles southeast of the intersection of SH 288 and TX-6. The District is bounded on the south by Masters Rd, the east by the Manvel City Limits and C12 Ditch, the west by Chocolate Bayou, and the north by Clark Road and SH 6. The District is accessed via SH 6; exit Meridiana Parkway.

A portion of the District (598.31 acres) in Iowa Colony is located in Brazoria County, in the corporate limits of Iowa Colony and directly south of the intersection of SH 288 and CR 64 (Davenport Parkway). The District is located on the east and west side of SH 288. The south is bounded by the CR 63 (Airline Road 2 and Airline Road No 2 East). The far east and west side of the District is bounded by various private properties. The District is accessed via CR 64 (Davenport Parkway).

Management of the District

The District is governed by its Board, consisting of five directors who have control over and management supervision of all affairs of the District. All of the directors own property in the District. The directors serve staggered, four-year terms. Elections are held in even-numbered years in May. The current members and officers of the Board are listed below:

Name	Title	Term Expires May
Vacant	President	2028
Sherman Harrell	Vice President	2026
Robert Wendell	Secretary	2028
Tushunya Peacock	Assistant Secretary	2026
Heather Ping	Assistant Vice President	2028

Investment Policy

The District has adopted an Investment Policy (the "Policy") as required by the Public Funds Investment Act, Chapter 2256, Texas Government Code (the "Act"). The District's goal is to preserve principal and maintain liquidity in a diversified portfolio while securing a competitive yield on its portfolio. Funds of the District are to be invested only in accordance with the Policy. The Policy states that the funds of the District may be invested in short term obligations of the U.S. or its agencies or instrumentalities, in certificates of deposits insured by the Federal Deposit Insurance Corporation ("FDIC") and secured by collateral authorized by the Act, and in TexPool and TexStar, which are public funds investment pools rated in the highest rating category by a nationally recognized rating service. The District does not currently own, nor does it anticipate, the inclusion of long term securities or derivative products in the portfolio.

Consultants

Although the District does not have a general manager or any other full-time employees, it has contracted for utility system operating, bookkeeping, tax assessing and collecting, auditing, engineering, and legal services as follows:

Tax Assessor/Collector: The tax assessor/collector for the District is Assessments of the Southwest, Inc.

Bookkeeper: The District's bookkeeper is Myrtle Cruz, Inc.

Utility System Operator: The District's water and sewer system is operated by Si Environmental, LLC.

Auditor: The District engaged McGrath & Co., PLLC to audit its financial statements for the fiscal year ended March 31, 2025. See "APPENDIX A" for financial statements for the fiscal year ended March 31, 2025, related to the District.

Engineer: The District's engineer is Edminster, Hinshaw, Russ and Associates, Inc. (the "Engineer"). Such firm acts as engineer for many residential and commercial developments in Texas.

Bond & General Counsel: The District has engaged Allen Boone Humphries Robinson LLP, Houston, Texas, as general counsel to the District and as bond counsel ("Bond Counsel") in connection with the issuance of the Bonds. The fees to be paid Bond Counsel in connection with the issuance of the Bonds are contingent upon the sale and delivery of the Bonds. See "LEGAL MATTERS."

Disclosure Counsel: The District has engaged Orrick, Herrington & Sutcliffe LLP, Houston, Texas, as disclosure counsel ("Disclosure Counsel") to the District in connection with the issuance of the Bonds. The fees to be paid Disclosure Counsel in connection with the issuance of the Bonds are contingent upon the sale and delivery of the Bonds.

Financial Advisor: Robert W. Baird & Co. Incorporated serves as financial advisor ("Financial Advisor") to the District in connection with the issuance of the Bonds. The Financial Advisor's fee for services rendered with respect to the sale of the Bonds is contingent upon the issuance and delivery of the Bonds. The Financial Advisor is not obligated to undertake, and has not undertaken to make, an independent verification or to assume responsibility for the accuracy, completeness, or fairness of the information in this Official Statement.

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DEVELOPMENT OF THE DISTRICT

The District is one of three municipal utility districts that make up the approximately 3,000-acre master-planned community known as Meridiana. In addition to Meridiana, the District includes planned developments known as Ellwood and Rally East.

{UPDATE} To date, approximately 130.13 acres (483 lots) within the District have been developed as the residential subdivisions of Meridiana, Phase 1, Sections 4A East, 5 East, 10, 13A, 14A, 14B, 24A, and 24B, and approximately 26.27 acres (92 lots) within the District have been developed as the residential subdivisions of Ellwood, Sections 1A and 1B. As of October 9, 2025, the District was composed of 203 completed homes, 87 homes under construction and approximately 285 vacant developed lots. Of the 284 homes completed and under construction as of October 9, 2025 (which excludes the 6 model homes under construction in the Ellwood subdivision), 238 homes were sold to homeowners within the District.

In addition, approximately 13.00 acres have been developed as Alvin ISD Elementary School Site No. 2 and approximately 170.62 acres for Alvin ISD Jr. High School. The remaining land within the District consists of approximately 1,011.24 undeveloped but developable acres and approximately 139.38 undevelopable acres consisting of easements, rights of way and greenbelts.

Status of Development within the District

The following is a status of construction of single-family housing within the District as of October 9, 2025:

Meridiana, Phase 1	Section Acreage	Platted Lots	Completed Homes	Homes Under Construction	Developed Vacant Lots
Section 4A East	16.01	47	21	8	18
Section 5 East	10.36	37	13	8	16
Section 10	31.28	72	0	0	72
Section 13A	15.29	57	34	12	11
Section 14A	14.26	68	48	9	11
Section 14B	11.86	66	12	10	44
Section 24A	17.82	78	37	20	21
Section 24B	13.25	58	38	14	6
Subtotal	**130.13**	**483**	**203**	**81**	**199**
Ellwood Subdivision					
Ellwood Section 1A	3.45	10	0	6	4
Ellwood Section 1B	22.82	82	0	0	82
Subtotal	**26.27**	**92**	**0**	**6**	**86**
Total	**156.40**	**575**	**203**	**87**	**285**

Single-Family Developed:	156.40
Commercial:	9.27
School Acreage:	183.62
Under Construction (a)	107.00
Undevelopable Acres:	139.38
Remaining Developable Acres (b):	1,011.24
Service Area Total:	**1,606.91**

(a) Meridiana Sections 4B, 6 East, 7, 13B, 25A, and 26B are currently under construction.

(b) Approximately 233.17 acres are currently being developed as Ellwood Development and 132.15 acres are currently being developed as Rally East Development

DEVELOPERS

Role of the Developer

In general, the activities of a developer in a municipal utility district such as the District include purchasing the land within the District, designing the subdivision, designing the utilities and streets to be constructed in the subdivision, designing any community facilities to be built, defining a marketing program and building schedule, securing necessary governmental approvals and permits for development, arranging for the construction of roads and the installation of utilities (including, in some cases, water, wastewater, and drainage facilities pursuant to the rules of the TCEQ, as well as gas, telephone, and electric service) and selling improved lots and commercial reserves to builders, developers, or other third parties. In most instances, the developer will be required to pay up to thirty percent of the cost of constructing certain of the water, wastewater and drainage facilities in a utility district pursuant to the rules of the TCEQ. The relative success or failure of a developer to perform such activities in development of the property within a utility district may have a profound effect on the security of the unlimited tax bonds issued by a district. A developer is generally under no obligation to a district to develop the property which it owns in a district. Furthermore, there is no restriction on a developer's right to sell any or all of the land which it owns within a district. In addition, a developer is ordinarily a major taxpayer within a municipal utility district during the development phase of the property.

Prospective purchasers of the Bonds should note that the prior real estate experience of a developer should not be construed as an indication that further development within the District will occur, or construction of taxable improvements upon property within the District will occur, or that marketing or leasing of taxable improvements constructed upon property within the District will be successful. Circumstances surrounding development within the District may differ from circumstances surrounding development of other land in several respects, including the existence of different economic conditions, financial arrangements, homebuilders, geographic location, market conditions, and regulatory climate.

Neither the Developer, nor any affiliate entity, is obligated to pay principal of or interest on the Bonds. Furthermore, none of the Developer or its affiliate entities has a binding commitment to the District to carry out any plan of development, and the furnishing of information relating to the proposed development by the Developer or its affiliate entities should not be interpreted as such a commitment. Prospective purchasers are encouraged to inspect the District in order to acquaint themselves with the nature of development that has occurred or is occurring within the District's boundaries.

Developers

GR-M1 LTD, an entity associated with the Developer (herein defined) was formed for the purpose of acquiring and holding for investment and sale tracts of land, including the land in the District. The Developer has determined the overall development plan for such land in the District and arranged for the construction of water, sanitary sewer and road facilities within the District. GR-M1 LTD plans to use equity contributions to fund the development of Meridiana.

Rise Communities LLC is a developer and manager of master-planned, large-scale communities. In addition to developing Meridiana, Rise Communities LLC is also developing Cane Island, an 1,100-acre master-planned community located in the City of Katy, Texas.

Beazer Homes Texas, L.P., a Delaware limited partnership ("Beazer Homes"), is developing Ellwood Development. Beazer Homes is a subsidiary of Beazer Homes USA, Inc., a Delaware corporation, the stock of which is publicly traded on the New York Stock Exchange under the ticker symbol "BZH." For more information, visit www.beazer.com.

Rise Communities and Beazer Homes are collectively referred to herein as the "Developers."

Homebuilders within the District

Homebuilders who are active in Meridiana include David Weekley Homes, Drees Custom Homes, Highland Homes, Perry Homes, NewMark Homes, Shea Homes, Chesmar Homes, TriCoast Homes and Westin Homes. Prices of new homes being constructed in the District range from the $270,000s –$1,000,000+.

JOINT FACILITIES AND INTERCONNECT AGREEMENT

On March 14, 2024, the District ("MUD 57") entered into a Joint Facilities and Interconnect Agreement (the "Joint Agreement") with Brazoria County Municipal Utility District No. 55 ("MUD 55") for the purpose of obtaining a connection for supply of potable water.

MUD 55 has constructed a water plant with available capacity to serve MUD 55 and MUD 57 until MUD 57' s water plant is complete, which is expected to be on or before December 31, 2026.

MUD 55 is constructing a wastewater treatment plant ("MUD 55 WWTP") with available capacity to serve MUD 55 and a portion of MUD 57, which is located in the City of Iowa Colony.

MUD 57 will share in their portion of the operation and maintenance expenses related to MUD 55's wastewater treatment plant based on the amount of capacity purchased in the MUD 55 WWTP.

MUD 55 provides wastewater capacity to serve 1,037 ESFCs and water capacity to serve 955 ESFCs for the 259.43 acres of the District which are being developed as "Ellwood Development" and 132.15 acres which are being developed as "Rally East Development" all of which are located in Iowa Colony. Currently, there are no active connections being served.

INTERCONNECT AGREEEMENT

On October 10, 2024, MUD 57 entered into an Interconnect Agreement (the "Agreement") with Brazoria County Municipal Utility District No. 56 ("MUD 56") for the purpose of obtaining a connection for supply of potable water.

MUD 56 has constructed a water plant with available capacity to serve MUD 56 and MUD 57 until MUD 57' s water plant is complete, which is expected to be on or before December 31, 2026. MUD 56 provides up to 200 ESFCs.

Utility Functions Agreement with the City of Iowa Colony

The District and Iowa Colony are currently negotiating the terms and conditions under which Iowa Colony will provide water supply and wastewater treatment services to the portion of the District within the corporate limits of Iowa Colony, pursuant to a Utility Functions Agreement between the District and Iowa Colony (the "Utility Functions Agreement"). The Utility Functions Agreement contemplates that as Facilities are constructed, such Facilities will be immediately conveyed to Iowa Colony for ownership, operation, and maintenance. For more information, see "RISK FACTORS – Ongoing Negotiations with the City"

THE UTILITY SYSTEM

Regulation

According to the Engineer, the water distribution and wastewater collection lines constructed by the District have been designed in accordance with accepted engineering practices and the requirements of all governmental agencies having regulatory or supervisory jurisdiction over the construction and operation of such facilities including, among others, the TCEQ, Iowa Colony, Manvel and the County. According to the District's Engineer, the design of all such completed facilities has been approved by all required governmental agencies.

Operation of the District's waterworks and sewer treatment facilities is subject to regulation by, among others, the Environmental Protection Agency and the TCEQ. In many cases, regulations promulgated by these agencies have become effective only recently and are subject to further development and revisions.

Water, Sanitary Sewer and Drainage System

Water Supply: The District's water capacity is provided by a 16-inch waterline interconnect agreement between the District and Brazoria County Municipal Utility District ("BCMUD 56") per the "Interconnect Agreement". Per the stated Interconnect Agreement, MUD 56 agrees to provide MUD 57 with up to 200 ESFCs of water capacity, during the time period required for the construction of the MUD 57 water plant.

The MUD 56 water plant is owned, managed and operated by MUD 56. The water plant has a 1,500 gpm water well, which will adequately serve 2,500 equivalent single-family connections (ESFCs).

MUD 56's water well is permitted and monitored by the Brazoria County Groundwater Conservation District under Permit No. 3243 with a total annual withdraw limit, not to exceed 135,000,000 gallons.

The District has a Joint Facilities and Interconnect Agreement with BCMUD 55 to provide interim water supply up to 955 ESFCs during the interim term until the District's water plant is complete, for the 259.43 acres of the District which are being developed as "Ellwood Development" located within the Iowa Colony.

Wastewater Treatment: The District's wastewater treatment is provided to the District by a 12-inch force main between the District and MUD 55 per the Joint Facilities Agreement. Per the Joint Facilities Agreement, MUD 55 agrees to provide MUD 57 wastewater capacity up to 1,051 ESFCs. The MUD 55 wastewater treatment plant is a 0.399 MGD facility leased and operated by MUD 55 and wastewater capacity can serve 1,330 ESFCs based on the City of Iowa Colony criteria of 300 gpd/ESFC for design purposes.

MUD 55 is currently expanding the plant to a 980,000 gpd wastewater treatment facility with one permanent wwtp with a capacity of 0.50 mgd. According to the Engineer, the ultimate phase of the facility will be adequate to serve 4,355 ESFCs, based on the re-rate to 225 gpd/ESFCs.

Storm Water Drainage Facilities: The District is located within the Westfork of Chocolate Bayou and Unit 101-05-00 watersheds. Prior to development, surface drainage was accomplished by overland flow and natural drainage ditches or swales that outfall into Westfork of Chocolate Bayou and Unit 101-05-00. Westfork of Chocolate Bayou and Unit 101-05-00 are Drainage District ("BCDD5") maintained channels.

The District contains storm water detention basins that are designed in accordance with BCDD5 and Manvel and Iowa Colony standards. The basin system has an outfall location into Westfork of Chocolate Bayou. Storm sewer

pipe includes 24-Inch to 60-Inch Cl III R/G, RCP Storm Sewer, 60-Inch HDPE, and 6-Foot by 6-foot to 7-Foot by 6-foot RCB.

Neither BCDD5 nor Manvel or Iowa Colony has any requirements for storm water quality facilities.

100-Year Flood Plain

The portion of the District within Manvel lies partially within the published FEMA/FIRM 100- year Floodplain Map No. 48039C0110K, dated December 30, 2020 and Map No. 48039C0130K, Panel 130 of 925, dated December 30, 2020.

All floodplain within the portion of the District in Manvel will be contained within the limits of Chocolate Bayou and detention facilities. Any floodplain currently located within future developable acreage will be removed with a Letter of Map Revision based on Fill (LOMR-F).

The portion of the District within Iowa Colony lies partially within the published FEMA/FIRM 100-year Floodplain Map No. 48039C0120K, Panel 120 of 925, dated December 30, 2020.

All floodplain within the portion of the District in Iowa Colony will be contained within the limits of North Hayes Creek and detention facilities. Any floodplain currently located within future developable acreage will be removed with a Letter of Map Revision based on Fill (LOMR-F).

THE ROAD SYSTEM

The Road System serves residents of the District by providing access to the major thoroughfares and collectors within the Meridiana development and surrounding area. The major thoroughfares and collectors serving the District include Meridiana Parkway, Discovery Drive and Iowa Colony Boulevard. Discovery Drive and Iowa Colony Boulevard act as collectors by conveying residents of the District to the major thoroughfare of Meridiana Parkway which connects to the State Highway 288 to the west. The District will finance, design and construct the Road System in phases as development progresses. The Road System will ultimately be owned, operated and maintained by Iowa Colony and Manvel as the phases are constructed and accepted by Iowa Colony and Manvel. The District does not intend to maintain or operate the roads once they are accepted by Iowa Colony and Manvel.

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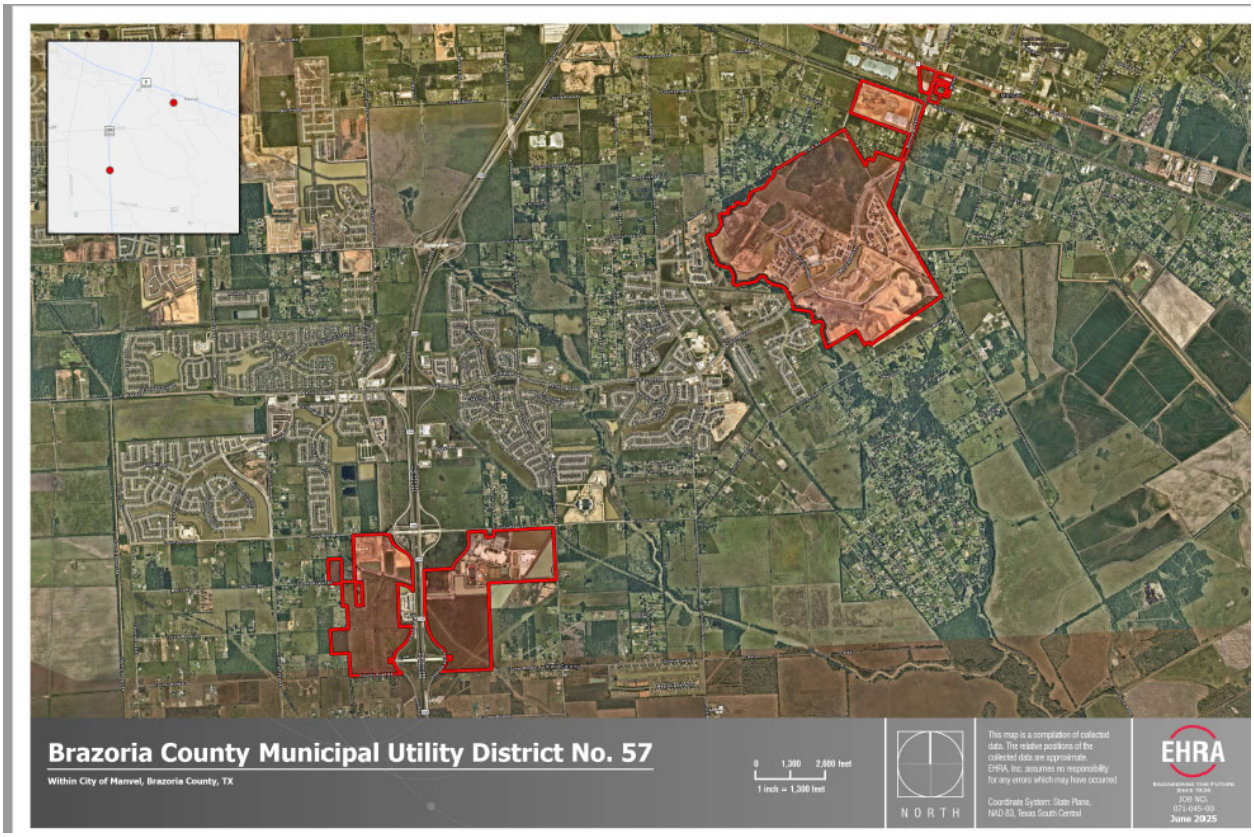
General Fund Operating Statement

The following statement sets forth in condensed form the historical results of operations of the District. Such summary has been prepared by the Financial Advisor for inclusion herein, based upon information obtained from the District's March 31, 2023, March 31, 2024 and March 31, 2025 audited financial statements. Reference is made to such statement for further and more complete information. See "APPENDIX A."

	FISCAL YEAR END MARCH 31				
	2025	2024	2023	2022	2021
REVENUES					
Water Service	$ 35,402	$ 3,926	$ 535	$ –	$ –
Sewer Service	29,644	1,068	–	–	–
Property Taxes	62,276	51,226	–	–	–
Penalties and interest	2,317	–	–	–	–
Groundwater pumpage fees	155	29	4	–	–
Tap Connection and Inspection	503,294	47,878	1,865	–	–
Miscellaneous	19,751	6,500	965	–	90
Investment Earnings	21,812	17,370	714	1	8
TOTAL REVENUES	$ 674,651	$ 127,997	$ 4,083	$ 1	$ 98
EXPENDITURES					
Purchased Services	$ –	$ –	$ –	$ –	$ –
Professional Fees	367,441	213,196	192,857	141,194	–
Contracted Services	82,339	62,073	11,362	17,188	–
Repairs and Maintenance	148,246	7,595	3,379	–	–
Utilities	1,435	–	–		–
Administrative	57,561	27,262	25,892	21,877	–
Other	78,040	5,609	4,866	–	3
Capital Outlay	359,222	–	–	–	
TOTAL EXPENDITURES	$ 1,094,284	$ 315,735	$ 238,356	$ 180,269	$ –
Excess Revenues (Expenditures)	$ (419,633)	$ (187,738)	$ (234,273)	$ (180,258)	$ 95
Other Financing Sources (Uses):					
Developer Advances	$ 231,953	$ –	$ 189,000	$ 174,000	$ –
Capital Recovery Fees	–	–	872,666		
Net Change in Fund Balance	$ 187,680	$ (187,738)	$ 827,393	$ (6,258)	$ 95
Balance, Beg of Year	$ 634,688	$ 822,426	$ (4,967)	$ 1,291	$ 1,196
Balance, End of Year	$ 822,368	$ 634,688	$ 822,426	$ (4,967)	$ 1,291

AERIAL PHOTOGRAPH OF THE DISTRICT

(June 2025)



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PHOTOGRAPHS TAKEN WITHIN THE DISTRICT

(June 2025)













DISTRICT DEBT

Pro-Forma Debt Service Requirement Schedule

The following schedule sets forth the debt service requirements on the Outstanding Bonds and the principal and estimated interest requirement on the Bonds, assuming an interest rate of 5.00%. Totals may not sum due to rounding.

Calendar Year	Outstanding Debt Service	The Bonds: Principal	The Bonds: Interest	The Bonds: Debt Service	Total Debt Service
2026	$ 638,761	$ -	$ 198,333	$ 198,333	$ 837,094
2027	1,029,725	125,000	280,000	405,000	1,434,725
2028	1,027,950	130,000	273,750	403,750	1,431,700
2029	1,019,875	140,000	267,250	407,250	1,427,125
2030	1,015,825	145,000	260,250	405,250	1,421,075
2031	1,010,475	155,000	253,000	408,000	1,418,475
2032	1,008,825	160,000	245,250	405,250	1,414,075
2033	1,002,181	170,000	237,250	407,250	1,409,431
2034	1,008,981	175,000	228,750	403,750	1,412,731
2035	1,014,781	185,000	220,000	405,000	1,419,781
2036	1,019,581	195,000	210,750	405,750	1,425,331
2037	1,028,381	205,000	201,000	406,000	1,434,381
2038	1,035,981	215,000	190,750	405,750	1,441,731
2039	1,040,906	225,000	180,000	405,000	1,445,906
2040	1,043,006	235,000	168,750	403,750	1,446,756
2041	1,047,944	250,000	157,000	407,000	1,454,944
2042	1,050,406	260,000	144,500	404,500	1,454,906
2043	1,056,206	275,000	131,500	406,500	1,462,706
2044	1,060,106	290,000	117,750	407,750	1,467,856
2046	1,063,106	305,000	103,250	408,250	1,471,356
2046	1,069,256	320,000	88,000	408,000	1,477,256
2047	1,073,325	335,000	72,000	407,000	1,480,325
2048	1,077,988	350,000	55,250	405,250	1,483,238
2049	1,080,213	370,000	37,750	407,750	1,487,963
2050	-	385,000	19,250	404,250	404,250
Total	$ 24,523,786	$ 5,600,000	$ 4,341,333	$ 9,941,333	$ 34,465,119

Combined Estimated Average Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2026–2050)..... $ 1,378,605

Combined Estimated Maximum Annual Debt Service Requirement on the Outstanding Bonds and the Bonds (2049)..... $ 1,487,963

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Bonded Indebtedness

2025 Assessed Taxable Valuation	$	69,348,870	(a)
Estimated Taxable Valuation as of September 15, 2025	$	166,366,333	(b)
Direct Debt:			
The Outstanding Bonds	$	14,315,000	
The Bonds		5,600,000	
Total	$	19,915,000	
Estimated Overlapping Debt	$	9,289,971	(c)
Total Direct and Estimated Overlapping Debt	$	29,204,971	(c)
Direct Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		28.72	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		11.97	%
Direct and Estimated Overlapping Debt Ratios:			
As a percentage of the 2025 Assessed Taxable Valuation		42.11	%
As a percentage of the Estimated Taxable Valuation as of September 15, 2025		17.55	%
Road System Debt Service Fund Balance (as of Date of Delivery)	$	441,000	(d)
Road System Capital Projects Fund (as of June 5, 2025)	$	_____	
Utility System Debt Service Fund Balance (as of June 5, 2025)	$	_____	(e)
Utility System Capital Projects Fund (as of June 5, 2025)	$	_____	
General Fund Balance (as of June 5, 2025)	$	_____	

(a) Represents the taxable amount of assessed valuation of taxable properties in the District as of January 1, 2025, as provided by the Brazoria County Appraisal District (the "Appraisal District"). See "TAX DATA" and "TAXING PROCEDURES."

(b) As of September 15, 2025, provided by the Appraisal District for information purposes only. Represents new construction within the District as of September 15, 2025. This estimate is based upon the same unit value used in the assessed taxable valuation. No taxes will be levied on this estimate. See "TAXING PROCEDURES."

(c) See "DISTRICT DEBT – Estimated Direct and Overlapping Debt Statement."

(f) Represents eighteen (18) months of capitalized interest will be deposited into the Road System Debt Service Fund (herein defined) upon closing of the Bonds. Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Road System Debt Service Fund. Funds in the Road System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Road System (herein defined), such as the Bonds, and are not available to pay debt service on bonds issued by the District for the Utility System (herein defined).

(g) Neither Texas law nor the Bond Resolution requires that the District maintain any particular sum in the Utility System Debt Service Fund. Funds in the Utility System Debt Service Fund are pledged only to pay debt service on bonds issued by the District for the Utility System and are not available to pay debt service on bonds issued by the District for the Road System, such as the Bonds.

Estimated Direct and Overlapping Debt Statement

Other governmental entities whose boundaries overlap the District have outstanding bonds payable from ad valorem taxes. The following statement of direct and estimated overlapping ad valorem tax debt was developed from information contained in *Texas Municipal Reports* published by the Municipal Advisory Council of Texas, or other available information. Except for the amount relating to the District, the District has not independently verified the accuracy or completeness of such information, and no person is entitled to rely upon such information as being accurate or complete. Furthermore, certain of the entities listed below may have issued additional bonds since the dates stated in this table, and such entities may have programs requiring the issuance of substantial amounts of additional bonds, the amount of which cannot presently be determined. Political subdivisions overlapping the District are authorized by Texas law to levy and collect ad valorem taxes for operation, maintenance or general revenue purposes in addition to taxes for payment of their debt, and some are presently levying and collecting such taxes.

Taxing Jurisdiction	Outstanding Debt as of September 30, 2025	Estimated Overlapping Percent	Estimated Overlapping Amount	
Brazoria County, Texas	$ 226,118,313	0.12%	$ 282,605	
Alvin Independent School District	1,053,710,000	0.44%	4,668,202	
Alvin Community College District	17,050,000	0.32%	55,066	
City of Manvel, Texas	95,610,00	3.20%	3,060,360	
City of Iowa Colony, Texas	13,110,000	9.33%	1,223,738	
Total Estimated Overlapping Debt			$ 9,289,971	
The District			$ 19,915,000	(a)
Total Direct & Estimated Overlapping Debt			$ 29,204,971	(b)

(a) The Bonds.

(b) Includes the Bonds.

Debt Ratios

	Percentage of 2025 Assessed Taxable Valuation	Percentage of Estimate of Value September 15, 2025
Direct Debt (a)	28.72%	11.97%
Total Direct and Estimated Overlapping Debt (a)	42.11%	17.55%

(a) The Bonds.

TAXING PROCEDURES

Authority to Levy Taxes

The Board is authorized to levy an annual ad valorem tax, without legal limitation as to rate or amount, on all taxable property within the District in sufficient amount to pay the principal of and interest on the Bonds and any additional Utility System bonds payable from taxes which the District may hereafter issue (see "RISK FACTORS – Future Debt"), and to pay the expenses of assessing and collecting such taxes. The Board is also authorized to levy an annual ad valorem tax, without legal limitation as to rate or amount, on all taxable property within the District in sufficient amount to pay the principal of and interest on any Road System bonds payable from taxes which the District may hereafter issue, and to pay the expenses of assessing and collecting such taxes. The District agrees in the Bond Resolution to levy such a tax from year to year as described more fully above under "THE BONDS – Source of Payment." Under Texas law, the Board may also levy and collect annual ad valorem taxes for the operation and maintenance of the District and the Utility System and for the payment of certain contractual obligations. See "TAX DATA – Maintenance Tax."

Property Tax Code and County-Wide Appraisal District

Title I of the Texas Tax Code (the "Property Tax Code") specifies the taxing procedures of all political subdivisions of the State of Texas, including the District. Provisions of the Property Tax Code are complex and are not fully summarized herein. The Property Tax Code requires, among other matters, county-wide appraisal and equalization of taxable property values and establishes in each county of the State of Texas an appraisal district with the responsibility for recording and appraising property for all taxing units within a county and an appraisal review board with responsibility for reviewing and equalizing

the values established by the Appraisal District. The Appraisal District has the responsibility of appraising property for all taxing units within the County, including the District. Such appraisal values will be subject to review and change by the Brazoria County Appraisal Review Board (the "Appraisal Review Board"). The appraisal roll, as approved by the Appraisal Review Board, will be used by the District in establishing its tax rolls and tax rate.

Property Subject to Taxation by the District

Except for certain exemptions provided by Texas law, all real property, tangible personal property held or used for the production of income, mobile homes and certain categories of intangible personal property with a tax situs in the District are subject to taxation by the District. Principal categories of exempt property include, but are not limited to: property owned by the State of Texas or its political subdivisions, if the property is used for public purposes; property exempt from ad valorem taxation by federal law; certain household goods, family supplies and personal effects; certain goods, wares, and merchandise in transit; certain farm products owned by the producer; certain property of charitable organizations, youth development associations, religious organizations, and qualified schools; designated historical sites; and most individually-owned automobiles. In addition, the District may by its own action exempt residential homesteads of persons 65 years or older and certain disabled persons, to the extent deemed advisable by the Board. The District may be required to offer such exemptions if a majority of voters approve same at an election. The District would be required to call an election upon petition by twenty percent (20%) of the number of qualified voters who voted in the preceding election. The District is authorized by statute to disregard exemptions for the disabled and elderly if granting the exemption would impair the District's obligation to pay tax supported debt incurred prior to adoption of the exemption by the District. Furthermore, the District must grant exemptions to disabled veterans or the surviving spouse or children of a deceased veteran who died while on active duty in the armed forces, if requested, but only to the maximum extent of between $5,000 and $12,000 depending upon the disability rating of the veteran claiming the exemption. A veteran who receives a disability rating of 100% is entitled to an exemption for the full value of the veteran's residence homestead. Furthermore, qualifying surviving spouses of persons 65 years of age and older are entitled to receive a resident homestead exemption equal to the exemption received by the deceased spouse. Additionally, subject to certain conditions, the surviving spouse of a disabled veteran who is entitled to an exemption for the full value of the veteran's residence homestead is also entitled to an exemption from taxation of the total appraised value of the same property to which the disabled veteran's exemption applied.

A partially disabled veteran or certain surviving spouses of partially disabled veterans are entitled to an exemption from taxation of a percentage of the appraised value of their residence homestead in an amount equal to the partially disabled veteran's disability rating if the residence homestead was donated by a charitable organization. This exemption will also apply to a residence homestead that was donated by a charitable organization at some cost to such veterans. Also, the surviving spouse of a member of the armed forces who was killed in action is entitled to an exemption of the total appraised value of the surviving spouse's residence homestead if the surviving spouse has not remarried since the service member's death and said property was the service member's residence homestead at the time of death. Such exemption may be transferred to a subsequent residence homestead of the surviving spouse, if the surviving spouse has not remarried, in an amount equal to the exemption received on the prior residence in the last year in which such exemption was received.

The surviving spouse of a first responder who is killed or fatally injured in the line of duty is entitled to an exemption of the total appraised value of the surviving spouse's residence homestead if the surviving spouse has not remarried since the first responder's death, and said property was the first responder's residence homestead at the time of death. Such exemption would be transferred to a subsequent residence homestead of the surviving spouse, if the surviving spouse has not remarried, in an amount equal to the exemption received on the prior residence in the last year in which such exemption was received.

Residential Homestead Exemptions: The Property Tax Code authorizes the governing body of each political subdivision in the State to exempt up to twenty percent (20%) of the appraised market value of residential homesteads from ad valorem taxation. Where ad valorem taxes have previously been pledged for the payment of debt, the governing body of a political subdivision may continue to levy and collect taxes against the exempt value of the homesteads until the debt is discharged, if the cessation of the levy would impair the obligations of the contract by which the debt was created. The adoption of a homestead exemption may be considered each year, but must be adopted by before July 1. The District has never adopted a homestead exemption. See "TAX DATA."

Freeport Goods and Goods-in-Transit Exemption: A "Freeport Exemption" applies to goods, wares, ores, and merchandise other than oil, gas, and petroleum products (defined as liquid and gaseous materials immediately derived from refining petroleum or natural gas), and to aircraft or repair parts used by a certified air carrier acquired in or imported into Texas which are destined to be forwarded outside of Texas and which are detained in Texas for assembling, storing, manufacturing, processing or fabricating for less than 175 days. Although certain taxing units may take official action to tax such property in transit and negate such exemption, the District does not have such an option. A "Goods-in-Transit" Exemption is applicable to the same categories of tangible personal property which are covered by the Freeport Exemption, if, for tax year 2013 and prior applicable years, such property is acquired in or imported into Texas for assembling, storing, manufacturing, processing, or fabricating purposes and is subsequently forwarded to another location inside or outside of Texas not later than 175 days after acquisition or importation, and the location where said property is detained during that

period is not directly or indirectly owned or under the control of the property owner. For tax year 2012 and subsequent years, such Goods-in-Transit Exemption includes tangible personal property acquired in or imported into Texas for storage purposes only if such property is stored under a contract of bailment by a public warehouse operator at one or more public warehouse facilities in Texas that are not in any way owned or controlled by the owner of such property for the account of the person who acquired or imported such property. A property owner who receives the Goods-in-Transit Exemption is not eligible to receive the Freeport Exemption for the same property. Local taxing units such as the District may, by official action and after public hearing, tax goods-in-transit property. A taxing unit must exercise its option to tax goods-in-transit property before January 1 of the first tax year in which it proposes to tax the property at the time and in the manner prescribed by applicable law. The District has taken official action to allow taxation of all such goods-in-transit personal property for all prior and subsequent years.

Tax Abatement

The County may designate all or part of the area within the District as a reinvestment zone. Thereafter, the County, the City of Manvel, Iowa Colony and the District, at the option and discretion of each entity, may enter into tax abatement agreements with owners of property within the zone. Prior to entering into a tax abatement agreement, each entity must adopt guidelines and criteria for establishing tax abatement which each entity will follow in granting tax abatement to owners of property. The tax abatement agreements may exempt from ad valorem taxation by each of the applicable taxing jurisdictions, including the District, for a period of up to ten (10) years, all or any part of any increase in the assessed valuation of property covered by the agreement over its assessed valuation in the year in which the agreement is executed on the condition that the property owner make specified improvements or repairs to the property in conformity with the terms of the tax abatement. Each taxing jurisdiction has discretion to determine terms for its tax abatement agreements without regard to the terms approved by the other taxing jurisdictions. At this time, the County has not designated any of the area within the District as a reinvestment zone.

Valuation of Property for Taxation

Generally, property in the District must be appraised by the Appraisal District at market value as of January 1 of each year. Once an appraisal roll is prepared and finally approved by the Appraisal Review Board, it is used by the District in establishing its tax rolls and tax rate. Assessments under the Property Tax Code are to be based on one hundred percent (100%) of market value, as such is defined in the Property Tax Code. Nevertheless, certain land may be appraised at less than market value, as such is defined in the Property Tax Code. The Texas Constitution limits increases in the appraised value of residence homesteads to 10 percent annually regardless of the market value of the property.

The Property Tax Code permits land designated for agricultural use, open space or timberland to be appraised at its value based on the land's capacity to produce agricultural or timber products rather than at its fair market value. The Property Tax Code permits under certain circumstances that residential real property inventory held by a person in the trade or business be valued at the price all of such property would bring if sold as a unit to a purchaser who would continue the business. Provisions of the Property Tax Code are complex and are not fully summarized here. Landowners wishing to avail themselves of the agricultural use, open space or timberland designation or residential real property inventory designation must apply for the designation and the appraiser is required by the Property Tax Code to act on each claimant's right to the designation individually. A claimant may waive the special valuation as to taxation by one political subdivision while claiming it for another. If a claimant receives the agricultural use designation and later loses it by changing the use of the property or selling it to an unqualified owner, the District can collect taxes based on the new use, including taxes for the previous three years for agricultural use, open space land, and timberland.

The Property Tax Code requires the Appraisal District to implement a plan for periodic reappraisal of property to update appraisal values. The plan must provide for appraisal of all property in the Appraisal District at least once every three years. It is not known what frequency of reappraisals will be utilized by the Appraisal District or whether reappraisals will be conducted on a zone or county-wide basis. The District, however, at its expense, has the right to obtain from the Appraisal District a current estimate of appraised values within the District or an estimate of any new property or improvements within the District. While such current estimate of appraised values may serve to indicate the rate and extent of growth of taxable values within the District, it cannot be used for establishing a tax rate within the District until such time as the Appraisal District chooses to formally include such values on its appraisal roll.

The Property Tax Code provides for a temporary exemption from ad valorem taxation of a portion of the appraised value of certain property that is at least 15% physically damaged by a disaster and located within an area declared to be a disaster area by the governor of the State of Texas. This temporary exemption is automatic if the disaster is declared prior to a taxing unit, such as the District, adopting its tax rate for the tax year. A taxing unit, such as the District, may authorize the exemption at its discretion if the disaster is declared after the taxing unit has adopted its tax rate for the tax year. The amount of the exemption is based on the percentage of damage and is prorated based on the date of the disaster. Upon receipt of an application submitted within the eligible timeframe by a person who qualifies for a temporary exemption under the Property Tax Code, the Appraisal District is required to complete a damage assessment and assign a damage assessment rating to determine the amount of the exemption. The temporary exemption amounts established in the Property Tax Code

range from 15% for property less than 30% damaged to 100% for property that is a total loss. Any such temporary exemption granted for disaster-damaged property expires on January 1 of the first year in which the property is reappraised.

During the 2nd Special Session, convened on June 27, 2023, the Texas Legislature passed Senate Bill 2 ("SB 2"), which, among other things, includes provisions that prohibit an appraisal district from increasing the appraised value of real property during the 2024 tax year on non-homestead properties (the "Subjected Property") whose appraised values are not more than $5,000,000 (the "Maximum Property Value") to an amount not to exceed the lesser of: (1) the market value of the Subjected Property for the most recent tax year that the market value was determined by the appraisal office or (2) the sum of: (a) 20 percent of the appraised value of the Subjected Property for the preceding tax year; (b) the appraised value of the Subjected Property for the preceding tax year; and (c) the market value of all new improvements to the Subjected Property. After the 2024 tax year, through December 31, 2026, the Maximum Property Value may be increased or decreased by the product of the preceding state fiscal year's increase or decrease in consumer price index, as applicable, to the Maximum Property Value. SB 2 was signed into law by the Governor of Texas (the "Governor") on July 22, 2023. The provisions described hereinabove took effect January 1, 2024, after the constitutional amendment proposed by H.J.R. 2, 88th Legislature, 2nd Called Session, 2023, was approved by voters at an election held on November 7, 2023.

District and Taxpayer Remedies

Under certain circumstances, taxpayers and taxing units, including the District, may appeal orders of the Appraisal Review Board by filing a timely petition for review in district court. In such event, the property value in question may be determined by the court, or by a jury, if requested by any party. Additionally, taxing units may bring suit against the Appraisal District to compel compliance with the Property Tax Code.

The Property Tax Code sets forth notice and hearing procedures for certain tax rate increases by the District and provides for taxpayer referenda which could result in the repeal of certain tax increases. The Property Tax Code also establishes a procedure for notice to property owners of reappraisals reflecting increased property values, appraisals that are higher than renditions and appraisals of property not previously on an appraisal roll.

Levy and Collection of Taxes

The District is responsible for the levy and collection of its taxes unless it elects to transfer such functions to another governmental entity. The rate of taxation is set by the Board, after the legally required notice has been given to owners of property within the District, based upon: a) the valuation of property within the District as of the preceding January 1, and b) the amount required to be raised for debt service, maintenance purposes, and authorized contractual obligations. Taxes are due October 1, or when billed, whichever comes later, and become delinquent if not paid before February 1 of the year following the year in which imposed. A delinquent tax incurs a penalty of six percent (6%) of the amount of the tax for the first calendar month it is delinquent, plus one percent (1%) for each additional month or portion of a month the tax remains unpaid prior to July 1 of the year in which it becomes delinquent. If the tax is not paid by July 1 of the year in which it becomes delinquent, the tax incurs a total penalty of twelve percent (12%) regardless of the number of months the tax has been delinquent and incurs an additional penalty for collection costs of an amount established by the District and a delinquent tax attorney. A delinquent tax on personal property incurs an additional penalty, in an amount established by the District and a delinquent tax attorney, 60 days after the date the taxes become delinquent. The delinquent tax accrues interest at a rate of one percent (1%) for each month or portion of a month it remains unpaid. The Property Tax Code makes provisions for the split payment of taxes, discounts for early payment and the postponement of the delinquency date of taxes under certain circumstances which, at the option of the District, which may be rejected by taxing units. The District's tax collector is required to enter into an installment payment agreement with any person who is delinquent on the payment of tax on a residence homestead for payment of tax, penalties and interest, if the person requests an installment agreement and has not entered into an installment agreement with the collector in the preceding 24 months. The installment agreement must provide for payments to be made in monthly installments and must extend for a period of at least 12 months and no more than 36 months. Additionally, the owner of a residential homestead property who is (i) sixty-five (65) years of age or older, (ii) disabled, or (iii) a disabled veteran, is entitled by law to pay current taxes on a residential homestead in installments without penalty or to defer the payment of taxes during the time of ownership. In the instance of tax deferral, a tax lien remains on the property and interest continues to accrue during the period of deferral.

Tax Payment Installments After Disaster

Certain qualified taxpayers, including owners of residential homesteads, located within a designated disaster area or emergency area and whose property has been damaged as a direct result of the disaster or emergency, are entitled to enter into a tax payment installment agreement with a taxing jurisdiction, such as the District, if the taxpayer pays at least one-fourth of the tax bill imposed on the property by the delinquency date. The remaining taxes may be paid without penalty or interest in three equal installments within six months of the delinquency date.

Additionally, the Property Tax Code authorizes a taxing jurisdiction such as the District, solely at the jurisdiction's discretion to adopt a similar installment payment option for taxes imposed on property that is located within a designated disaster

area or emergency area and is owned or leased by certain qualified business entities, regardless of whether the property has been damaged as a direct result of the disaster or emergency.

Rollback of Operation and Maintenance Tax Rate

Chapter 49 of the Texas Water Code, as amended, classifies districts differently based on the current operation and maintenance tax rate or on the percentage of projected build-out that a district has completed. Districts that have adopted an operation and maintenance tax rate for the current year that is 2.5 cents or less per $100 of taxable value are classified herein as "Special Taxing Units." Districts that have financed, completed, and issued bonds to pay for all land, improvements and facilities necessary to serve at least 95% of the projected build-out of the district are classified as "Developed Districts." Districts that do not meet either of the classifications previously discussed can be classified herein as "Developing Districts." The impact each classification has on the ability of a district to increase its maintenance and operations tax rate is described for each classification below. Debt service cannot be reduced by a rollback election held within any of the districts described below.

Special Taxing Units

Special Taxing Units that adopt a total tax rate that would impose more than 1.08 times the amount of the total tax imposed by such district in the preceding tax year on a residence homestead appraised at the average appraised value of a residence homestead in the district, subject to certain homestead exemptions, are required to hold an election within the district to determine whether to approve the adopted total tax rate. If the adopted total tax rate is not approved at the election, the total tax rate for a Special Taxing Unit is the current year's debt service and contract tax rate plus the operation and maintenance tax rate that would impose 1.08 times the amount of operation and maintenance tax imposed by the District in the preceding tax year on a residence homestead appraised at the average appraised value of a resident homestead in the District in that year, subject to certain homestead exemptions.

Developed Districts

Developed Districts that adopt a total tax rate that would impose more than 1.035 times the amount of the total tax imposed by the district in the preceding tax year on a residence homestead appraised at the average appraised value of a residence homestead in the district, subject to certain homestead exemptions, plus any unused increment rates, as calculated and described in Section 26.013 of the Property Tax Code, are required to hold an election within the district to determine whether to approve the adopted total tax rate. If the adopted total tax rate is not approved at the election, the total tax rate for a Developed District is the current year's debt service and contract tax rate plus the operation and maintenance tax rate that would impose 1.035 times the amount of operation and maintenance tax imposed by the district in the preceding year on a residence homestead appraised at the average appraised value of a residence homestead in the district in that year, subject to certain homestead exemptions, plus any unused increment rates. In addition, if any part of a Developed District lies within an area declared for disaster by the Governor of Texas or President of the United States, alternative procedures and rate limitations may apply for a temporary period. If a district qualifies as both a Special Taxing Unit and a Developed District, the district will be subject to the operation and maintenance tax threshold applicable to Special Taxing Units.

Developing Districts

Districts that do not meet the classification of a Special Taxing Unit or a Developed District can be classified as Developing Districts. The qualified voters of these districts, upon the Developing District's adoption of a total tax rate that would impose more than 1.08 times the amount of the total tax imposed by such district in the preceding tax year on a residence homestead appraised at the average appraised value of a residence homestead in the district, subject to certain homestead exemptions, are authorized to petition for an election to reduce the operation and maintenance tax rate. If an election is called and passes, the total tax rate for Developing Districts is the current year's debt service and contract tax rate the operation and maintenance tax rate that would impose 1.08 times the amount of operation and maintenance tax imposed by the District in the preceding tax year on a residence homestead appraised at the average appraised value of a resident homestead in the District in that year, subject to certain homestead exemptions.

The District

For the 2025 tax year, the District made the determination of its status as a Developing District. A determination as to the District's status as a Special Taxing Unit, Developed District or Developing District will be made by the Board of Directors on an annual basis, in September or October of each year. The District cannot give any assurances as to what its classification will be at any point in time or whether the District's future tax rates will result in a total tax rate that will reclassify the District into a new classification and new election calculation.

District's Rights in the Event of Tax Delinquencies

Taxes levied by the District are a personal obligation of the owner of the property as of January 1 of the year in which the tax is imposed. On January 1 of each year, a tax lien attaches to property to secure the payment of all taxes, penalties and interest ultimately imposed for the year on the property. The lien exists in favor of the State and each taxing unit, including

the District, having the power to tax the property. The District's tax lien is on a parity with the tax liens of other such taxing units. A tax lien on real property takes priority over the claims of most creditors and other holders of liens on the property encumbered by the tax lien, whether or not the debt or lien existed before the attachment of the tax lien; however, whether a lien of the United States is on a parity with or takes priority over a tax lien of the District is determined by federal law. Personal property, under certain circumstances, is subject to seizure and sale for the payment of delinquent taxes, penalty and interest.

At any time after taxes on property become delinquent, the District may file suit to foreclose the lien securing payment of the tax, to enforce personal liability for the tax, or both. In filing a suit to foreclose a tax lien on real property, the District must join other taxing units that have claims for delinquent taxes against all or part of the same property. Collection of delinquent taxes may be adversely affected by the amount of taxes owed to other taxing units, by the effects of market conditions on the foreclosure sale price, by taxpayer redemption rights or by bankruptcy proceedings which restrict the collection of taxpayer debts. A taxpayer may redeem property within two years for residential and agricultural property and six months for commercial property and all other types of property after the purchaser's deed at the foreclosure sale is filed in the county records.

TAX DATA

General

All taxable property within the District is subject to the assessment, levy and collection by the District of a continuing, direct annual ad valorem tax without legal limitation as to rate or amount, sufficient to pay principal of and interest on the Bonds (see "TAXING PROCEDURES"). The Board has in its Bond Resolution covenanted to assess and levy for each year that all or any part of the Bonds remain outstanding and unpaid a tax ample and sufficient to produce funds to pay the principal of and interest on the Bonds (see "THE BONDS" and "RISK FACTORS"). The District has levied a total tax rate of $0.90 per $100 of assessed valuation for the 2025 tax year. Such rate is composed entirely of a maintenance and operations tax rate of $0.90 per $100 of assessed valuation.

Tax Rate Limitation

Debt Service:	Unlimited (no legal limit as to rate or amount).
Maintenance:	$1.50 per $100 assessed taxable valuation.
Maintenance Tax Roads:	$0.25 per $100 assessed taxable valuation.

Maintenance Tax

The Board has the statutory authority to levy and collect an annual ad valorem tax for maintenance of the District's improvements if such maintenance tax is authorized by vote of the District's electors. The Board is authorized by the District's voters to levy such maintenance tax in an amount not to exceed $1.50 per $100 of assessed valuation. Such tax, when levied, is in addition to taxes which the District is authorized to levy for paying principal of and interest on the Bonds and any parity bonds which may be issued in the future. See "Tax Rate Distribution" below.

Additional Penalties

The District has contracted with a delinquent tax attorney to collect certain delinquent taxes. In connection with that contract, the District can establish an additional penalty of twenty percent (20%) of the tax to defray the costs of collection. This 20% penalty applies to taxes that either: (1) become delinquent on or after February 1 of a year, but not later than June 1 of that year, and that remain delinquent on April 1 (for personal property) and July 1 (for real property) of the year in which they become delinquent or (2) become delinquent on or after June 1, pursuant to the Texas Tax Code.

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Tax Rate Calculations

The tax rate calculations set forth below are presented to indicate the tax rates per $100 of assessed taxable valuation which would be required to meet certain debt service requirements of the Bonds if no growth in the District's tax base occurs beyond the 2025 Assessed Taxable Valuation ($69,348,870) or the Estimated Taxable Assessed Valuation as of September 15, 2025 ($166,366,333). The calculations assume collection of 95% of taxes levied, the sale of the Bonds but not the sale of any additional bonds by the District.

Estimated Average Annual Debt Service Requirement (2026–2050)	$ 1,378,605
Debt Service Tax Rate of $2.10 on the 2025 Assessed Taxable Valuation	$ 1,383,510
Debt Service Tax Rate of $0.88 on the Estimated Taxable Valuation as of September 15, 2025	$ 1,390,823
Estimated Maximum Annual Debt Service Requirement (2049)	$ 1,487,963
Debt Service Tax Rate of $2.26 on the 2025 Assessed Taxable Valuation	$ 1,488,920
Debt Service Tax Rate of $0.95 on the Estimated Taxable Valuation as of September 15, 2025	$1,501,456

Estimated Overlapping Taxes

Property within the District is subject to taxation by several taxing authorities in addition to the District. Under Texas law, if ad valorem taxes levied by a taxing authority become delinquent, a lien is created upon the property which has been taxed. A tax lien on property in favor of the District is on a parity with tax liens of other taxing jurisdictions. In addition to ad valorem taxes required to make debt service payments on bonded debt of the District and of such other jurisdictions (see "DISTRICT DEBT – Estimated Direct and Overlapping Debt Statement"), certain taxing jurisdictions are authorized by Texas law to assess, levy and collect ad valorem taxes for operation, maintenance, administrative and/or general revenue purposes.

Set forth below is an estimation of all taxes per $100 of assessed valuation levied by such jurisdictions. No recognition is given to local assessments for civic association dues, emergency medical service contributions, fire department contributions or any other charges made by entities other than political subdivisions. The following chart includes the 2024 taxes per $100 of assessed valuation levied by all such taxing jurisdictions. No prediction can be made of the tax rates that will be levied in future years by the respective taxing jurisdictions.

Taxing Jurisdictions	2024 Tax Rate Per $100 of A.V.
The District	$ 0.900000
City of Iowa Colony, Texas	0.519209 (a)
City of Manvel, Texas	0.560000
Brazoria County Drainage District No. 5	0.104079
Brazoria County Emergency Services District No. 3	0.077459
Brazoria County, Texas	0.261625
Alvin Community College	0.155988
Alvin Independent School District	1.170000
Road and Bridge Fund	0.041921
Total	$ 3.271072 (b)

(a) Not included in the total tax rate calculation.

(b) This illustrates the highest tax rate possible for a property owner in the District. A property owner will either be taxed by the City of Manvel or the City of Iowa Colony. For illustrative purposes, the total tax rate includes the City of Manvel's 2024 levied tax rate.

Historical Tax Collections

Tax Year	Assessed Valuation	Tax Rate Per $100 (a)	Adjusted Levy	% of Collections Current Year	For the Current Year Ended September 30	% of Collections as of 07/31/25
2023	$ 5,691,671	$0.9000	$ 51,225	100.00%	2024	100.00%
2024	6,922,504	0.9000	62,303	100.00%	2025	100.00%
2025	69,348,870	0.9000	624,140	(b)	2026	(b)

(a) Tax rate per $100 of taxable value. See "Tax Rate Distribution" below.

(b) In process of collections.

Tax Rate Distribution

	2025	2024	2023
Utility System Debt Service	$ 0.000	$ 0.000	$ 0.000
Road System Debt Service	0.000	0.000	0.000
Maintenance	0.900	0.900	0.900
Total	$ 0.900	$ 0.900	$ 0.900

Assessed Taxable Valuation Summary

The following represents the types of property comprising the District assessed taxable value for each of the 2023–2025 tax years.

Type of Property	2025 Assessed Valuation	2024 Assessed Valuation	2023 Assessed Valuation
Land	$35,923,331	$ 7,469,989	$ 7,304,512
Improvements	55,181,741	19,660,880	3,100
Personal Property	308,090	-	-
Exemptions	(22,064,292)	(20,208,365)	(1,615,941)
Total	$ 69,348,870	$ 6,922,504	$ 5,691,671

Principal Taxpayers

The following are the principal taxpayers in the District as shown on the District's certified appraisal rolls for the 2025 tax year.

Taxpayer	Type of Property	Assessed Taxable Valuation 2025 Tax Roll
Westin Homes And Properties LP	Land & Improvements	$ 5,638,200
GR-M1 LTD (a)	Land & Improvements	4,917,123
Highland Homes Houston LLC	Land & Improvements	4,344,490
Weekley Homes LLC	Land & Improvements	4,259,600
Perry Homes LLC	Land & Improvements	4,106,360
GC Manvel East LP	Land & Improvements	2,520,000
Chesmar Homes LLC	Land & Improvements	1,515,960
Drees Custom Homes LP	Land & Improvements	1,272,040
Homeowner	Land & Improvements	675,200
Homeowner	Land & Improvements	636,560
Total		$ 29,885,533
Percent of Respective Tax Roll		43.09%

(a) See "DEVELOPERS."

LEGAL MATTERS

Legal Opinions

Delivery of the Bonds will be accompanied by the approving legal opinion of the Attorney General of Texas to the effect that the Bonds are valid and legally binding obligations of the District under the Constitution and laws of the State of Texas payable from the proceeds of an annual ad valorem tax levied, without legal limit as to rate or amount, upon all taxable property within the District and based upon their examination of a transcript of certified proceedings relating to the issuance and sale of the Bonds; the approving legal opinion of Bond Counsel, to a like effect, and to the effect that, under existing law, interest on the Bonds is excludable from gross income for federal income tax purposes and interest on the Bonds is not subject to the alternative minimum tax on individuals; however, such interest is taken into account in determining the annual adjusted financial statement income of applicable corporations for the purpose of determining the alternative minimum tax imposed on corporations.

Bond Counsel has reviewed the information appearing in this Official Statement under "THE BONDS (except for information under the subheadings "Book-Entry-Only System," "Use and Distribution of Proceeds of the Bonds," "THE DISTRICT – Authority," "TAXING PROCEDURES," "LEGAL MATTERS," "TAX MATTERS" and "CONTINUING DISCLOSURE OF INFORMATION" solely to determine whether such information, insofar as it relates to matters of law, is true and correct and whether such information fairly summarizes matters of law and the provisions of the documents referred to therein. Bond Counsel has not, however, independently verified any of the factual information contained in this Official Statement nor has it conducted an investigation of the affairs of the District for the purpose of passing upon the accuracy or completeness of this Official Statement. No person is entitled to rely upon Bond Counsel's limited participation as an assumption of responsibility for or an expression of opinion of any kind with regard to the accuracy or completeness of any information contained herein.

Allen Boone Humphries Robinson LLP, also serves as general counsel to the District on matters other than the issuance of bonds. The legal fees paid to Bond Counsel for services rendered in connection with the issuance of the Bonds are based on a percentage of the bonds actually issued, sold and delivered and, therefore, such fees are contingent upon the sale and delivery of the Bonds.

The various legal opinions to be delivered concurrently with the delivery of the Bonds express the professional judgment of the attorneys rendering the opinions as to the legal issues explicitly addressed therein. In rendering a legal opinion, the attorney does not become an insurer or guarantor of the expression of professional judgment, of the transaction opined upon, or of the future performance of the parties to the transaction, nor does the rendering of an opinion guarantee the outcome of any legal dispute that may arise out of the transaction.

No-Litigation Certificate

The District will furnish the Initial Purchaser a certificate, executed by the President and Secretary of the Board, and dated as of the date of delivery of the Bonds, that to their knowledge, no litigation is pending or threatened affecting the validity of the Bonds, or the levy and/or collection of taxes for the payment thereof, or the organization or boundaries of the District, or the title of the officers thereof to their respective offices.

No Material Adverse Change

The obligations of the Purchasers to take and pay for the Bonds, and of the District to deliver the Bonds, are subject to the condition that, up to the time of delivery of and receipt of payment for the Bonds, there shall have been no material adverse change in the condition (financial or otherwise) of the District subsequent to the date of sale from that set forth or contemplated in the Preliminary Official Statement, as it may have been supplemented or amended through the date of sale.

TAX MATTERS

The following discussion of certain federal income tax considerations is for general information only and is not tax advice. Each prospective purchaser of the Bonds should consult its own tax advisor as to the tax consequences of the acquisition, ownership and disposition of the Bonds.

Tax Exemption

In the opinion of Allen Boone Humphries Robinson LLP, Bond Counsel, under existing law, interest on the Bonds (i) is excludable from gross income for federal income tax purposes under section 103 of the Internal Revenue Code of 1986, as amended (the "Code"), and (ii) is not an item of tax preference for purposes of the alternative minimum tax on individuals.

The Code imposes a number of requirements that must be satisfied for interest on state or local obligations, such as the Bonds, to be excludable from gross income for federal income tax purposes. These requirements include limitations on the use of bond proceeds and the source of repayment of bonds, limitations on the investment of bond proceeds prior to expenditure, a requirement that excess arbitrage earned on the investment of bond proceeds be paid periodically to the

United States and a requirement that the issuer file an information report with the Internal Revenue Service (the "Service"). The District has covenanted in the Bond Resolution that it will comply with these requirements.

Bond Counsel's opinion will assume continuing compliance with the covenants of the Bond Resolution pertaining to those sections of the Code that affect the excludability of interest on the Bonds from gross income for federal income tax purposes and, in addition, will rely on representations by the District and other parties involved with the issuance of the Bonds with respect to matters solely within the knowledge of the District and such parties, which Bond Counsel has not independently verified. If the District fails to comply with the covenants in the Bond Resolution or if the foregoing representations are determined to be inaccurate or incomplete, interest on the Bonds could become includable in gross income from the date of delivery of the Bonds, regardless of the date on which the event causing such inclusion occurs.

Bond Counsel will express no opinion as to the amount or timing of interest on the Bonds or, except as stated above, any federal, state or local tax consequences resulting from the receipt or accrual of interest on, or acquisition, ownership or disposition of, the Bonds. Certain actions may be taken or omitted subject to the terms and conditions set forth in the Bond Resolution upon the advice or with the approving opinion of Bond Counsel. Bond Counsel will express no opinion with respect to Bond Counsel's ability to render an opinion that such actions, if taken or omitted, will not adversely affect the excludability of interest of the Bonds from gross income for federal income tax purposes.

Bond Counsel's opinions are based on existing law, which is subject to change. Such opinions are further based on Bond Counsel's knowledge of facts as of the date thereof. Bond Counsel assumes no duty to update or supplement its opinions to reflect any facts or circumstances that may thereafter come to Bond Counsel's attention or to reflect any changes in any law that may thereafter occur or become effective. Moreover, Bond Counsel's opinions are not a guarantee of result and are not binding on the Service; rather, such opinions represent Bond Counsel's legal judgment based upon its review of existing law and in reliance upon the representations and covenants referenced above that it deems relevant to such opinions. The Service has an ongoing audit program to determine compliance with rules that relate to whether interest on state or local obligations is includable in gross income for federal income tax purposes. No assurance can be given as to whether the Service will commence an audit of the Bonds. If an audit is commenced, in accordance with its current published procedures the Service is likely to treat the District as the taxpayer, and the Owners of the Bonds may not have a right to participate in such audit. Public awareness of any future audit of the Bonds could adversely affect the value and liquidity of the Bonds, regardless of the ultimate outcome of the audit.

Not Qualified Tax-Exempt Obligations

The Bonds will not be designated "qualified tax-exempt obligations" for financial institutions.

Additional Federal Income Tax Considerations

Collateral Tax Consequences

Prospective purchasers of the Bonds should be aware that the ownership of tax-exempt obligations may result in collateral federal income tax consequences, including but not limited those noted below. Therefore, prospective purchasers of the Bonds should consult their own tax advisors as to the tax consequences of the acquisition, ownership and disposition of the Bonds.

An "applicable corporation" (as defined in section 59(k) of the Code) may be subject to a 15 percent alternative minimum tax imposed under section 55 of the Code on its "adjusted financial statement income" (as defined in section 56A of the Code) for such taxable year. Because interest on tax-exempt obligations, such as the Bonds, is included in a corporation's "adjusted financial statement income," ownership of the Bonds could subject certain corporations to alternative minimum tax consequences.

Ownership of tax-exempt obligations also may result in collateral federal income tax consequences to financial institutions, life insurance and property and casualty insurance companies, certain S corporations with Subchapter C earnings and profits, individual recipients of Social Security or Railroad Retirement benefits, taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations, low and middle income taxpayers otherwise qualifying for the health insurance premium assistance credit and individuals otherwise qualifying for the earned income tax credit. In addition, certain foreign corporations doing business in the United States may be subject to the "branch profits tax" on their effectively connected earnings and profits, including tax-exempt interest such as interest on the Bonds.

Prospective purchasers of the Bonds should also be aware that, under the Code, taxpayers are required to report on their returns the amount of tax-exempt interest, such as interest on the Bonds, received or accrued during the year.

Tax Accounting Treatment of Original Issue Premium

If the issue price of any maturity of the Bonds exceeds the stated redemption price payable at maturity of such Bonds, such Bonds (the "Premium Bonds") are considered for federal income tax purposes to have "bond premium" equal to the amount

of such excess. The basis of a Premium Bond in the hands of an initial owner is reduced by the amount of such excess that is amortized during the period such initial owner holds such Premium Bond in determining gain or loss for federal income tax purposes. This reduction in basis will increase the amount of any gain or decrease the amount of any loss recognized for federal income tax purposes on the sale or other taxable disposition of a Premium Bond by the initial owner. No corresponding deduction is allowed for federal income tax purposes for the reduction in basis resulting from amortizable bond premium. The amount of bond premium on a Premium Bond that is amortizable each year (or shorter period in the event of a sale or disposition of a Premium Bond) is determined using the yield to maturity on the Premium Bond based on the initial offering price of such Premium Bond.

The federal income tax consequences of the purchase, ownership and redemption, sale or other disposition of Premium Bonds that are not purchased in the initial offering at the initial offering price may be determined according to rules that differ from those described above. All owners of Premium Bonds should consult their own tax advisors with respect to the determination for federal, state, and local income tax purposes of amortized bond premium upon the redemption, sale or other disposition of a Premium Bond and with respect to the federal, state, local, and foreign tax consequences of the purchase, ownership, and sale, redemption or other disposition of such Premium Bonds.

Tax Accounting Treatment of Original Issue Discount

If the issue price of any maturity the Bonds is less than the stated redemption price payable at maturity of such Bonds (the "OID Bonds"), the difference between (i) the amount payable at the maturity of each OID Bond, and (ii) the initial offering price to the public of such OID Bond constitutes original issue discount with respect to such OID Bond in the hands of any owner who has purchased such OID Bond in the initial public offering of the Bonds. Generally, such initial owner is entitled to exclude from gross income (as defined in section 61 of the Code) an amount of income with respect to such OID Bond equal to that portion of the amount of such original issue discount allocable to the period that such OID Bond continues to be owned by such owner. Because original issue discount is treated as interest for federal income tax purposes, the discussions regarding interest on the Bonds under the captions "TAX MATTERS – Tax Exemption" and "TAX MATTERS – Additional Federal Income Tax Considerations – Collateral Tax Consequences" and "—Tax Legislative Changes" generally apply and should be considered in connection with the discussion in this portion of the Official Statement.

In the event of the redemption, sale or other taxable disposition of such OID Bond prior to stated maturity, however, the amount realized by such owner in excess of the basis of such OID Bond in the hands of such owner (adjusted upward by the portion of the original issue discount allocable to the period for which such OID Bond was held by such initial owner) is includable in gross income.

The foregoing discussion assumes that (i) the Underwriter has purchased the Bonds for contemporaneous sale to the public and (ii) all of the OID Bonds have been initially offered, and a substantial amount of each maturity thereof has been sold, to the general public in arm's-length transactions for a price (and with no other consideration being included) not more than the initial offering prices thereof stated on the inside cover page of this Official Statement. Neither the District nor Bond Counsel has made any investigation or offers any assurance that the OID Bonds will be offered and sold in accordance with such assumptions.

Under existing law, the original issue discount on each OID Bond accrues daily to the stated maturity thereof (in amounts calculated as described below for each six-month period ending on the date before the semiannual anniversary dates of the date of the Bonds and ratably within each such six-month period) and the accrued amount is added to an initial owner's basis for such OID Bond for purposes of determining the amount of gain or loss recognized by such owner upon the redemption, sale or other disposition thereof. The amount to be added to basis for each accrual period is equal to (i) the sum of the issue price and the amount of original issue discount accrued in prior periods multiplied by the yield to stated maturity (determined on the basis of compounding at the close of each accrual period and properly adjusted for the length of the accrual period) less (ii) the amounts payable as current interest during such accrual period on such Bond.

The federal income tax consequences of the purchase, ownership, and redemption, sale or other disposition of OID Bonds that are not purchased in the initial offering at the initial offering price may be determined according to rules that differ from those described above. All owners of OID Bonds should consult their own tax advisors with respect to the determination for federal, state, and local income tax purposes of interest accrued upon redemption, sale or other disposition of such OID Bonds and with respect to the federal, state, local and foreign tax consequences of the purchase, ownership, redemption, sale or other disposition of such OID Bonds.

Tax Legislative Changes

Current law may change so as to directly or indirectly reduce or eliminate the benefit of the excludability of interest on the Bonds from gross income for federal income tax purposes.

Any proposed legislation, whether or not enacted, could also affect the value and liquidity of the Bonds. Prospective purchasers of the Bonds should consult with their own tax advisors with respect to any recently enacted, proposed, pending or future legislation.

CONTINUING DISCLOSURE OF INFORMATION

In the Bond Resolution, the District has made the following agreement for the benefit of the holders and beneficial owners of the Bonds. The District is required to observe these agreements so long as it remains obligated to advance funds to pay the Bonds. Under the agreement, the District will be obligated to provide certain updated financial information and operating data annually, as well as timely notice of specified events, to the Municipal Securities Rulemaking Board or any successor to its function as a repository (the "MSRB"), through its Electronic Municipal Market Access ("EMMA") system.

Annual Reports

The District will provide certain updated financial information and operating data to the MSRB. The information to be updated with respect to the District includes all quantitative financial information and operating data with respect to the District of the general type included in this Official Statement included under the headings "DISTRICT DEBT" (except for the subheading "—Estimated Direct and Overlapping Debt Statement"), "TAX DATA," and in "APPENDIX A." The District will update and provide this information within six months after the end of each of its fiscal years ending in or after 2025. The District will provide the updated information to the MSRB.

Any information so provided shall be prepared in accordance with generally accepted accounting principles or other such principles as the District may be required to employ from time to time pursuant to state law or regulation, and audited if the audit report is completed within the period during which it must be provided. If the audit report is not complete within such period, then the District shall provide unaudited financial statements for the applicable fiscal year to the MSRB within such six-month period, and audited financial statements when and if the audit report becomes available. The District's current fiscal year end is March 31. Accordingly, it must provide updated information by the last day in September in each year, unless the District changes its fiscal year. If the District changes its fiscal year, it will notify the MSRB of the change.

Event Notices

The District will provide timely notices of certain events to the MSRB, but in no event will such notices be provided to the MSRB in excess of ten business days after the occurrence of an event. The District will provide notice of any of the following events with respect to the Bonds: (1) principal and interest payment delinquencies; (2) non-payment related defaults, if material; (3) unscheduled draws on debt service reserves reflecting financial difficulties; (4) unscheduled draws on credit enhancements reflecting financial difficulties; (5) substitution of credit or liquidity providers, or their failure to perform; (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax-exempt status of the Bonds, or other material events affecting the tax-exempt status of the Bonds; (7) modifications to rights of beneficial owners of the Bonds, if material; (8) bond calls, if material, and tender offers; (9) defeasances; (10) release, substitution, or sale of property securing repayment of the Bonds, if material; (11) rating changes; (12) bankruptcy, insolvency, receivership or similar event of the District or other obligated person within the meaning of the Rule: (13) consummation of a merger, consolidation, or acquisition involving the District or other obligated person within the meaning of the Rule, or the sale of all or substantially all of the assets of the District or other obligated person, within the meaning of the Rule, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material; (14) appointment of a successor or additional trustee or the change of name of a trustee, if material; (15) incurrence of a financial obligation of the District or obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the District or obligated person, any of which affect security holders, if material; and (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of the financial obligation of the District or obligated person, any of which reflect financial difficulties. The terms "obligated person" and "financial obligation" when used in this paragraph shall have the meanings ascribed to them under SEC Rule 15c2-12 (the "Rule"). The term "material" when used in this paragraph shall have the meaning ascribed to it under federal securities laws. Neither the Bonds nor the Bond Resolution makes any provision for debt service reserves or liquidity enhancement. In addition, the District will provide timely notice of any failure by the District to provide information, data, or financial statements in accordance with its agreement described above under "Annual Reports."

Availability of Information from EMMA

The District has agreed to provide the information only to the MSRB. The MSRB has prescribed that such information must be filed via EMMA. The MSRB makes the information available to the public without charge and investors will be able to access continuing disclosure information filed with the MSRB at www.emma.msrb.org.

Limitations and Amendments

The District has agreed to update information and to provide notices of material events only as described above. The District has not agreed to provide other information that may be relevant or material to a complete presentation of its financial results of operations, condition, or prospects or agreed to update any information that is provided, except as described above. The District makes no representation or warranty concerning such information or concerning its usefulness to a

decision to invest in or sell bonds at any future date. The District disclaims any contractual or tort liability for damages resulting in whole or in part from any breach of its continuing disclosure agreement, or from any statement made pursuant to its agreement, although holders and beneficial owners of Bonds may seek a writ of mandamus to compel the District to comply with its agreement.

The District may amend its continuing disclosure agreement to adapt to changed circumstances that arise from a change in legal requirements, a change in law, or a change in the identity, nature, status, or operations of the District but only if the agreement, as amended, would have permitted an underwriter to purchase or sell Bonds in the offering described herein in compliance with the Rule, taking into account any amendments and interpretations of the Rule to the date of such amendment, as well as changed circumstances, and either the holders of a majority in aggregate principal amount of the outstanding Bonds consent or any person unaffiliated with the District (such as nationally recognized bond counsel) determines that the amendment will not materially impair the interests of the beneficial owners of the Bonds. The District may also amend or repeal the agreement if the SEC amends or repeals the applicable provisions of such rule or a court of final jurisdiction determines that such provisions are invalid, but in either case only to the extent that its right to do so would not prevent the Initial Purchaser from lawfully purchasing the Bonds in the offering described herein. If the District so amends the agreement, it has agreed to include with any financial information or operating data next provided in accordance with its agreement described above under "Annual Reports" an explanation, in narrative form, of the reasons for the amendment and of the impact of any change in the type of financial information and operating data so provided.

Compliance with Prior Undertakings

The Bonds are the first issuance of bonded indebtedness by the District, and, as such, the District has not previously entered into a continuing disclosure agreement pursuant to SEC Rule 15c2-12.

OFFICIAL STATEMENT

General

The information contained in this Official Statement has been obtained primarily from the Developer, the District's records, the Engineer, the Tax Assessor/Collector and other sources believed to be reliable; however, no representation is made as to the accuracy or completeness of the information contained herein, except as described below. The summaries of the statutes, resolutions and engineering and other related reports set forth herein are included subject to all of the provisions of such documents. These summaries do not purport to be complete statements of such provisions and reference is made to such documents for further information.

Experts

The information contained in the Official Statement relating to engineering and to the description of the Utility System, and, in particular, that engineering information included in the sections entitled "THE DISTRICT – Description" and "THE UTILITY SYSTEM," and "THE ROAD SYSTEM" has been provided by Edminster, Hinshaw, Russ and Associates, Inc. and has been included herein in reliance upon the authority of said firm as experts in the field of civil engineering.

The information contained in the Official Statement relating to assessed valuations of property generally and, in particular, that information concerning collection rates and valuations contained in the sections captioned "TAX DATA" and "DISTRICT DEBT" was provided by Assessments of the Southwest, Inc. and the Appraisal District. Such information has been included herein in reliance upon Assessments of the Southwest, Inc.'s authority as an expert in the field of tax collection and the Appraisal District's authority as an expert in the field of tax assessing.

Certification as to Official Statement

The District, acting by and through its Board in its official capacity and in reliance upon the experts listed above, hereby certifies, as of the date hereof, that to the best of its knowledge and belief, the information, statements and descriptions pertaining to the District and its affairs herein contain no untrue statements of a material fact and do not omit to state any material fact necessary to make the statements herein, in light of the circumstances under which they were made, not misleading. The information, descriptions and statements concerning entities other than the District, including particularly other governmental entities, have been obtained from sources believed to be reliable, but the District has made no independent investigation or verification of such matters and makes no representation as to the accuracy or completeness thereof.

Updating of Official Statement

If, subsequent to the date of the Official Statement, the District learns, through the ordinary course of business and without undertaking any investigation or examination for such purposes, or is notified by the Initial Purchaser, of any adverse event which causes the Official Statement to be materially misleading, and unless the Initial Purchaser elects to terminate its obligation to purchase the Bonds, the District will promptly prepare and supply to the Initial Purchaser an appropriate amendment or supplement to the Official Statement satisfactory to the Initial Purchaser; provided, however, that the

obligation of the District to so amend or supplement the Official Statement will terminate when the District delivers the Bonds to the Initial Purchaser, unless the Initial Purchaser notifies the District in writing on or before such date that less than all of the Bonds have been sold to ultimate customers, in which case the District's obligations hereunder will extend for an additional period of time (but not more than 90 days after the date the District delivers the Bonds) until all of the Bonds have been sold to ultimate customers.

CONCLUDING STATEMENT

The information set forth herein has been obtained from the District's records, audited financial statements and other sources which are considered to be reliable. There is no guarantee that any of the assumptions or estimates contained herein will ever be realized. All of the summaries of the statutes, documents and resolutions contained in this Official Statement are made subject to all of the provisions of such statutes, documents and resolutions. These summaries do not purport to be complete statements of such provisions and reference is made to such summarized documents for further information. Reference is made to official documents in all respects.

This Official Statement was approved by the Board of Directors of Brazoria County Municipal Utility District No. 57 as of the date shown on the cover page.

/s/ _____
Sherman Harrell
Vice President, Board of Directors
Brazoria County Municipal Utility District No. 57

ATTEST:

/s/ _____
Robert Wendell
Secretary, Board of Directors
Brazoria County Municipal Utility District No. 57

APPENDIX A

FINANCIAL STATEMENTS OF THE DISTRICT

OFFICIAL NOTICE OF SALE

$5,600,000

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57
(A political subdivision of the State of Texas located in Brazoria County)

UNLIMITED TAX ROAD BONDS
SERIES 2025

BIDS TO BE SUBMITTED BY:
9:00 A.M., THURSDAY, NOVEMBER 13, 2025
CENTRAL TIME

BONDS TO BE AWARDED:
11:00 A.M., THURSDAY, NOVEMBER 13, 2025
CENTRAL TIME

This Official Notice of Sale does not alone constitute an invitation for bids, but is merely notice of sale of the bonds described herein. The invitation for such bids is being made by means of this Official Notice of Sale, the Official Bid Form and the Preliminary Official Statement.

OFFICIAL NOTICE OF SALE

$5,600,000

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

(A political subdivision of the State of Texas located within Brazoria County, Texas)

UNLIMITED TAX ROAD BONDS
SERIES 2025

THE BONDS WILL NOT BE DESIGNATED AS "QUALIFIED TAX-EXEMPT OBLIGATIONS" FOR FINANCIAL INSTITUTIONS.

BONDS OFFERED FOR SALE AT COMPETITIVE BID: The Board of Directors (the "Board") of Brazoria County Municipal Utility District No. 57 (the "District"), is offering for sale at competitive bid the District's $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds").

METHODS FOR SUBMISSION OF BIDS AND BID FORMS: Bidders may submit bids for the Bonds by any of the following methods:

1. Submit bids in writing as described below in "WRITTEN BIDDING PROCEDURE;"
2. Submit bids electronically as described below in "ELECTRONIC BIDDING PROCEDURE;" or
3. Submit bids by telephone as described below in "TELEPHONIC BIDDING PROCEDURE."

The District will not accept bids submitted by facsimile.

All bids must be submitted by 9:00 A.M., Central Time, on Thursday, November 13, 2025. Any prospective bidder must also submit, by 9:00 A.M., Central Time, on Thursday, November 13, 2025, signed Official Bid Form(s) to the District's financial advisor, Robert W. Baird & Co. Incorporated (the "Financial Advisor"), as more fully described below. Any bid or bid form submitted after such scheduled time for bid receipt will not be accepted and will be returned unopened. See "CONDITIONS OF SALE – REQUIRED DISCLOSURE OF INTERESTED PARTIES" for additional requirements concerning submission of bids by certain entities.

WRITTEN BIDDING PROCEDURE: A prospective bidder that intends to submit its bid in writing must do so in accordance with this paragraph. Two (2) sealed bids, which must be submitted on the Official Bid Form and plainly marked "Bid for Bonds," are to be addressed to "President and Board of Directors, Brazoria County Municipal Utility District No. 57." The two (2) sealed bids must be submitted on signed Official Bid Forms and delivered, by, to the office of the District's Financial Advisor, Robert W. Baird & Co. Incorporated, Attn: David Smalling, 4801 Woodway Drive, Suite 118-E, Houston, Texas 77056, by 9:00 A.M., Central Time, on, Thursday, November 13, 2025. Any bid or bid form submitted after such scheduled time for bid receipt will not be accepted and will be returned unopened. For purposes of the written bidding procedure, the time as maintained by PARITY (described below) shall constitute the official time.

ELECTRONIC BIDDING PROCEDURE: Any prospective bidder that intends to submit an electronic bid must submit its electronic bid through the facilities of PARITY. Bidders must submit, prior to 9:00 A.M., Central Time, Thursday, November 13, 2025, one (1) signed copy of the Official Bid Form that is signed but otherwise incomplete to the Financial Advisor by e-mail to the following address: dsmalling@rwbaird.com. Subscription to the i-Deal's BIDCOMP Competitive Bidding System is required in order to submit an electronic bid. The District will neither confirm any subscription nor be responsible for the failure of any prospective bidder to subscribe. Electronic bids must be received via PARITY in the manner described below, until 9:00 A.M., Central Time, on Thursday, November 13, 2025.

Electronic bids must be submitted via PARITY in accordance with this Official Notice of Sale, until 9:00 A.M., Central Time, but no bid will be received after the time for receiving bids specified above. An electronic bid made through the facilities of PARITY shall be deemed an irrevocable offer to purchase the Bonds on the terms provided in the Official Notice of Sale, and shall be binding upon the bidder as if made by a signed, sealed bid delivered to the District. The District shall not be responsible for any malfunction or mistake made by, or as a result of the use of the facilities of, PARITY, the use of such facilities being the sole risk of the prospective bidder.

If any provisions of the Official Notice of Sale shall conflict with information provided by PARITY as the approved provider of electronic bidding services, this Official Notice of Sale shall control. Further information

about PARITY, including any fee charged, may be obtained from i-Deal, 1359 Broadway, 2nd Floor, New York, NY 10018, (212) 849-5000.

For purposes of the electronic bidding process, the time as maintained by PARITY shall constitute the official time. For information purposes only, bidders are requested to state in their electronic bids the net effective interest rate to the District, as described under "CONDITIONS OF THE SALE – BASIS OF AWARD" below. All electronic bids shall be deemed to incorporate the provisions of this Official Notice of Sale and the Official Bid Form. See "CONDITIONS OF SALE – REQUIRED DISCLOSURE OF INTERESTED PARTIES" for additional requirements concerning submission of bids.

TELEPHONIC BIDDING PROCEDURE:

Any prospective bidder that intends to submit its bid by telephone must submit its bid in accordance with this section. Prior to 9:00 A.M., Central Time, on Thursday, November 13, 2025, bidders must submit two (2) signed Official Bid Forms, executed by an authorized representative of the bidder, to Robert W. Baird & Co. Incorporated, Attn: David Smalling, 4801 Woodway Drive, Suite 118-E, Houston, Texas 77056. Bidders who have provided signed bid forms may thereafter submit bids by telephone on the date of sale by 9:00 A.M., Central Time. Inquiries with respect to this procedure may be directed to David Smalling of Robert W. Baird & Co. Incorporated at (713) 230-6125.

David Smalling of Robert W. Baird & Co. Incorporated will call telephone bidders who have submitted SIGNED Official Bid Forms prior to the date of the sale. Contact David Smalling of Robert W. Baird & Co. Incorporated on the day of the sale to obtain the phone number.

LATE BIDS AND IRREGULARITIES: Robert W. Baird & Co. Incorporated is not authorized and will not be responsible for the submission of any bids made after the time prescribed, nor does the District or Robert W. Baird & Co. Incorporated assume any responsibility or liability with respect to any irregularities associated with the submission, delivery, or electronic transmission of any bid. The District and the Board reserve the right to reject any and all bids and to waive any irregularities, except time of filing.

AWARD AND SALE OF THE BONDS: The District will take action to adopt a resolution (the "Bond Resolution") authorizing the issuance and awarding sale of the Bonds or will reject all bids promptly after receiving the bids at 11:00 A.M. Central Time on Thursday, November 13, 2025 at the offices of Allen Boone Humphries Robinson LLP, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027. Sale of the Bonds will be made subject to the terms, conditions, and provisions of the Bond Resolution, to which Bond Resolution reference is hereby made for all purposes, and subject to compliance with Section 2252.908 of the Texas Government Code as more fully described below. The Board reserves the right to reject any or all bids and to waive any irregularities, except time of filing. All bids must comply with the requirements in "CONDITIONS OF SALE – REQUIRED DISCLOSURE OF INTERESTED PARTIES."

THE BONDS

DESCRIPTION OF CERTAIN TERMS OF THE BONDS: The Bonds will be dated December 1, 2025, with interest accruing from the initial date of delivery (expected to be December 16, 2025) (the "Date of Delivery") and payable on March 1, 2026, and each September 1 and March 1 thereafter (each an "Interest Payment Date") until the earlier of maturity or prior redemption. The Bonds will be issued only in fully registered form. Principal is payable to the registered owner(s) of the Bonds (the "Registered Owner(s)") upon presentation and surrender at the principal payment office of the paying agent/registrar, initially, BOKF, NA, Dallas, Texas, (the "Paying Agent/Registrar"). Interest on the Bonds will be payable as of the Interest Payment Date, and paid by the Paying Agent/Registrar to the Registered Owner, as shown on the records of the Registrar at the close of business on the 15th day of the calendar month next preceding each Interest Payment Date (the "Record Date"). The Bonds will be registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Bonds. Beneficial owners of the Bonds will not receive physical certificates representing the Bonds, but will receive a credit balance on the books of the nominees of such beneficial owners. So long as Cede & Co. is the Registered Owner of the Bonds, the principal of and interest on the Bonds will be paid by the Paying Agent/Registrar directly to DTC, which will, in turn, remit such principal and interest to its participants for subsequent disbursement to the beneficial owners of the Bonds as described herein. See "THE BONDS – Book-Entry-Only System" in the Preliminary Official Statement.

The Bonds will mature serially on September 1 in each of the following years and principal amounts:

Maturity (September 1)	Principal Amount	Maturity (September 1)	Principal Amount
2027	$125,000	2039	$ 225,000
2028	130,000	2040	235,000
2029	140,000	2041	250,000
2030	145,000	2042	260,000
2031	155,000	2043	275,000
2032	160,000	2044	290,000
2033	170,000	2045	305,000
2034	175,000	2046	320,000
2035	185,000	2047	335,000
2036	195,000	2048	350,000
2037	205,000	2049	370,000
2038	215,000	2050	385,000

SERIAL BONDS AND TERM BONDS: Bidders may provide that all the Bonds be issued as serial bonds or may provide that any two or more consecutive annual principal amounts may be combined into one or more term bonds.

REDEMPTION OF THE BONDS: The Bonds maturing on and after September 1, 2031, are subject to redemption and payment, at the option of the District, in whole or, from time to time, in part, on September 1, 2030, or on any date thereafter, at a price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption. If less than all the Bonds are redeemed at any time, the District shall determine the maturity or maturities and the amounts thereof to be redeemed, in integral multiples of $5,000 in principal amount, and if less than all of the Bonds within a maturity are to be redeemed, the Paying Agent/Registrar shall select by lot or other customary method of random selection the Bonds within such maturity to be redeemed (or by DTC in accordance with its procedures while the Bonds are in Book-Entry-Only form). The Registered Owner holder of any Bond, all or a portion of which has been called for redemption, will be required to present such Bond to the Paying Agent/Registrar for payment of the redemption price on the portion of such Bond called for redemption and for the issuance of an exchange Bond in a principal amount equal to the portion of the Bond not so redeemed.

SECURITY FOR PAYMENT: The Bonds, when issued, will constitute valid and binding obligations of the District, payable as to principal and interest from the proceeds of an annual ad valorem tax, without legal limitation as to rate or amount, levied against all taxable property within the District. The Bonds are obligations of the District and are not obligations of the State of Texas; Brazoria County, Texas; the City of Manvel, Texas; or any entity other than the District.

OTHER TERMS AND COVENANTS: Other terms of the Bonds and the various covenants of the District contained in the Bond Resolution are described in the Preliminary Official Statement, to which reference is made for all purposes.

USE OF PROCEEDS: A portion of the proceeds from the sale of the Bonds will be used to pay certain costs related to the construction of the Road System as shown in the Preliminary Official Statement. Additionally, proceeds of the Bonds will be used to pay for engineering costs related to the financed facilities, developer interest, eighteen (18) months of capitalized interest on the Bonds, and other costs associated with the issuance of the Bonds. See "THE BONDS – Use and Distribution of Proceeds of the Bonds" in the Preliminary Official Statement.

MUNICIPAL BOND RATING AND INSURANCE: The District has made applications to Build America Mutual Assurance Company and Assured Guaranty Inc. for a commitment for municipal bond guaranty insurance on the Bonds. If qualified and the Initial Purchaser elects to purchase municipal bond insurance, the payment of all costs associated with the insurance, including the premium charged by the insurance company, and fees charged by rating companies, other than Moody's Investors Service, Inc. ("Moody's"), will be the option and expense of the Initial Purchaser. The District has not made an application for a rating on the Bonds. Furthermore, it is not expected that the District would have been successful in receiving an investment grade rating on the Bonds.

CONDITIONS OF SALE

TYPES OF BIDS AND INTEREST RATES: The Bonds will be sold in one block on an "all or none" basis at a price of not less than 97% of the par value thereof. Bidders are to name the rates of interest to be borne by the Bonds, provided that each interest rate bid must be a multiple of 1/8th or 1/20th of 1%. All Bonds maturing within a single year must bear the same rate of interest. The net effective interest rate on the Bonds may not exceed _____%, as calculated pursuant to Chapter 1204 of the Texas Government Code. No limitation will be imposed upon bidders as to the number of rates which may be used, but the highest rate bid may not exceed the lowest rate bid by more than 2-1/2% in interest rate. No bids involving supplemental interest payments will be considered. No bid that generates a cash premium greater than $5,000 will be considered. Each bid shall indicate the total and net interest costs in dollars and the net effective interest rate determined therefrom, which shall be considered informative only and not as a part of the bid.

BASIS OF AWARD: For the purpose of awarding sale of the Bonds, the total interest cost of each bid will be computed by determining, at the rates specified therein, the total dollar value of all interest on the Bonds from the date thereof to their respective maturities, and adding thereto the dollar amount of the discount bid, if any, or deducting therefrom the premium bid, if any. Subject to the District's right to reject any or all bids, sale of the Bonds will be awarded to the bidder (the "Initial Purchaser") whose bid, under the above computation, produces the lowest net effective interest rate to the District subject to compliance with Texas Government Code §2252.908. The Board reserves the right to reject any or all bids. In the event of mathematical discrepancies between the interest rate(s) bid and the interest cost determined therefrom, as both appear on the Official Bid Form; the bid will be governed solely by the interest rate(s) bid.

GOOD FAITH DEPOSIT: Each bid must be accompanied by a bank cashier's check payable to the order of "Brazoria County Municipal Utility District No. 57" in the amount of $112,000, which is 2% of the principal amount of the Bonds (the "Good Faith Deposit"). **"Official Checks" will not be accepted**. The check of the Initial Purchaser will be considered as the Good Faith Deposit and will be retained uncashed by the District pending the Initial Purchaser's compliance with the terms of the bid. In the event the Initial Purchaser should fail or refuse to take up and pay for the Bonds in accordance with such terms, then the Good Faith Deposit will be cashed and the proceeds accepted by the District as full and complete liquidated damages. The Good Faith Deposit may accompany the bid or it may be submitted separately; if submitted separately, it shall be made available to the District prior to the opening of the bids and shall be accompanied by instructions from the bank on which it is drawn which authorize its use as the Good Faith Deposit of bidders named in such instructions. The Good Faith Deposit of the Initial Purchaser will be returned to the Initial Purchaser uncashed on the Date of Delivery of the Bonds. No interest will be credited on the Good Faith Deposit. The checks accompanying all other bids will be returned immediately after the bids are opened and the award of the sale of the Bonds has been made.

COMPETITIVE BIDDING AND CERTIFICATE OF INITIAL PURCHASER: In the event that the District does not receive sufficient qualified bids to satisfy the competitive sale requirements of Treasury Regulation § 1.148-1(f)(3)(i), allowing the District to treat the reasonably expected Initial Offering Price (as defined herein) to the public as of the sale date as the issue price of the Bonds, the "hold-the-offering-price rule" shall apply, which will allow the District to treat the Initial Offering Price to the public of each maturity as of the sale date as the issue price of that maturity (the "hold-the-offering-price rule"). So long as the hold-the-offering-price rule applies to any maturity of the Bonds, the Initial Purchaser will neither offer nor sell that maturity to any person at a price that is higher than the Initial Offering Price to the public during the period starting on the sale date and ending on the earlier of the following: (i) the date on which the Initial Purchaser has sold at least 10 percent of that maturity of the Bonds to the public at a price that is no higher than the Initial Offering Price to the public or (ii) the close of the fifth business day after the sale date. The Initial Purchaser agrees to promptly report to the District's financial advisor when it has sold 10 percent of a maturity of the Bonds to the public at a price that is no higher than the Initial Offering Price to the public if that occurs prior to the close of the fifth business day after the sale date. Alternative Certificates of Initial Purchaser are attached for use (I) when the competitive sale requirements of Treasury Regulation § 1.148-1(f)(3)(i) are met and (II) when such requirements are not met.

REQUIRED DISCLOSURE OF INTERESTED PARTIES: Bidders, including any syndicate member listed on the Official Bid Form, who are not publicly traded business entities, or wholly owned subsidiaries of a publicly traded business entity, must submit to the District (c/o Robert W. Baird & Co. Incorporated, 4801 Woodway Drive, Suite 118-E, Houston Texas 77056, Attn: David Smalling, TXSpecialDistrictBidForms@rwbaird.com) a completed and signed Texas Ethics Commission Form 1295 ("TEC Form 1295") which has been assigned a

certificate number by the TEC in accordance with Texas Government Code Section § 2252.908. According to the rules prescribed by the TEC, the TEC Form 1295 must be completed online through the TEC's website, assigned a certificate number, printed, signed and provided to the District. If required, the TEC Form 1295 may accompany the Official Bid Form or may be submitted separately, but must be provided to the District prior to the time prescribed for the award of the Bonds. If required, the TEC Form 1295 may be provided to the District via facsimile or electronically; however, the original signed TEC Form 1295, including certificate number, must be physically delivered to the District (c/o Allen Boone Humphries Robinson LLP, 3200 Southwest Freeway, Suite 2600, Houston, Texas 77027) within two business days of the award. The District reserves the right to reject any bid that does not comply with the requirements prescribed herein, if applicable, or to waive any such requirements. For purposes of completing the TEC Form 1295, box two is "Brazoria County Municipal Utility District No. 57" and box 3 is "BCMUD57 – S2025RD – B." Neither the District nor its consultants have the ability to verify the information included in a TEC Form 1295, and neither have an obligation nor undertake responsibility for advising any bidder with respect to the proper completion of the TEC Form 1295. Consequently, any entity who is not a publicly traded business entity, or a wholly owned subsidiary of a publicly traded business entity, should consult its own advisors to the extent it deems necessary and be prepared to submit the completed form promptly upon notification from the District that its bid is the apparent winning bid.

COMPLIANCE WITH LAWS PROHIBITING CONTRACTS WITH CERTAIN COMPANIES: The District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that, solely for purposes of Chapter 2271 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company that boycotts or will boycott Israel. The terms "boycotts Israel" and "boycott Israel" as used in this paragraph have the meaning assigned to the term "boycott Israel" in Section 808.001 of the Texas Government Code, as amended.

Additionally, the District will not award the Bonds to a bidder unless the bidder certifies that, solely for purposes of Chapter 2252 of the Texas Government Code, at the time of execution and delivery of its bid, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company[2] (i) that engages in business with Iran, Sudan, or any foreign terrorist organization as described in Chapter 2270 of the Texas Government Code, or Subchapter F of Chapter 2252 of the Texas Government Code, or (ii) listed by the Texas Comptroller of Public Accounts under Section 2270.0201 or 2252.153 of the Texas Government Code. The term "foreign terrorist organization" as used in this paragraph has the meaning assigned to such term in Section 2252.151 of the Texas Government Code.

Additionally, the District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that, solely for purposes of Chapter 2276 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company[1] that boycotts or will boycott energy companies. The terms "boycotts energy companies" and "boycott energy companies" shall have the meaning assigned to the term "boycott energy company" in Section 809.001 of the Texas Government Code, as amended.

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[1] "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit, but does not mean a sole proprietorship.

[2] "Company" means a sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company, or other entity or business association whose securities are publicly traded, including a whollyowned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations, that exists to make a profit.

Additionally, the District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that, solely for purposes of Chapter 2274 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on the Official Bid Form is a Company[1] that has a practice, policy, guidance or directive that discriminates against a firearm entity or firearm trade association or will discriminate against a firearm entity or firearm trade association. The term "discriminates against a firearm entity or firearm trade association" as used in this paragraph has the meaning assigned to the term "discriminate against a firearm entity or firearm trade association" in Section 2274.001(3) of the Texas Government Code.

Notwithstanding anything contained herein, any prospective bidder agrees that liability for breach of verification of the statutory representations and covenants provided above as required by Chapters 2252, 2271, 2274, and 2276 of the Texas Government Code during the term of the contract shall survive until barred by the applicable statute of limitations and shall not be liquidated or otherwise limited by any provision of the contract.

By submitting a bid, a bidder makes and certifies to the representations necessary and convenient for the compliance with the aforementioned laws and, at the request of the District, agrees to execute further written certifications as may be necessary or convenient for the District to establish compliance with the aforementioned laws.

CONTRACTING INFORMATION: The District will not award the Bonds to a bidder unless the bidder verifies on behalf of itself and each syndicate member listed on the Official Bid Form that the bidder and each syndicate member listed on the Official Bid Form will (i) preserve all contracting information related to the bid as provided by the records retention requirements applicable to the District through the delivery date of the Bonds, (ii) promptly provide to the District any contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member on request of the District, and (iii) upon delivery of the Bonds to the bidder, either (a) provide at no cost to the District all contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member or (b) preserve the contracting information related to the bid as provided by the records retention requirements applicable to the District. The term "contracting information" as used in this paragraph has the meaning assigned to such term in Section 552.003 of the Texas Government Code.

STANDING LETTER REQUIREMENT: Each prospective bidder must have a standing letter on file with the Municipal Advisory Council of Texas and the Texas Attorney General's Office as required by, and compliant in all respects with, the All Bond Counsel Letter of the Texas Attorney General dated November 1, 2023, as supplemented on November 16, 2023, and December 29, 2023, and any All Bond Counsel Letter issued hereafter (collectively, the "All Bond Counsel Letter"). In submitting a bid, a bidder represents to the District that it has filed a standing letter that conforms to the requirements set forth in the All Bond Counsel Letter and it has no reason to believe that the District may not be entitled to rely on the standing letter on file with the Municipal Advisory Council of Texas and the Texas Attorney General's Office. Bidder agrees that it will not rescind its standing letter at any time during the period of time required by the All Bond Counsel Letter and at least not before the delivery of the Bonds unless same is immediately replaced with a standing letter meeting the requirements of the All Bond Counsel Letter.

[1] "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit, but does not mean a sole proprietorship.

OFFICIAL STATEMENT

To assist the Initial Purchaser in complying with Rule 15c2-12 of the United States Securities and Exchange Commission ("SEC"), the District and the Initial Purchaser contract and agree, by the submission and acceptance of the winning bid, as follows.

FINAL OFFICIAL STATEMENT: The District has approved and authorized distribution of the accompanying Preliminary Official Statement for dissemination to potential purchasers of the Bonds, but does not presently intend to prepare any other document or version thereof for such purpose, except as described below. Accordingly, the District intends the Preliminary Official Statement to be final as of its date, within the meaning of SEC Rule 15c2-12(b)(1), except for information relating to the offering prices, interest rates, final debt service schedule, selling compensation, identity of the Initial Purchaser and other similar information, terms and provisions to be specified in the competitive bidding process. The Initial Purchaser shall be responsible for promptly informing the District of the initial offering yields of the Bonds. Thereafter, the District will complete and authorize distribution of the Official Statement identifying the Initial Purchaser and containing such omitted information. The District does not intend to amend or supplement the Official Statement otherwise, except to take into account certain subsequent events, if any, as described below. By delivering the final Official Statement or any amendment or supplement thereto in the requested quantity to the Initial Purchaser on or after the sale date, the District intends the same to be final as of such date, within the meaning of the Rule. Notwithstanding the foregoing, the only representations concerning the absence of material misstatements or omissions from the Official Statement which are being or which will be made by the District are those described and contained in the Official Statement under the caption "OFFICIAL STATEMENT – Certification as to Official Statement."

CHANGES TO OFFICIAL STATEMENT: If, subsequent to the date of the Official Statement, the District learns, through the ordinary course of business and without undertaking any investigation or examination for such purposes, or is notified by the Initial Purchaser of any adverse event which causes the Official Statement to be materially misleading, and unless the Initial Purchaser elects to terminate its obligation to purchase the Bonds, as described below under "DELIVERY OF THE BONDS AND ACCOMPANYING DOCUMENTS – CONDITIONS TO DELIVERY," the District will promptly prepare and supply to the Initial Purchaser an appropriate amendment or supplement to the Official Statement satisfactory to the Initial Purchaser; provided, however, that the obligation of the District to do so will terminate when the District delivers the Bonds to the Initial Purchaser, unless the Initial Purchaser notifies the District on or before such date that less than all of the Bonds have been sold to ultimate customers, in which case the District's obligations hereunder will extend for an additional period of time (but not more than 90 days after the date the District delivers the Bonds) until all of the Bonds have been sold to ultimate customers.

DELIVERY OF OFFICIAL STATEMENTS: The District shall furnish to the Initial Purchaser (and to each participating underwriter of the Bonds, within the meaning of the Rule, designated by the Initial Purchaser), within seven (7) business days after the sale date, the aggregate number of Official Statements specified in the winning bid. The District also shall furnish to the Initial Purchaser a like number of any supplements or amendments approved and authorized for distribution by the District for dissemination to potential purchasers of the Bonds, as well as such additional copies of the Official Statement or any such supplements or amendments as the Initial Purchaser may request prior to the 90th day after the end of the underwriting period described in SEC Rule 15c2-12(e)(2). The District shall pay the expense of preparing the number of copies of the Official Statement specified in the winning bid and an equal number of any supplements or amendments issued on or before the delivery date, but the Initial Purchaser shall pay for all other copies of the Official Statement or any supplement or amendment thereto.

DELIVERY OF THE BONDS AND ACCOMPANYING DOCUMENTS

DELIVERY OF INITIAL BONDS: Initial delivery of the Bonds ("Initial Delivery") will be as set forth below. Unless otherwise agreed with the Initial Purchaser, delivery will be at the corporate trust office of the Paying Agent/Registrar in Dallas, Texas. Payment for the Bonds must be made in immediately available funds for unconditional credit to the District, or as otherwise directed by the District. If, at the time of closing, the Initial Purchaser has provided the Paying Agent/Registrar five (5) business days' written notice of its registration instructions, the Initial Purchaser shall not be required to pay for the initial Bonds until the Paying Agent/Registrar is able to deliver to the Initial Purchaser definitive, registered Bonds conforming to such registration instructions. The Initial Purchaser will be given six (6) business days' notice of the time fixed for delivery of the Bonds.

It is anticipated that initial delivery can be made on or about December 16, 2025, and subject to the aforesaid notice, it is understood and agreed that the Initial Purchaser will accept delivery and make payment for the initial Bonds by 9:00 A.M., Central Time, on December 16, 2025, or thereafter on the date the initial Bonds are tendered for delivery, up to and including January 16, 2025. If for any reason the District is unable to make delivery on or before January 16, 2025, then the District immediately shall contact the Initial Purchaser and offer to allow the Initial Purchaser to extend its offer for an additional thirty (30) days. If the Initial Purchaser does not elect to extend its offer within five (5) days thereafter, then the Good Faith Deposit will be returned, and both the District and the Initial Purchaser shall be relieved of any further obligation.

EXCHANGE ON DELIVERY DATE: Upon written request of the Initial Purchaser, delivered to the Paying Agent/Registrar not less than five (5) business days prior to the date fixed for delivery, the Paying Agent/Registrar will, on the delivery date, exchange the Bonds to be delivered by the District for Bonds registered in accordance with instructions contained in such request, in integral multiples of $5,000, maturing as set out in this Official Notice of Sale and bearing interest in accordance with the terms of the Initial Purchaser's bid.

CUSIP NUMBERS: It is anticipated that CUSIP identification numbers will be printed on the Bonds, but neither the failure to print such number on any Bond nor any error with respect thereto shall constitute cause for a failure or refusal by the Initial Purchaser to accept delivery of and pay for the Bonds in accordance with the terms of this Official Notice of Sale. All expenses relating to the printing of CUSIP numbers on the Bonds shall be paid for by the District; however, payment of the CUSIP Global Services charge for the assignment of the numbers shall be the responsibility of the Initial Purchaser.

CONDITIONS TO DELIVERY: The obligation to take up and pay for the Bonds is subject to the following conditions: the issuance of an approving opinion of the Attorney General of Texas, the Initial Purchaser's receipt of the Bonds, the Initial Purchaser's receipt of the legal opinion of Bond Counsel and the no-litigation certificate, and the non-occurrence of the events described below under the caption "NO MATERIAL ADVERSE CHANGE," all as described below. Further, the Initial Purchaser is not obligated to take up and pay for the Bonds at initial delivery if at any time after the award of the Bonds and at or prior to initial delivery, the Congress of the United States shall have declared war or a national emergency. In addition, if the District fails to comply with its obligations described under "OFFICIAL STATEMENT" above, the Initial Purchaser may terminate its contract to purchase the Bonds by delivering written notice to the District within five (5) days thereafter.

INITIAL PURCHASER'S CERTIFICATION OF ISSUE PRICE: In order to provide the District with information required to enable it to comply with certain conditions of the Internal Revenue Code of 1986, as amended (the "Code"), relating to the exclusion of interest on the Bonds from gross income for federal income tax purposes, and subject to the section entitled "CONDITIONS OF SALE – COMPETITIVE BIDDING AND CERTIFICATE OF INITIAL PURCHASER" herein, the Initial Purchaser will be required to complete, execute and deliver to the District (on or before the Date of Delivery of the Bonds) a certification regarding the "issue price" of the Bonds in one of the forms accompanying this Official Notice of Sale. Each bidder, by submitting its bid, agrees to complete, execute, and deliver such a certificate by the Date of Delivery of the Bonds, if its bid is accepted by the District. It will be the responsibility of the Initial Purchaser to institute such syndicate reporting requirements, to make such investigation, or otherwise to ascertain the facts necessary to enable it to make such certification with reasonable certainty. Any questions concerning such certification should be directed to Bond Counsel.

LEGAL OPINIONS: The District will furnish to the Initial Purchaser a transcript of certain certified proceedings incident to the issuance and authorization of the Bonds, including a certified copy of the approving legal opinion of the Attorney General of Texas, as recorded in the Bond Register of the Comptroller of Public Accounts of the State of Texas, to the effect that the Attorney General has examined a transcript of proceedings authorizing the issuance of the Bonds, and that based upon such examination, the Bonds are valid and binding obligations of the District payable from the proceeds of an annual ad valorem tax, levied without legal limitation as to rate or amount upon all taxable property in the District. The District will also furnish the approving legal opinion of Allen Boone Humphries Robinson LLP, Bond Counsel, Houston, Texas, to the effect that, based upon an examination of such transcript, the Bonds are valid and binding obligations of the District under the Constitution and laws of the State of Texas, except to the extent that enforcement of the rights and remedies of the Registered Owners may be limited by laws relating to bankruptcy, reorganization, or other similar laws of general application affecting the rights of creditors of political subdivisions such as the District. The legal opinion of Bond Counsel will further state that the Bonds are payable, both as to principal and interest, from the levy of ad valorem taxes without legal limitation as to rate or amount, upon all taxable property within the District, and that, under existing law, interest on the Bonds is excludable from gross income for federal income tax purposes and interest on the Bonds is not subject to the alternative minimum tax on individuals; however, such interest is taken into account in determining the annual adjusted financial statement income of applicable corporations for the purpose of determining the alternative minimum tax imposed on corporations. See "LEGAL MATTERS" and "TAX MATTERS" in the Preliminary Official Statement. Such opinions express no opinion with respect to the sufficiency of the security for or marketability of the Bonds.

DTC DEFINITIVE BONDS: After delivery, the Bonds will be issued in Book-Entry-Only form. Cede & Co. is the nominee for DTC. All references herein to the Registered Owners of the Bonds shall mean Cede & Co. and not the Beneficial Owners of the Bonds. Purchase of beneficial interests in the Bonds will be made in Book-Entry-Only form (without registered Bonds) in principal denominations of $5,000 or any integral multiple thereof. Under certain limited circumstances described herein, the District may determine to forego immobilization of the Bonds at DTC, or another securities depository, in which case, such beneficial interests would become exchangeable for one or more fully registered Bonds of like principal amount for the Bonds. See "THE BONDS – Book-Entry-Only System" in the Preliminary Official Statement.

NOT QUALIFIED TAX-EXEMPT OBLIGATIONS: The Bonds will **not** be designated as "qualified tax-exempt obligations" within the meaning of Section 265(b) of the Internal Revenue Code of 1986, as amended.

NO-LITIGATION CERTIFICATE: On the Date of Delivery of the Bonds to the Initial Purchaser, the District will execute and deliver to the Initial Purchaser, a certificate to the effect that no litigation of any nature has been filed or is pending, as of that date, of which the District has notice, to restrain or enjoin the issuance or delivery of the Bonds, or which would affect the provisions made for their payment or security, or in any manner question the validity of the Bonds.

NO MATERIAL ADVERSE CHANGE: The obligation of the Initial Purchaser to take up and pay for the initial Bonds, and of the District to deliver the initial Bonds, is subject to the condition that, up to the time of delivery of and receipt of payment for the initial Bonds, there shall have been no material adverse change in the financial condition of the District subsequent to the date of sale from that set forth in the Preliminary Official Statement, as it may have been finalized, supplemented or amended through the Date of Delivery.

GENERAL CONSIDERATIONS

REGISTRATION: The Bonds are transferable on the bond register kept by the Paying Agent/Registrar upon surrender and reissuance. The Bonds are exchangeable for an equal principal amount of Bonds of the same maturity in any authorized denomination upon surrender of the Bonds to be exchanged, but the District may require payment of a sum sufficient to cover any tax or governmental charge payable in connection therewith.

RISK FACTORS: THE BONDS INVOLVE CERTAIN INVESTMENT RISKS AS SET FORTH IN THE PRELIMINARY OFFICIAL STATEMENT. PROSPECTIVE PURCHASERS SHOULD CAREFULLY REVIEW THE ENTIRE PRELIMINARY OFFICIAL STATEMENT BEFORE MAKING THEIR INVESTMENT DECISION. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE INFORMATION SET FORTH THEREIN UNDER THE CAPTION "RISK FACTORS."

RESERVATION OF RIGHTS: The District reserves the right to reject all bids or any bid not conforming with the terms hereof and the right to waive any and all irregularities, except time of filing.

NOT AN OFFER TO SELL: This Official Notice of Sale does not alone constitute an offer to sell the Bonds but is merely notice of sale of the Bonds. The invitation for bids on the Bonds is being made by means of this Official Notice of Sale, the Preliminary Official Statement and the Official Bid Form.

SECURITIES REGISTRATION AND QUALIFICATION: No registration statement relating to the Bonds has been filed with the SEC under the Securities Act of 1933, as amended, in reliance upon exemptions provided thereunder. The Bonds have not been registered or qualified under the Securities Act of Texas in reliance upon various exemptions contained therein; nor have the Bonds been registered or qualified under the securities laws or regulations of any other jurisdiction. The District assumes no responsibility for registration or qualification of the Bonds under the securities laws or regulations of any other jurisdiction in which the Bonds may be offered, sold or otherwise transferred. This disclaimer of responsibility for registration or qualification for sale or other disposition of the Bonds shall not be construed as an interpretation of any kind with regard to the availability of any exemption from securities registration or qualification provisions in such other jurisdictions.

By submission of a bid, the Initial Purchaser represents that the sale of the Bonds in states other than Texas will be made only pursuant to exemptions from registration or qualification or, where necessary, the Initial Purchaser will register or qualify the Bonds in accordance with the securities laws or regulations of any jurisdiction which so requires. The District agrees to cooperate, at the Initial Purchaser's written request and expense, in registering or qualifying the Bonds, or in obtaining an exemption from registration or qualification, in any jurisdiction where such action is necessary, provided that the District shall not be required to file a general consent to service of process in any jurisdiction.

CONTINUING DISCLOSURE OF INFORMATION: The District will agree in the Bond Resolution to provide certain periodic information and notices of material events in accordance with SEC Rule 15c2-12, as described in the Preliminary Official Statement under "CONTINUING DISCLOSURE OF INFORMATION." The Initial Purchaser's obligation to accept and pay for the Bonds is conditioned upon delivery to the Initial Purchasers or their agent of a certified copy of the Bond Resolution containing the provisions described under such heading.

ADDITIONAL COPIES: Additional copies of the Official Notice of Sale, the Official Bid Form and the Preliminary Official Statement may be obtained from Robert W. Baird & Co. Incorporated, 4801 Woodway Drive, Suite 118-E, Houston, Texas 77056.

/s/ Sherman Harrell
Vice President, Board of Directors
Brazoria County Municipal Utility District No. 57

CERTIFICATE OF INITIAL PURCHASER—FEDERAL TAX COMPETITIVE BIDDING REQUIREMENTS MET

The undersigned hereby certifies as follows with respect to the $5,600,000 Brazoria County Municipal Utility District No. 57 Unlimited Tax Road Bonds, Series 2025 (the "Bonds"):

1. The undersigned is the underwriter or the manager of the syndicate of underwriters ("Initial Purchaser") that has purchased the Bonds from the District at competitive sale.

2. As of the date of this Certificate, for each of the following maturities (the "Sold Maturities"), the first price at which a substantial amount (at least ten percent) of such maturity was sold to the public (expressed as a percentage of principal amount and exclusive of accrued interest) is set forth below:

3. As of the Sale Date (defined below), each of the following maturities (the "Unsold Maturities") was offered to the public for purchase at the price (expressed as a percentage of principal amount and exclusive of accrued interest) set forth below:

Maturity (September 1)	Principal Amount	Price/Yield	Maturity (September 1)	Principal Amount	Price/Yield
2027	$125,000	_____%	2039	$ 225,000	_____%
2028	130,000	_____%	2040	235,000	_____%
2029	140,000	_____%	2041	250,000	_____%
2030	145,000	_____%	2042	260,000	_____%
2031	155,000	_____%	2043	275,000	_____%
2032	160,000	_____%	2044	290,000	_____%
2033	170,000	_____%	2045	305,000	_____%
2034	175,000	_____%	2046	320,000	_____%
2035	185,000	_____%	2047	335,000	_____%
2036	195,000	_____%	2048	350,000	_____%
2037	205,000	_____%	2049	370,000	_____%
2038	215,000	_____%	2050	385,000	_____%

4. The Initial Purchaser has purchased bond insurance for the Bonds. The bond insurance has been purchased from _____ (the "Insurer") for a fee of $_____ (net of any nonguarantee cost, e.g., rating agency fees). The amount of such fee is set forth in the Insurer's commitment and does not include any payment for any direct or indirect services other than the transfer of credit risk, unless the compensation for those other services is separately stated, reasonable, and excluded from such fee. Such fee does not exceed a reasonable, arms-length charge for the transfer of credit risk. The present value of the debt service savings expected to be realized as a result of such insurance exceeds the amount of the fee set forth above. For this purpose, present value is computed using the yield on the Bonds, determined by taking into account the amount of the fee set forth above, as the discount rate. No portion of the fee payable to the Insurer is refundable upon redemption of any of the Bonds in an amount which would exceed the portion of such fee that had not been earned.

5. The term "public" means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an underwriter or a related party to an underwriter. A related party generally means two or more persons with greater than 50 percent common ownership, directly or indirectly.

6. The term "Sale Date" means the first date on which there is a binding contract in writing for the sale of the Bonds. The Sale Date of the Bonds is Thursday, November 13, 2025.

The undersigned understands that the statements made herein will be relied upon by the District and Allen Boone Humphries Robinson LLP in complying with the conditions imposed by the Internal Revenue Code of 1986, as amended, on the exclusion of interest on the Bonds from the gross income of their owners for federal income tax purposes.

EXECUTED AND DELIVERED this _____ day of _____ 2025.

_____
(Name of Initial Purchaser or Manager)
By
_____
Title
_____

CERTIFICATE OF INITIAL PURCHASER—FEDERAL TAX COMPETITIVE SALE REQUIREMENTS NOT MET

The undersigned hereby certifies as follows with respect to the $5,600,000 Brazoria County Municipal Utility District No. 57 Unlimited Tax Road Bonds, Series 2025 (the "Bonds"):

1. The undersigned is the underwriter or the manager of the syndicate of underwriters ("Initial Purchaser") that has purchased the Bonds from the District at competitive sale.

2. As of the date of this Certificate, for each of the following maturities (the "Sold Maturities"), the first price at which a substantial amount (at least ten percent) of such maturity was sold to the public (expressed as a percentage of principal amount and exclusive of accrued interest) is set forth below:

Maturity (September 1)	Principal Amount	Price/Yield	Maturity (September 1)	Principal Amount	Price/Yield
2027	$ 125,000	_____%	2039	$ 225,000	_____%
2028	130,000	_____%	2040	235,000	_____%
2029	140,000	_____%	2041	250,000	_____%
2030	145,000	_____%	2042	260,000	_____%
2031	155,000	_____%	2043	275,000	_____%
2032	160,000	_____%	2044	290,000	_____%
2033	170,000	_____%	2045	305,000	_____%
2034	175,000	_____%	2046	320,000	_____%
2035	185,000	_____%	2047	335,000	_____%
2036	195,000	_____%	2048	350,000	_____%
2037	205,000	_____%	2049	370,000	_____%
2038	215,000	_____%	2050	385,000	_____%

3. As of the Sale Date (defined below), each of the following maturities (the "Unsold Maturities") was offered to the public for purchase at the price (expressed as a percentage of principal amount and exclusive of accrued interest) set forth below:

Maturity (September 1)	Principal Amount	Price/Yield	Maturity (September 1)	Principal Amount	Price/Yield
2027	$ 125,000	_____%	2039	$ 225,000	_____%
2028	130,000	_____%	2040	235,000	_____%
2029	140,000	_____%	2041	250,000	_____%
2030	145,000	_____%	2042	260,000	_____%
2031	155,000	_____%	2043	275,000	_____%
2032	160,000	_____%	2044	290,000	_____%
2033	170,000	_____%	2045	305,000	_____%
2034	175,000	_____%	2046	320,000	_____%
2035	185,000	_____%	2047	335,000	_____%
2036	195,000	_____%	2048	350,000	_____%
2037	205,000	_____%	2049	370,000	_____%
2038	215,000	_____%	2050	385,000	_____%

4. As set forth in the Official Notice of Sale, the Initial Purchaser has agreed in writing that, for each of the Unsold Maturities, the Initial Purchaser would neither offer nor sell any of the Bonds of such maturity to any person at a price that is higher than the initial offering price for each maturity, as set forth in the pricing wire or equivalent communication for the Bonds attached to this Certificate, during the Offering Period for such maturity, nor would the Initial Purchaser permit a related party to do so. Pursuant to such agreement, the Initial Purchaser has neither offered nor sold any of the Unsold Maturities at a price higher than the respective initial offering price for that maturity of the Bonds during the Offering Period.

5. The Initial Purchaser has purchased bond insurance for the Bonds. The bond insurance has been purchased from _____ (the "Insurer") for a fee of $_____ (net of any nonguarantee cost, e.g., rating agency fees). The amount of such fee is set forth in the Insurer's commitment and does not include any payment for any direct or indirect services other than the transfer of credit risk, unless the compensation for those other services is separately stated, reasonable, and excluded from such fee. Such fee does not exceed a reasonable, arms-length charge for the transfer of credit risk. The present value of the debt service savings expected to be realized as a result of such insurance exceeds the amount of the fee set forth above. For this purpose, present value is computed using the yield on the Bonds, determined by taking into account the amount of the fee set forth above, as the discount rate. No portion of the fee payable to the Insurer is refundable upon redemption of any of the Bonds in an amount which would exceed the portion of such fee that had not been earned.

6. The term "public" means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an underwriter or a related party to an underwriter. A related party generally means two or more persons with greater than 50 percent common ownership, directly or indirectly.

7. The term "Sale Date" means the first date on which there is a binding contract in writing for the sale of the Bonds. The Sale Date of the Bonds is Thursday, November 13, 2025.

8. The term "Offering Period" means, with respect to an Unsold Maturity, the period beginning on the Sale Date and ending on the earlier of (a) the close of the fifth business day after the Sale Date or (b) the date on which the Initial Purchaser has sold at least 10 percent of such Unsold Maturity to the public at a price that is no higher than the initial offering price for such Unsold Maturity.

The undersigned understands that the statements made herein will be relied upon by the District and Allen Boone Humphries Robinson LLP in complying with the conditions imposed by the Internal Revenue Code of 1986, as amended, on the exclusion of interest on the Bonds from the gross income of their owners for federal income tax purposes.

EXECUTED AND DELIVERED this _____ day of _____ 2025.

_____
(Name of Initial Purchaser or Manager)

By _____

Title _____

OFFICIAL BID FORM

November 13, 2025

President and Board of Directors
Brazoria County Municipal Utility District No. 57
c/o Robert W. Baird & Co. Incorporated
Attn: David Smalling
4801 Woodway Dr., Suite 188-E
Houston, Texas 77056

Board Members:

We have read in detail the Official Notice of Sale and Preliminary Official Statement, which are hereby made a part hereof, of Brazoria County Municipal Utility District No. 57 (the "District") relating to its $5,600,000 Unlimited Tax Road Bonds, Series 2025 (the "Bonds"). We realize that the Bonds involve certain investment risks and that the ability of the District to service the Bonds depends, in part, on the risk factors set forth in the Preliminary Official Statement dated October 9, 2025. We have made such inspections and investigations as we deem necessary relating to the investment quality of the Bonds. Accordingly, we offer to purchase the Bonds for a cash price of $_____ (which represents _____% of the principal amount thereof) provided such Bonds bear interest at the following rates:

Maturity (September 1)	Principal Amount	Interest Rate	Maturity (September 1)	Principal Amount	Interest Rate
2027	$125,000	_____%	2039 (a)	$ 225,000	_____%
2028	130,000	_____%	2040 (a)	235,000	_____%
2029	140,000	_____%	2041 (a)	250,000	_____%
2030 (a)	145,000	_____%	2042 (a)	260,000	_____%
2031 (a)	155,000	_____%	2043 (a)	275,000	_____%
2032 (a)	160,000	_____%	2044 (a)	290,000	_____%
2033 (a)	170,000	_____%	2045 (a)	305,000	_____%
2034 (a)	175,000	_____%	2046 (a)	320,000	_____%
2035 (a)	185,000	_____%	2047 (a)	335,000	_____%
2036 (a)	195,000	_____%	2048 (a)	350,000	_____%
2037 (a)	205,000	_____%	2049 (a)	370,000	_____%
2038 (a)	215,000	_____%	2050 (a)	385,000	

(a) The Bonds maturing on or after September 1, 2031, are subject to redemption and payment, at the option of the District, in whole or, from time to time, in part, on September 1, 2030, or on any date thereafter, at a price equal to the principal amount thereof, plus accrued interest thereon to the date fixed for redemption.

At the option of the Initial Purchaser, any or all of such serial maturities may be designated as term bonds ("Term Bonds") subject to mandatory sinking fund redemption provided that the mandatory sinking fund redemption amount in each year shall equal the amounts shown above as maturing in such year.

We hereby designate the following as term bonds ("Term Bonds") with mandatory sinking redemptions.

Term Bond Maturity Date (September 1)	Year of First Mandatory Redemption	Principal Amount of Term Bonds	Interest Rate
_____	_____	$_____	_____%
_____	_____	_____	_____%
_____	_____	_____	_____%
_____	_____	_____	_____%
_____	_____	_____	_____%

Our calculation (which is not a part of this bid) of the interest cost from the above is:

Total Interest Cost from the Date of Delivery	$_____
Plus: Dollar Amount of Discount (or Less: Dollar Amount of Premium)	$_____
NET INTEREST COST	$_____
NET EFFECTIVE INTEREST RATE	_____%

The initial Bonds shall be registered in the name of Cede & Co. as nominee for The Depository Trust Company, New York, New York. We will require ___ copies of the final Official Statement for dissemination to potential purchasers of the Bonds (not to exceed 250 copies). By our submission of this bid, we agree to provide such copies of the final Official Statement and of any amendments or supplements thereto in accordance with the Official Notice of Sale, and to undertake the obligations of the Initial Purchaser described therein, as contemplated by Rule 15c2-12 of the United States Securities and Exchange Commission.

Cashier's Check ("Official Checks" are not acceptable) No. _____, issued by _____, and payable to your order in the amount of $112,000 (has been made available to you prior to the opening of this bid) as a Good Faith Deposit for disposition in accordance with the terms and conditions set forth in the Official Notice of Sale. Should we fail or refuse to make payment for the Bonds in accordance with the terms and conditions stated in the Official Notice of Sale, this check shall be cashed and the proceeds retained as complete liquidated damages against us. The Good Faith Deposit will be returned to the Initial Purchaser uncashed on the Date of Delivery of the Bonds.

Unless the bidder is exempt from such requirements pursuant to Texas Government Code § 2252.908(c)(4), the District may not accept this bid until it has received from the bidder a completed and signed TEC Form 1295 and Certification of Filing pursuant to Texas Government Code § 2252.908 and the rules promulgated thereunder by the Texas Ethics Commission. The undersigned understands that failure to provide said form and Certification of Filing, when required, will result in a non-conforming bid and will prohibit the District from considering this bid for acceptance.

By executing this Official Bid Form, the bidder represents and verifies that, solely for purposes of Chapter 2271 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[1] that boycotts or will boycott Israel. The terms "boycotts Israel" and "boycott Israel" as used in this paragraph have the meaning assigned to the term "boycott Israel" in Section 808.001 of the Texas Government Code, as amended.

[1] "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit, but does not mean a sole proprietorship.

Additionally, by executing this Official Bid Form, the bidder also represents and certifies that, solely for purposes of Chapter 2252 of the Texas Government Code, at the time of execution and delivery of its bid, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[2] (i) that engages in business with Iran, Sudan, or any foreign terrorist organization as described in Chapter 2270 of the Texas Government Code, or Subchapter F of Chapter 2252 of the Texas Government Code, or (ii) listed by the Texas Comptroller of Public Accounts under Section 2270.0201 or 2252.153 of the Texas Government Code. The term "foreign terrorist organization" as used in this paragraph has the meaning assigned to such term in Section 2252.151 of the Texas Government Code. The undersigned agrees to execute, at the request of the District, further written certifications as may be necessary or convenient for the District to establish compliance with these laws.

Additionally, by executing this Official Bid Form, the bidder also represents and verifies that, on behalf of itself and each syndicate member listed on this Official Bid Form that, solely for purposes of Chapter 2276 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[2] that boycotts or will boycott energy companies. The terms "boycotts energy companies" and "boycott energy companies" as used in this paragraph have the meaning assigned to the term "boycott energy company" in Section 809.001 of the Texas Government Code, as amended.

Additionally, by executing this Official Bid Form, the bidder also represents and verifies that, solely for purposes of Chapter 2274 of the Texas Government Code, at the time of execution and delivery of its bid and through the delivery date of the Bonds, neither the bidder nor a syndicate member listed on this Official Bid Form is a Company[2] that has a practice, policy, guidance or directive that discriminates against a firearm entity or firearm trade association or will discriminate against a firearm entity or firearm trade association. The term "discriminates against a firearm entity or firearm trade association" as used in this paragraph has the meaning assigned to the term "discriminate against a firearm entity or firearm trade association" in Section 2274.001(3) of the Texas Government Code.

Notwithstanding anything contained herein, the bidder agrees that liability for breach of verification of the statutory representations and covenants provided above as required by Chapters 2252, 2271, 2274 and 2276 of the Texas Government Code during the term of the contract shall survive until barred by the applicable statute of limitations and shall not be liquidated or otherwise limited by any provision of the contract.

By submitting a bid, the bidder makes and certifies to the representations necessary and convenient for the compliance with the aforementioned laws and, at the request of the District, agrees to execute further written certifications as may be necessary or convenient for the District to establish compliance with the aforementioned laws.

Additionally, by executing this Official Bid Form, the bidder also represents and certifies that, the bidder and each syndicate member listed on the Official Bid Form will (i) preserve all contracting information related to the bid as provided by the records retention requirements applicable to the District through the delivery date of the Bonds, (ii) promptly provide to the District any contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member on request of the District, and (iii) upon delivery of the Bonds to the bidder, either (a) provide at no cost to the District all contracting information related to the bid that is in the custody or possession of the bidder or any syndicate member or (b) preserve the contracting information related to the bid as provided by the records retention requirements applicable to the District. The term "contracting information" as used in this paragraph has the meaning assigned to such term in Section 552.003 of the Texas Government Code.

We will require ___ copies of the final Official Statement for dissemination to potential purchasers of the Bonds (not to exceed 250 copies). By our submission of this bid, we agree to provide such copies of the final Official Statement and of any amendments or supplements thereto in accordance with the Official Notice of Sale, and to undertake the obligations of the Initial Purchaser described therein, as contemplated by Rule 15c2-12 of the United States Securities and Exchange Commission.

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[2] "Company" means a sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company, or other entity or business association whose securities are publicly traded, including a whollyowned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations, that exists to make a profit.

The undersigned agrees to complete, execute, and deliver to the District, by the date of delivery of the Bonds, a certificate relating to the "issue price" of the Bonds in the form accompanying the Official Notice of Sale.

We hereby represent that sale of the Bonds in jurisdictions other than Texas will be made only pursuant to exemptions from registration or qualification and that, where necessary, we will register or qualify the Bonds in accordance with the securities laws and regulations of the jurisdictions in which the Bonds are offered or sold.

We agree to accept delivery of and make payment for the initial Bonds in immediately available funds at the corporate trust office of BOKF, NA, Dallas, Texas, not later than 10:00 A.M., Central Time, on December 16, 2025, or thereafter on the date the Bonds are tendered for delivery pursuant to the terms set forth in the Official Notice of Sale.

Respectfully submitted,

_____

_____

By: _____
Authorized Representative

ACCEPTANCE CLAUSE

The above and foregoing bid is hereby in all things accepted by Brazoria County Municipal Utility District No. 57 this 13th day of November 2025.

ATTEST:

Secretary, Board of Directors	President, Board of Directors

Return of $112,000 Good Faith Deposit is hereby acknowledged:

Firm:_____
By:_____
Date:_____

(For your information you will find attached a list of the group of underwriters associated with us in this proposal.)

$5,600,000

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57

UNLIMITED TAX ROAD BONDS
SERIES 2025

BOND YEARS

Dated Date: December 1, 2025
Interest accrues from: Date of Delivery

Due: September 1

Year	Amount	Bond Years	Accumulated Bond Years
2027	$ 125,000	$ 213.1944	213.1944
2028	130,000	351.7222	564.9167
2029	140,000	518.7778	1,083.6944
2030	145,000	682.3056	1,766.0000
2031	155,000	884.3611	2,650.3611
2032	160,000	1,072.8889	3,723.2500
2033	170,000	1,309.9444	5,033.1944
2034	175,000	1,523.4722	6,556.6667
2035	185,000	1,795.5278	8,352.1944
2036	195,000	2,087.5833	10,439.7778
2037	205,000	2,399.6389	12,839.4167
2038	215,000	2,731.6944	15,571.1111
2039	225,000	3,083.7500	18,654.8611
2040	235,000	3,455.8056	22,110.6667
2041	250,000	3,926.3889	26,037.0556
2042	260,000	4,343.4444	30,380.5000
2043	275,000	4,869.0278	35,249.5278
2044	290,000	5,424.6111	40,674.1389
2045	305,000	6,010.1944	46,684.3333
2046	320,000	6,625.7778	53,310.1111
2047	335,000	7,271.3611	60,581.4722
2048	350,000	7,946.9444	68,528.4167
2049	370,000	8,771.0556	77,299.4722
2050	385,000	9,511.6389	86,811.1111

Total Bond Years: 86,811.1111

Average Maturity: 15.5020 years

Brazoria Municipal Utility District No. 57

Road Debt Service Tax Rate Analysis - No Growth Scenario

Proposed $5,600,000 Series 2025 Bond Issue at 5.250% Interest Rate

Year Ending 12/31	Beginning Fund Balance as of 09/30/2025	Fund Interest Earnings @ 2.000%	Capitalized Interest	Prior Year Taxable AV	AV Growth Percentage	Tax Rate / $100 of Assessed Value	Tax Collections @ 98.00%	Total Funds Available	Current Debt Service	Proposed Debt Service Series 2025	Total Debt Service	Ending Balance	Debt Service Coverage %
2025	-	-	441,000	6,922,504			-	441,000		-		441,000	200.000%
2026	441,000	8,820	-	69,348,870	901.789%	-	-	449,820		220,500	220,500	229,320	55.391%
2027	229,320	4,586	-	166,366,333	139.898%	0.250000	407,598	641,504		414,000	414,000	227,504	54.466%
2028	227,504	4,550	-	166,366,333		0.250000	407,598	639,652		417,700	417,700	221,952	53.370%
2029	221,952	4,439	-	166,366,333		0.250000	407,598	633,988		415,875	415,875	218,113	52.711%
2030	218,113	4,362	-	166,366,333		0.250000	407,598	630,073		413,788	413,788	216,285	51.937%
2031	216,285	4,326	-	166,366,333		0.250000	407,598	628,209		416,438	416,438	211,771	51.207%
2032	211,771	4,235	-	166,366,333		0.250000	407,598	623,604		413,563	413,563	210,041	50.561%
2033	210,041	4,201	-	166,366,333		0.250000	407,598	621,840		415,425	415,425	206,415	49.528%
2034	206,415	4,128	-	166,366,333		0.250000	407,598	618,141		416,763	416,763	201,378	48.226%
2035	201,378	4,028	-	166,366,333		0.250000	407,598	613,003		417,575	417,575	195,428	46.769%
2036	195,428	3,909	-	166,366,333		0.250000	407,598	606,934		417,863	417,863	189,072	45.273%
2037	189,072	3,781	-	166,366,333		0.250000	407,598	600,451		417,625	417,625	182,826	43.858%
2038	182,826	3,657	-	166,366,333		0.250000	407,598	594,080		416,863	416,863	177,217	42.644%
2039	177,217	3,544	-	166,366,333		0.250000	407,598	588,359		415,575	415,575	172,784	41.759%
2040	172,784	3,456	-	166,366,333		0.250000	407,598	583,837		413,763	413,763	170,075	40.842%
2041	170,075	3,401	-	166,366,333		0.250000	407,598	581,074		416,425	416,425	164,649	39.361%
2042	164,649	3,293	-	166,366,333		0.250000	407,598	575,539		418,300	418,300	157,239	37.945%
2043	157,239	3,145	-	166,366,333		0.250000	407,598	567,982		414,388	414,388	153,594	37.015%
2044	153,594	3,072	-	166,366,333		0.250000	407,598	564,264		414,950	414,950	149,314	36.003%
2045	149,314	2,986	-	166,366,333		0.250000	407,598	559,897		414,725	414,725	145,172	35.090%
2046	145,172	2,903	-	166,366,333		0.250000	407,598	555,673		413,713	413,713	141,961	34.051%
2047	141,961	2,839	-	166,366,333		0.250000	407,598	552,398		416,913	416,913	135,485	32.721%
2048	135,485	2,710	-	166,366,333		0.250000	407,598	545,792		414,063	414,063	131,730	31.710%
2049	131,730	2,635	-	166,366,333		0.250000	407,598	541,962		415,425	415,425	126,537	30.437%
2050	126,537	2,531	-	166,366,333		0.250000	407,598	536,665		415,738	415,738	120,928	
Totals		**95,537**	**441,000**				**9,782,340**		**-**	**10,197,950**	**10,197,950**		
					Average Tax Rate:	**0.240000**							

Exhibit B
Consent Conditions

(a) The District may issue bonds, including refunding bonds, only for the purpose of purchasing, refinancing, designing and constructing, or otherwise acquiring waterworks systems, sanitary sewer systems, storm sewer systems, drainage facilities, and fire, parks and recreational facilities, and streets and thoroughfares, or parts of such systems or facilities, and to make any and all necessary purchases, constructions, improvements, extensions, additions, and repairs thereto, and to purchase or acquire all necessary land, right-of-way, easements, sites, equipment, buildings, plants, structures, and facilities therefor, and to operate and maintain same, and to sell water, sanitary sewer, and other services within or without the boundaries of the District. No bonds will be issued with a final maturity date more than 25 years from the date of issuance, and the first principal maturity must occur within three years of the date of issuance. The Bonds shall have level debt service requirements. Level debt service shall mean that during the period beginning with the calendar year of the first principal payment on a bond issue and ending in the calendar year of the final scheduled maturity of said issue, the spread from the greatest debt service in a calendar year during said period to the least debt service in a calendar year during said period shall not be more than $15,000. The intent may be demonstrated by submitting a proposed Notice of Sale and estimated bid using the proposed maturity pattern that shows coupons, interest and total debt service requirements that meets the required standard above to the City for prior approval. Having shown intent to comply by getting approval of the structure by the City in advance of advertising for sale will be sufficient in the event the actual results of a competitive sale return debt service payments that otherwise would not meet the standard of $15,000 difference between maximum and minimum annual debt service payments. Such bonds must provide that the District reserves the right to redeem said bonds on any date subsequent to the 10th anniversary of the date of issuance (or any earlier date at the discretion of the District) without premium, and none of such bonds, other than refunding bonds, will be sold for less than 97 percent of par; provided that the net effective interest rate on bonds so sold, taking into account any discount or premium as well as the interest rate borne by such bonds, will not exceed two percent above the highest average interest rate reported by the Daily Bond Buyer in its weekly "20 Bond Index" during the one-month period next preceding the date of the sale of such bonds. No bonds of the District may be issued without specific City consent if the City has given notice to the District that it intends to dissolve the District in accordance with applicable law within 120 or fewer days after such notice.

(b) Any refunding bonds of the District must provide for level debt service savings (annual savings must be approximately equal for each year with no more than $7,500 between the maximum and minimum savings per year), a minimum of three percent present value savings, and no maturity beyond the latest maturity of the refunded bonds, unless approved by the City in writing prior to the sale thereof.

RESOLUTION NO. 2025-R-43

RESOLUTION OF THE CITY OF MANVEL, TEXAS GIVING CONSENT TO THE SALE AND ISSUANCE OF BONDS BY BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 57 OF BRAZORIA COUNTY

WHEREAS, Utility District No. 57 of Brazoria County (the "District") was heretofore duly created by Order of the Texas Commission on Environmental Quality ("TCEQ"); and

WHEREAS, The District is located within the corporate boundaries of the City of Manvel, Texas (the "City"); and

WHEREAS, pursuant to V.T.C.A. Local Government Code, Section 42.042 and by Resolution No. 2007-R-03, dated January 8, 2007 (the "Consent Resolution"), the City consented to the creation of the District; and

WHEREAS, as condition of the Consent Resolution, the City must consent to the sale and issuance of bonds by the District; and

WHEREAS, the City has received and reviewed a draft Preliminary Official Statement, a draft Notice of Sale, and a draft debt service schedule; and

WHEREAS, the City Council of the City desires to adopt Resolution No. 2025-R-43 (the "Resolution"), as set forth herein, for the purpose of acknowledging its receipt and review of the draft Preliminary Official Statement, a draft Notice of Sale, and a draft debt service schedule and consenting to the sale and issuance of road bonds by the District pursuant thereto.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS:

Section 1. The facts and recitals set forth in the preamble of this Resolution are hereby found to be true and correct.

Section 2. Pursuant to Section 4.05 of Exhibit "B" and Exhibit "C" to the Consent Resolution, the City Council of Manvel, Texas hereby specifically (1) acknowledges its receipt and review of a draft Preliminary Official Statement, a draft Notice of Sale, and a draft debt service schedule; (2) declares that, based upon representation made by the District, the District is in compliance with the Consent Resolution, as well as all exhibits thereto; and (3) consents to the sale and issuance of road bonds by the District.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

PASSED AND APPROVED this _____ day of _____, 2025.

_____
Mayor

ATTEST:

_____
City Secretary

[SEAL]

CITY COUNCIL DATA SHEET

MEETING DATE: October 20th, 2025

Agenda: **Regular** ☐ **Consent** ☑

TOPIC:

Authorization to submit a grant application to the Office of the Governor, Public Safety Office (PSO), under the FY 2025 SHSP and UASI, Supporting Border Crisis Response and Enforcement Projects (HSGP-BC) grant program.

BACKGROUND:

The City of Manvel Office of Emergency Management requests authorization to submit a grant application under the FY 2025 SHSP and UASI – Supporting Border Crisis Response and Enforcement Projects (HSGP-BC) program. The proposed Regional Surveillance and Situational Awareness Enhancement Project seeks $315,785 to expand citywide and mobile surveillance capabilities through the purchase and installation of fixed cameras, a solar-powered surveillance trailer, and covert enclosures, including system integration and training. The project supports regional efforts to strengthen law enforcement coordination, situational awareness, and protection of critical infrastructure. No local match is required. The project aligns with the Texas Homeland Security Strategic Plan 2021–2025 and Houston UASI regional priorities. Ongoing cloud-based software and data storage costs—estimated at $10,000 annually—will be shared between the Office of Emergency Management and the Police Department beginning in the FY 2026–2027 budget year after project completion.

RECOMMENDATION:

Staff recommends that City Council authorize the City Manager, Dan Johnson, to submit the grant application to the FY 2025 SHSP and UASI – Supporting Border Crisis Response and Enforcement Projects (HSGP-BC) program and to execute all documents necessary to apply for, accept, reject, alter, or terminate the grant on behalf of the City.

ATTACHMENTS:

FUNDING ISSUES

☑ Not applicable
☐ Not budgeted
☐ Full amount already budgeted
☐ Funds to be transferred from Acct.#

No local match is required under this grant program.

SUBMITTING STAFF MEMBER	FINANCE DIRECTOR APPROVAL ☐
Jamie Praslicka	CITY MANAGER APPROVAL: ☐

RESOLUTION NO. 2025-R-46

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS, AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION TO THE OFFICE OF THE GOVERNOR – PUBLIC SAFETY OFFICE (PSO) FOR THE HIGHWAY CORRIDOR SECURITY AND THREAT INTERDICTION PROJECT; DESIGNATING THE AUTHORIZED OFFICIAL ON BEHALF OF THE CITY TO SUBMIT AND ACCEPT THE GRANT AND EXECUTE ALL DOCUMENTS NECESSARY FOR THE GRANT FUNDING; PROVIDING ASSURANCES; AND DECLARING AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Manvel finds it in the best interest of the citizens of Manvel, Texas, to enhance homeland security through the Highway Corridor Security and Threat Interdiction Project, which will fund the procurement and integration of a citywide camera surveillance and situational awareness system to protect critical infrastructure, interdict trafficking networks, and support joint operations with ICE, DPS, and regional fusion centers; and

WHEREAS, the City Council of the City of Manvel agrees to provide all applicable matching funds for the project as required by the Office of the Governor – Public Safety Office grant application (noting that no local match is required for this program, but the City commits to sustaining future operating costs through its annual budget); and

WHEREAS, the City Council of the City of Manvel agrees that in the event of loss or misuse of the Office of the Governor funds, the City will return all such funds to the Office of the Governor; and

WHEREAS, the City Council of the City of Manvel designates the city manager as the grantee's authorized official, with the authority to apply for, accept, reject, alter, or terminate the grant on behalf of the City;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS:

Section 1. The City Council of the City hereby:

(a) Approves submission of the grant application for the Highway Corridor Security and Threat Interdiction Project in the amount of $300,000 to the Office of the Governor – Public Safety Office.

(b) Commits to sustaining the project after the grant period through the City's annual operating budget.

(c) Assures that in the event of misuse or loss of grant funds, all funds will be returned to PSO in full.

Section 2. The City Council of the City of Manvel designates Dan Johnson, City Manager, as the Grantee's authorized official, with the authority to apply for, accept, reject, alter, or terminate the grant on behalf of the City, as well as execute any and all documentation necessary for the grant. Acceptance of the grant is approved, without further city council approval, upon determination by the City Manager that the grant is in the best interest of the City of Manvel, and that all grant covenants can be met.

Section 3. It is hereby found, determined and declared that a sufficient written notice of the date, hour, place and subject of this meeting of the City Council was posted at a place convenient to the public at the City Hall of the City for the time required by law preceding this meeting, as required by the Open Meetings Law, Chapter 551, Texas Government Code, and that this meeting has been open to the public as required by law at all times during which this Resolution and the subject matter thereof has been discussed, considered and formally acted upon. City Council further ratifies, approves and confirms such written notice and the contents and posting thereof.

Section 4. This Resolution shall irrevocably take effect immediately upon its first and final reading and the passage and approval.

Signed this _____ day of _____, 2025.

_____
Dan Davis
Mayor

ATTEST:

_____
Tammy Bell
City Secretary

APPROVED AS TO FORM:

_____

Robert Gervais, City Attorney

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: 11/3/25

TOPIC: Requesting Acceptance of Public Infrastructure Improvements

Project Name: Acceptance of infrastructure improvements for Kirby Drive Phase 3 to begin the Two-Year Maintenance Period.

This is a request for: ○ **Initial Acceptance** (Start 2-year maintenance period)
◉ **Final Acceptance** (Bond Release)

MUD District: Brazoria County Utility District No. 40

BACKGROUND:

- ☐ City Staff has approved the final walk through on this project for the civil site work.
- ☐ The applicant has submitted the Two-Year Maintenance Bond
- ☐ The As-Built Construction Plans have been submitted
- ☑ This is a Final Acceptance and release of associated Maintenance Bond.

STAFF RECOMMENDATION:

Staff recommends approval of this request: ◉ YES ○ NO

Notes (if applicable):

ATTACHMENTS: Request Form and Project Details

FUNDING ISSUES

- ☑ **Not applicable**
- ☐ **Not budgeted**
- ☐ **Full amount already budgeted**
- ☐ **Funds to be transferred from Acct.#**

SUBMITTING STAFF MEMBER	
Percy Ben Public Works Engineer	**PUBLIC WORKS DIRECTOR APPROVAL** ☑ **FINANCE DIRECTOR APPROVAL** ☐ **CITY MANAGER APPROVAL** ☑

DEVELOPMENT SERVICES
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-668-5061

INFRASTRUCTURE ACCEPTANCE REQUEST FORM

INSTRUCTIONS

- This request form, along with any required documents must be sent to permits@cityofmanvel.com no later than **8 business days** before the proposed date of infrastructure acceptance by City Council (meeting date).
- Inspection (final walk) of the infrastructure proposed to be accepted must be completed and approved prior to submitting this form.
- For Initial Acceptance, this form must be submitted **on the same day or after** the paper copy of the Maintenace Bond has been delivered to Permits Department at City Hall Annex, 20025 Highway 6, Manvel, TX. 77578.
- Include a **copy of this form as cover sheet** when submitting paper copy of the maintenance bond.
- For Final Acceptance, provide accurate plat name below to avoid delay in plat recordation.

PROJECT DETAILS: This is a request for ○ **Initial Acceptance** ◉ **Final Acceptance** (Bond Release)

Project Name: Kirby Drive Phase 3

Project Type: ☑ WS&D, ☑ Paving, ☐ Other | Total Project Cost: $1,499,975.83

MUD (if applicable): BCMUD No. 40

MyGov Permit No.: 22-002339 Inspection (Final Walk) Approval Date: 10/07/25

Proposed Acceptance Date (Council Meeting Date): 10/20/25

Approved Plat Name: Final Plat of Kirby Drive Street Dedication No. 3

REQUESTER CONTACT INFORMATION

Name & Company Name: Valerie Lizak with LJA Engineering

Email: vlizak@lja.com Phone No. 713-380-4420

INFRASTRUCTURE ACCEPTANCE CHECKLIST: *(Please check applicable items in the following checklist)*

Required Documents	Check
➢ *Inspection (final walk) is complete and approved with no outstanding punch list items*	☐
➢ *Initial Acceptance required documents have been submitted or are provided with this form*	☐
• Physical copy of Two-year maintenance bond (100% of the total cost)	☐
• PDF Copy of Two-year maintenance bond (100% of the total cost)	☐
• Updated Original Tax Certificate (showing no delinquent taxes)	☐
• As-built Plans (PDF)	☐
➢ *Final Acceptance to release maintenance Bond. No Document Required.*	☑

Notes (if any):

Requester Signature: Valerie Lizak Date: 10/09/25

INFRASTRUCTURE ACCEPTANCE PROJECT DETAILS

PROJECT DETAILS (To be filled in by requestor)

Project Name: Kirby Drive Phase 3

Project Cost: $1,499,975.83

Project Type: (WS&D,) (Paving,) Other _____

WS&D Total Quantity (ft & in)	
Water Line Size: 8", 12"	Water Line Length: 64', 2262'
Sanitary Line Size:	Sanitary Line Length:
Storm Line Size: 24", 30", 48"	Storm Line Length: 691', 300', 1083'

Other Quantities:

Street Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**
Kirby Drive	1,415.86'	120'	8"
Pecan Drive	181.48'	90'	8"

Sidewalk Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**

Prepared by: Valerie Lizak

Company Name: LJA Engineering

Email: vlizak@lja.com Ph: 713-380-4420

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: 11/3/25

TOPIC: Requesting Acceptance of Public Infrastructure Improvements

Project Name: Detention Basin Y, Detention Basin Z Phase 1 & Earthwork to serve Meridiana

This is a request for: (•) **Initial Acceptance** (Start 2-year maintenance period)
( ) **Final Acceptance** (Bond Release)

MUD District: Brazoria County Utility District No. 57

BACKGROUND:

- [x] City Staff has approved the final walk through on this project for the civil site work.
- [x] The applicant has submitted the Two-Year Maintenance Bond
- [x] The As-Built Construction Plans have been submitted
- [ ] This is a Final Acceptance and release of associated Maintenance Bond.

STAFF RECOMMENDATION:

Staff recommends approval of this request: (•) YES ( ) NO

Notes (if applicable):

ATTACHMENTS: Request Form and Project Details

FUNDING ISSUES

- [x] **Not applicable**
- [ ] **Not budgeted**
- [ ] **Full amount already budgeted**
- [ ] **Funds to be transferred from Acct.#**

SUBMITTING STAFF MEMBER	
Percy Ben Public Works Engineer	**PUBLIC WORKS DIRECTOR APPROVAL** [x] **FINANCE DIRECTOR APPROVAL** [ ] **CITY MANAGER APPROVAL** [x]

INFRASTRUCTURE ACCEPTANCE PROJECT DETAILS

PROJECT DETAILS (To be filled in by requestor)

Project Name: Detention Basin Y, Detention Basin Z Phase 1 and Earthwork to serve Meridiana

Project Cost: $1,698,370.01

Project Type: WS&D, Paving, Other Detention

WS&D Total Quantity (ft & in)	
Water Line Size: n/a	Water Line Length: n/a
Sanitary Line Size: n/a	Sanitary Line Length: n/a
Storm Line Size: n/a	Storm Line Length: n/a

Other Quantities:

Street Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**
n/a			

Sidewalk Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**
n/a			

Prepared by: Dane Kendall

Company Name: EHRA Engineering

Email: dkendall@ehra.team Ph: 713.337.7431

DEVELOPMENT SERVICES
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-668-5061

INFRASTRUCTURE ACCEPTANCE REQUEST FORM

INSTRUCTIONS

- This request form, along with any required documents must be sent to permits@cityofmanvel.com no later than **8 business days** before the proposed date of infrastructure acceptance by City Council (meeting date).
- Inspection (final walk) of the infrastructure proposed to be accepted must be completed and approved prior to submitting this form.
- For Initial Acceptance, this form must be submitted **on the same day or after** the paper copy of the Maintenace Bond has been delivered to Permits Department at City Hall Annex, 20025 Highway 6, Manvel, TX. 77578.
- Include a **copy of this form as cover sheet** when submitting paper copy of the maintenance bond.
- For Final Acceptance, provide accurate plat name below to avoid delay in plat recordation.

PROJECT DETAILS: This is a request for (●) **Initial Acceptance** ( ) **Final Acceptance** (Bond Release)

Project Name: Detention Basin Y, Detention Basin Z Phase 1 and Earthwork to serve Meridiana

Project Type: [ ] WS&D, [ ] Paving, [✔] Other | Total Project Cost: $1,698,370.01

MUD (if applicable): Brazoria County Municipal Utility District No. 57

MyGov Permit No.: _____ Inspection (Final Walk) Approval Date: 10/13/2025

Proposed Acceptance Date (Council Meeting Date): November 3, 2025

Approved Plat Name: _____

REQUESTER CONTACT INFORMATION

Name & Company Name: Dane Kendall EHRA Engineering

Email: dkendall@ehra.team Phone No. 713.337.7431

INFRASTRUCTURE ACCEPTANCE CHECKLIST: *(Please check applicable items in the following checklist)*

Required Documents	Check
➢ *Inspection (final walk) is complete and approved with no outstanding punch list items*	☐
➢ *Initial Acceptance required documents have been submitted or are provided with this form*	☐
• Physical copy of Two-year maintenance bond (100% of the total cost)	☐
• PDF Copy of Two-year maintenance bond (100% of the total cost)	☐
• Updated Original Tax Certificate (showing no delinquent taxes)	☐
• As-built Plans (PDF)	☐
➢ *Final Acceptance to release maintenance Bond. No Document Required.*	☐

Notes (if any): _____

_____

Requester Signature: Dane Kendall Date: 10/22/2025

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: 11/3/25

TOPIC: Requesting Acceptance of Public Infrastructure Improvements

Project Name: Water Distribution, Wastewater Collection, Storm Water Facilities, and Paving to serve Meridiana Section 26A

This is a request for: (•) **Initial Acceptance** (Start 2-year maintenance period)
( ) **Final Acceptance** (Bond Release)

MUD District: Brazoria County Utility District No. 56

BACKGROUND:

- [x] City Staff has approved the final walk through on this project for the civil site work.
- [x] The applicant has submitted the Two-Year Maintenance Bond
- [x] The As-Built Construction Plans have been submitted
- [ ] This is a Final Acceptance and release of associated Maintenance Bond.

STAFF RECOMMENDATION:

Staff recommends approval of this request: (•) YES ( ) NO

Notes (if applicable):

ATTACHMENTS: Request Form and Project Details

FUNDING ISSUES

- [x] **Not applicable**
- [ ] **Not budgeted**
- [ ] **Full amount already budgeted**
- [ ] **Funds to be transferred from Acct.#**

SUBMITTING STAFF MEMBER	
Percy Ben Public Works Engineer	**PUBLIC WORKS DIRECTOR APPROVAL** [x] **FINANCE DIRECTOR APPROVAL** [ ] **CITY MANAGER APPROVAL** [x]

DEVELOPMENT SERVICES
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-668-5061

INFRASTRUCTURE ACCEPTANCE REQUEST FORM

INSTRUCTIONS

- This request form, along with any required documents must be sent to permits@cityofmanvel.com no later than **8 business days** before the proposed date of infrastructure acceptance by City Council (meeting date).
- Inspection (final walk) of the infrastructure proposed to be accepted must be completed and approved prior to submitting this form.
- For Initial Acceptance, this form must be submitted **on the same day or after** the paper copy of the Maintenace Bond has been delivered to Permits Department at City Hall Annex, 20025 Highway 6, Manvel, TX. 77578.
- Include a **copy of this form as cover sheet** when submitting paper copy of the maintenance bond.
- For Final Acceptance, provide accurate plat name below to avoid delay in plat recordation.

PROJECT DETAILS: This is a request for (●) **Initial Acceptance** ( ) **Final Acceptance** (Bond Release)

Project Name: Water Distribution, Wastewater Collection, Storm Water Facilities and Paving to serve Meridiana Section Twenty Six-A

Project Type: ☑ WS&D, ☑ Paving, ☐ Other | Total Project Cost: $1,536,600.00

MUD (if applicable): Brazoria County Municipal Utility District No. 57

MyGov Permit No.: _____ Inspection (Final Walk) Approval Date: 10/22/2025

Proposed Acceptance Date (Council Meeting Date): November 3, 2025

Approved Plat Name: Meridiana Section 26A

REQUESTER CONTACT INFORMATION

Name & Company Name: Dane Kendall EHRA Engineering

Email: dkendall@ehra.team Phone No. 713.337.7431

INFRASTRUCTURE ACCEPTANCE CHECKLIST: *(Please check applicable items in the following checklist)*

Required Documents	Check
➢ *Inspection (final walk) is complete and approved with no outstanding punch list items*	☐
➢ *Initial Acceptance required documents have been submitted or are provided with this form*	☐
• Physical copy of Two-year maintenance bond (100% of the total cost)	☐
• PDF Copy of Two-year maintenance bond (100% of the total cost)	☐
• Updated Original Tax Certificate (showing no delinquent taxes)	☐
• As-built Plans (PDF)	☐
➢ *Final Acceptance to release maintenance Bond. No Document Required.*	☐

Notes (if any): _____

Requester Signature: Dane Kendall Date: October 22, 2025

INFRASTRUCTURE ACCEPTANCE PROJECT DETAILS

PROJECT DETAILS (To be filled in by requestor)

Project Name: Water Distribution, Wastewater Collection, Storm Water Facilities and Paving to serve Meridiana Section Twenty Six-A

Project Cost: $1,536,600.00

Project Type: (WS&D,) (Paving,) Other _____

WS&D Total Quantity (ft & in)	
Water Line Size: 8 inch / 6 in	Water Line Length: 1,796 LF/ 50 LF
Sanitary Line Size: 8 inch	Sanitary Line Length: 1,928 LF
Storm Line Size: 48in/42in/36in/24in	Storm Line Length: 178 LF/265 LF/425 LF/ 688 LF/ 258 LF

Other Quantities:

Street Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**
Red Cedar Way	309 LF	28 FT	6 in
Redwood Forest Drive	732 LF	28 FT	6 in
Mahogany Branch Trail	703 LF	28 FT	6 in
Timberland Drive	133 LF	28 FT	6 inR

Sidewalk Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**
N/A			

Prepared by: Dane Kendall

Company Name: EHRA Engineering

Email: dkendall@ehra.team Ph: 713.337.7431

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: October 3, 2025

TOPIC: Consideration and possible action to approve a request for a 1-year extension for a specific use permit issued under Ordinance No. 2024-O-41 (adopted November 4, 2024).

BACKGROUND:
The subject site, consisting of approximately 6.910 acres of land (Property ID #171785), is located along the southern side of Old Massey Ranch Road, abutting the Briscoe Canal to the east.

In 2020, the site was rezoned to HUD-Code Manufactured Home District with a Specific Use Permit (HCMH-SUP) allowing NAICS use 813110 – "Religious Organizations" (Ordinance No. 2020-O-28). Per Section 77-50(h) of the City's Zoning Ordinance, a Specific Use Permit expires one year after its date of issuance if construction or use authorized there under is not substantially under way prior to the expiration of said one-year period. The property owner experienced financial difficulties at that time, which led to the abandonment of the development process and the expiration of the SUP and associated variance due to inactivity or lack of substantial progress within the required one-year period.

In October 2024, the applicant indicated that the owner was in a better financial position and wished to restart the project. The applicant requested a new SUP allowing the same NAICS use, 813110 – "Religious Organizations." The City Council approved this SUP on November 4, 2024, under Ordinance No. 2024-O-41, with five conditions.

The property owner has not yet begun construction or established the authorized use on the property and has therefore requested a one-year extension to Ordinance No. 2024-O-41.

STAFF RECOMMENDATION: City staff recommends approval of a one-year extension of Ordinance No. 2024-O-41.

PD&Z PUBLIC HEARING AND DISCUSSION (October 27, 2025): There were no comments made regarding the one-year extension of Ordinance No. 2024-O-41.

PD&Z RECOMMENDATION: The PD&Z Commission is recommending approval of the one-year extension for a specific use permit issued under Ordinance No. 2024-O-41 with a vote of five (5) "Yeas" to zero (1) "Nays" at their October 27, 2025, meeting.

ATTACHMENTS: Ordinance No. 2024-O-41 and Extension Request Letter

FUNDING ISSUES
_X_ Not applicable
___ Not budgeted
___ Full amount already budgeted
___ Funds to be transferred from Acct.#

SUBMITTING STAFF MEMBER	**FINANCE DIRECTOR APPROVAL** __NA___
Ellie Roohbakhsh, Senior Planner	**CITY MANAGER APPROVAL** ___YES___

From:	Bob Stewart
To:	City of Manvel Permits
Cc:	Elaheh Roohbakhsh
Subject:	SCS Project 233 - International Victory Christian Church - 5730 Old Massey Ranch Rd. - Manvel, Tx 77588 - FORMAL REQUEST FOR SUP EXTENSION
Date:	Thursday, October 2, 2025 11:11:50 PM
Attachments:	2024-O-41 HCHM-SUP 6.910 Acres International Victory Christian Church.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please find attached the Ordinance 2024-O-41 that provided for a Specific Use Permit for the development of the International Victory Christian Church to be located at 0 CR 100, address being 5730 Old Massey Ranch Road. Our Civil sitework plans and Minor plat are currently in review with the Brazoria County Drainage District No. 4, awaiting engineering approval and board action.

Once approved, the complete sitework and building plan package, along with the minor plat, will be submitted to the City of Manvel for review, approvals, and permitting.

Contractors are currently reviewing the project plans, and one should be selected within the next 30 days.

At this time, we are respectfully requesting that the City of Manvel grants us an extension on the expiration date of the ordinance, as provided for in Section 5.

Please let me know if you have any questions or comments.

Thank you,

Bob N. Stewart, Principal

STEWART CONSULTING SERVICES(SCS)

Civil Engineers|Planners|Construction Mgmt.

TBPE Firm F-17175

Humble, TX 77396

713.446.8537 (Direct)

281.858.2335 (Fax)

www.stewartconsultingservices.com

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From: Bob Stewart
Sent: Thursday, August 14, 2025 11:53 AM
To: permits@cityofmanvel.com
Cc: Sandy Parra <s.parra@stewartconsultingservices.com>
Subject: SCS Project 233 - International Victory Christian Church - 5730 Old Massey Ranch Rd. - Manvel, Tx 77588 - COMMERCIAL PERMIT APPLICATION

Good morning,

Please find attached the Commercial Permit Application and survey for the International Victory Christian Church Development.
Let us know if additional information is needed, or when we are to upload and deliver the hardcopy plan sets for review.

Thank you,

Bob N. Stewart, Principal
STEWART CONSULTING SERVICES(SCS)
Civil Engineers|Planners|Construction Mgmt.
TBPE Firm F-17175
Humble, TX 77396
713.446.8537 (Direct)
281.858.2335 (Fax)
www.stewartconsultingservices.com

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ORDINANCE NO. 2024-O-41

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY AMENDING THE ZONING CLASSIFICATION OF AN APPROXIMATE 6.910 ACRES BOUNDED BY OLD MASSEY RANCH ROAD (NORTH), THE BRISCOE CANAL (EAST), AND RESIDENTIALLY DEVELOPED PROPERTIES (SOUTH AND EAST), FROM HUD-CODE MANUFACTURED HOME DISTRICT (HCMH) TO HUD-CODE MANUFACTURED HOME DISTRICT WITH SPECIFIC USE PERMIT (HCMH-SUP); PROVIDING FOR THE GRANTING OF A SPECIFIC USE PERMIT WITH CONDITIONS TO AUTHORIZE THE USE OF PROPERTY FOR NAICS USE 813110 "RELIGIOUS ORGANIZATIONS"; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * *

WHEREAS, International Victory Christian Church (the "Owner"), represented by Pasto Michael Liga, is the owner of a certain 6.910-acre tract of land bounded by Old Massey Ranch Road (north), the Briscoe Canal (east) and residentially developed properties (south and west), Manvel, Texas, such tract situated in the A. C.H. & B. Railroad Company Survey, A-402, Brazoria County, Texas, being the residue of tract which was called 9.523 acres conveyed to International Victory Christian Church, by an instrument of record in Clerks File #2015007219, Brazoria County Official Public Record, (BCOPR), a map and description of which is attached hereto as Exhibit "A"; and

WHEREAS, in 2020, the owner, represented by Bob Stewart, filed an application to change the zoning classification of the 6.910-acre tract to HUD-Code Manufactured Home District, with a Specific Use Permit (HCMH-SUP) allowing use of the Property for NAICS Use 813110 "Religious Organizations"; and

WHEREAS, the SUP granted in 2020 allowing use of the Property for NAICS Use 813110 "Religious Organizations" expired after one year due to inactivity and failure to establish the allowed use; and

WHEREAS, the 6.910-acre tract is currently zoned HUD-Code Manufactured Home District (HCMH) District; and

WHEREAS, the owner, represented by Bob Stewart has filed an application to change the zoning classification of the 6.910-acre tract to HUD-Code Manufactured Home District with Specific Use Permit (HCMH-SUP) allowing the existing use of the property for NAICS use 813110 – "Religious Organizations"; and

WHEREAS, the Planning, Development, and Zoning Commission and the City Council have conducted, in the time and manner required by law and the Zoning Ordinance of the City, a public hearing on such request; and

WHEREAS, the Planning, Development, and Zoning Commission has recommended in its report the approval of such request, and the City Council deems it appropriate to approve said amendment to the zoning and specific use permit; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS:

Section 1. The facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct.

Section 2. The zoning classification of a certain 6.910-acre tract of land bounded by Old Massey Ranch Road (north), the Briscoe Canal (east) and residentially developed properties (south and west), Manvel, Texas, such tract situated in the A. C.H.

& B. Railroad Company Survey, A-402, Brazoria County, Texas, being the residue of tract which was called 9.523 acres conveyed to International Victory Christian Church, by an instrument of record in Clerks File #2015007219, Brazoria County Official Public Record, (BCOPR), as more particularly described in Exhibit "A" attached hereto, shall be changed from HUD-Code Manufactured Home District (HCMH) to HUD-Code Manufactured Home District with Specific Use Permit (HCMH-SUP), for uses as permitted within such zone classification, subject to the regulations, regulations, and conditions hereinafter set forth:

1. Religious Organizations - (NAICS 813118)

Section 3. The request meets the criteria set forth in Section 77-50 of the City of Manvel Zoning Ordinance for a Specific Use Permit. The City of Manvel Zoning Ordinance is hereby further amended by granting a Specific Use Permit authorizing use of the Property for the additional NAICS use listed in Section 2, above.

Section 4. The City Council hereby finds it appropriate to impose the conditions to the granting of the Specific Use Permit as shown in Exhibit "B", attached hereto and incorporated herein as if set out in full. Use and development of the Property shall comply with the conditions and with the site plan as shown in Exhibit "C", attached hereto. The uses and site may not be changed or expanded except by amendment of this Specific Use Permit.

Section 5. The Specific Use Permit issued under this ordinance, or a specific use listed herein, shall expire one year after its date of issuance if construction or if the listed use authorized hereunder is not substantially under way or in use prior to the

expiration of said one year period. If, prior to the expiration of such one-year period, the owner of the property to which the Specific Use Permit applies in writing, for an extension, the City Council may, after recommendation from the Planning, Development, and Zoning Commission, grant such extension for one additional year.

Section 6. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said tract, as described and as provided in Section 2, above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 7. The City Council hereby finds and determines that said rezoning comports to the City's Comprehensive Land Use Plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tract(s) as described above.

Section 8. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 9. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

Section 10. Revocation. This Specific Use Permit may be revoked or modified by the City Council, in whole or in part, after notice and hearing, for either of the following reasons:

(1) The Specific Use Permit was obtained or extended by misrepresentation, fraud or deception: or

(2) That one of more of the conditions imposed by the permit has not been met or has been violated.

PASSED AND APPROVED on first reading this 21 day of October, 2024.

PASSED, APPROVED, AND ADOPTED on second and final reading this 4 day of Nov, 2024.

Dan Davis, Mayor

ATTEST:

Tammy Bell, City Secretary

APPROVED AS TO FORM:



Robert Gervais, City Attorney

Exhibit A

Being a certain 6.910-acre tract of land bounded by Old Massey Ranch Road (north), the Briscoe Canal (east), and residentially developed properties (south and west), Manvel, Texas, such tract situated in the A. C.H. & B. Railroad Company Survey, A-402, Brazo ria County, Texas, being the residue of tract which was called 9.523 acres conveyed to International Victory Christian Church, by an instrument of record in Clerks File #2015007219, Brazoria County Official Public Record, (BCOPR).

METES AND BOUNDS DESCRIPTION
6.910 ACRE

All that certain tract or parcel containing 6.910 acre of land in the **A. C. H. & B. Railroad Company Survey, A-402, Brazoria County, Texas**, being the residue of tract which was called 9.523 acres conveyed to International Victory Christian Church, by an instrument of record in Clerks File #2015007219, Brazoria County Official Public Record, (BCOPR), said 6.910 acre being more particularly described as follows, (Bearing Basis: State Plane Coordinates, Texas South Central 4204, NAD83, GRID)

BEGINNING at a 3/8" iron rod (1184) for northeast corner, being the northeast corner of said Residue Tract, lying in the west line of a tract which was called 128.86 acres conveyed to Marguerite Massey Smith Charitable Remainder Trust, by an instrument of record in Clerks File #2017051881, BCOPR and lying in the south right of way (R-O-W) line of County Road 100 (width varies) also known as Old Massey Ranch Road;

THENCE S03°07'56"E, along the common line of said Residue Tract and said 128.86 acre tract at 9.84 feet pass a 1/2" iron rod found and continuing for a distance in all of **459.56 feet** to a 5/8" iron rod found for southeast corner, being the southeast corner of said Residue Tract and northeast corner of a tract which was called 12.90 acres conveyed to Peter Ferdin, et al, by an instrument of record in Clerks File #2022048104, BCOPR;

THENCE S87°24'13"W, 712.74 feet along the common line of said Residue Tract and said 12.90 acre tract to a 3/8" iron rod set for southwest corner, being the southwest corner of said Residue Tract and southeast corner of a tract which was called 2.00 acres conveyed to Ronaldo Xavier Hernandez, by an instrument of record in Clerks File #2018019305, BCOPR;

THENCE N02°57'07"W, 216.48 feet along the common line of said Residue Tract and said 2.00 acre tract to a 3/8" iron rod set for a northwest corner, being a northwest corner of said Residue Tract and northeast corner of said 2.00 acre tract, lying in the south line of a tract which was called 3.00 acres conveyed to Smart Buyers, by an instrument of record in Clerks File #2017023044, BCOPR;

THENCE N87°37'51"E, 106.95 feet along the common line of said Residue Tract and said 3.00 acre tract to a 3/8" iron rod (1184) found for an interior corner, being an interior corner of said Residue Tract and southeast corner of said 3.00 acre tract;

THENCE N02°41'37"W, 243.27 feet along the common line of said Residue Tract and said 3.00 acre tract to a 3/8" iron rod set for northwest corner, being the northwest corner of said Residue Tract and northeast corner of said 3.00 acre tract, lying in the south R-O-W line of said CR 100;

THENCE N87°23'19"E, 603.25 feet along the common line of said Residue Tract and said CR 100 to the **PLACE OF BEGINNING**, containing **6.910 acre** of land, more or less.

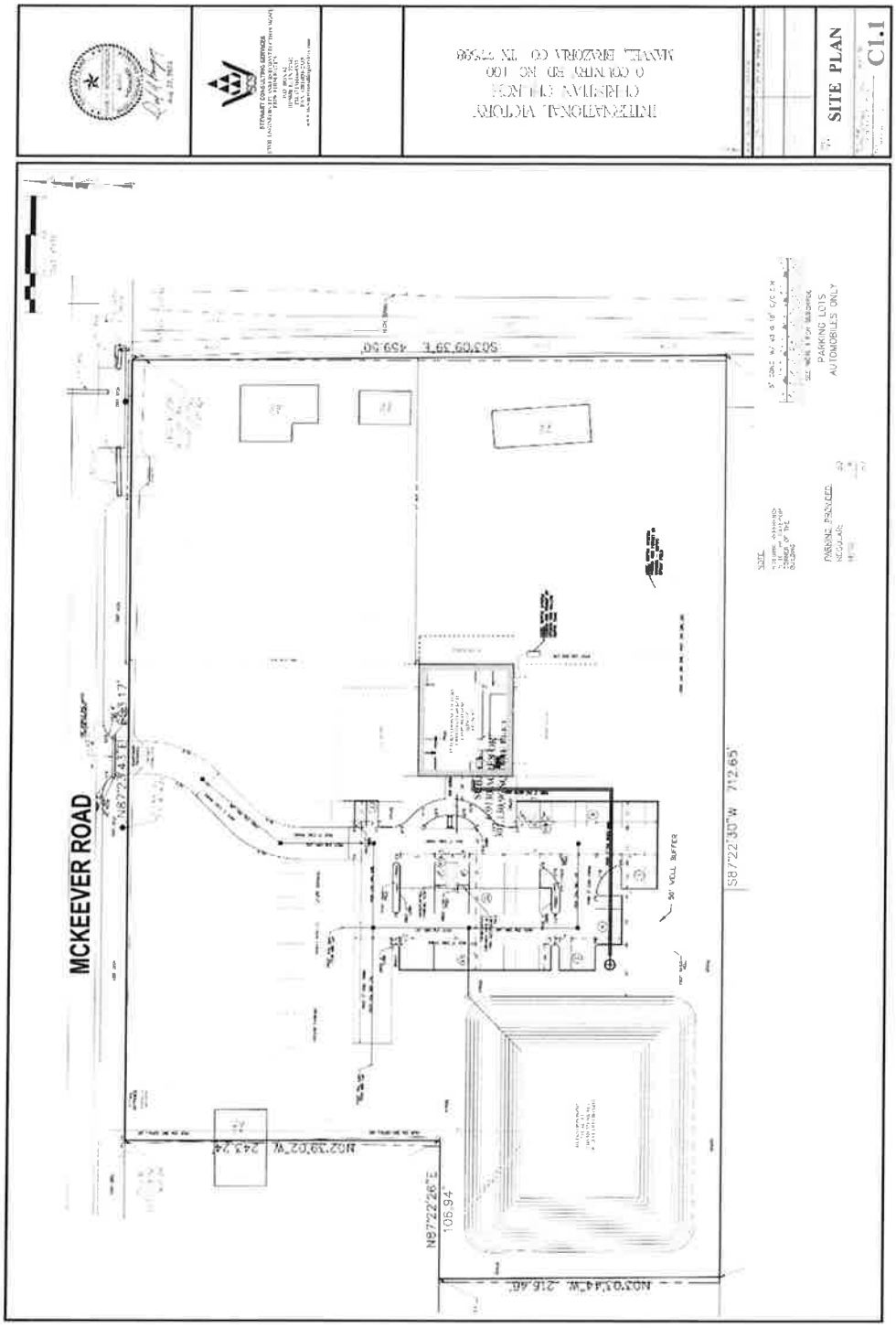
Exhibit B

CONDITIONS FOR NAICS USE - 813110 "RELIGIOUS ORGANIZATIONS"

1. A plat shall be prepared and approved in conformance with Chapter 62 – *Subdivisions*, prior to developing the subject site for the proposed church;
2. The site development shall generally conform to the attached site plan. However, changes necessary to conform to any adopted City of Manvel codes and ordinances shall be made part of the construction plan and building permit review process;
3. Outdoor lighting shall be shielded and shall conform with the Illuminating Engineering Society of North America ("IES") criteria for full cut-off fixtures, which is 100 percent of light output below 90 degrees, and 90 percent of light output below 80 degrees from a vertical line through the fixture;
4. Outdoor lighting shall be deflected, shaded, and focused away from abutting properties and shall not be a nuisance to abutting properties, and shall be designed so that any overspill of lighting onto abutting properties shall not exceed three-tenths foot-candles, measured vertically and horizontally;
5. Buildings shall be designed in conformance with all adopted technical codes, including Building and Fire Codes.

Exhibit C

INTERNATIONAL VICTORY CHRISTIAN CHURCH SITE PLAN



MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: November 03, 2025

TOPIC: Subdivision variance request for an approximate 1.5491-acre tract of land generally located along the southern side of Morris Avenue / State Highway 6, east of the Sonic at 17518 Morris Avenue / State Highway 6, Manvel, TX, for Manvel ER, seeking to vary the requirements of Chapter 62, Section 111 - *Additional Street Requirements*, and Section 62-113 - *Sidewalks*.

BACKGROUND: The subject site, approximately 1.5491 acres in size (Property ID # 167427), is located along the south side of Morris Avenue / State Highway 6, adjacent to the Sonic located at 17518 Morris Avenue / State Highway 6. The subject site was rezoned to Light Commercial with the Specific Use Permit (LC-SUP) in October 2024 for NAICS use “Ambulatory Health Care Services" and was advised of the city ordinance requirements for developing the site. The pump detention serving the subject site was also approved in March 2025.

In March 2025, a plat for the subject site was submitted, and as part of the plat review process, staff provided the applicable street construction requirements under the Subdivision Ordinance. In combination, *Sections 62-111* and *62-113* of the subdivision ordinance require construction of one-half of all perimeter (abutting) roads as concrete, curb, and gutter with sidewalks in accordance with the City’s Design Criteria Manual and Major Thoroughfare Plan. There is an unimproved 40-foot-wide right-of-way (ROW) along the southern boundary of the subject site would therefore be required to be improved under these standards. To seek relief from this requirement, the applicant, John English of Rekha Engineering, Inc., on behalf of the property owner, Brazos Real Estate Holdings, LLC, has submitted this Subdivision Variance request to escrow funds for future roadway and sidewalk construction, allowing the proposed plat to proceed with approval without immediate ROW improvements.

The applicant has indicated that:

- Constructing a roadway along the 544-foot south property line is not feasible due to drainage and detention constraints within the existing 40-foot ROW.
- Engineering analysis indicates that the required 15-foot berms on both sides would leave only approximately 10 feet of functional area, which is insufficient to accommodate proper drainage and detention. For this reason, the applicant has requested not to construct the roadway at this time.
- The ROW terminates at the Brazoria Drainage District No. 4 (BDD4) ditch, where a bridge would be needed to provide connectivity.
- A road in this location would not offer meaningful circulation or public street benefit to properties south of the site. (Please see attached request letter for more details)

STAFF FINDINGS: Under Section 62-5, *Variance*, staff reviewed the request and found the following:

- Special Circumstances: The unimproved 40-foot-wide ROW extends from Morris Avenue / State Highway 6 on the east and continues westward to State Highway 288; however, there is no direct access to the ROW from either highway. Additionally, a Brazoria Drainage District No. 4 (BDD4) ditch runs through the middle of the ROW, and a bridge would be

required to provide connectivity.

- Strict Enforcement: Strict enforcement of the ordinance would require immediate construction of full concrete roadway and sidewalk improvements. By escrowing the required funds, the developer complies with the ordinance while deferring construction until such time as roadway connectivity is practical.
- Impact on Public Welfare: Granting the variance in lieu of immediate road and sidewalk improvements, with escrow of funds for future construction, is not anticipated to be detrimental to public welfare or injurious to neighboring properties. All properties located on the north side of the ROW currently access State Highway 6 directly. Properties to the south side of the ROW, which also abut Morris Avenue / State Highway 6, are under single ownership, consist of undeveloped land, and currently have no known or established means of access.

STAFF RECOMMENDATION: Staff recommends approval of the variance request to *Chapter 62, Section 111 - Additional Street Requirements and Section 62-113 – Sidewalks* with the following conditions:

1. Funds shall be escrowed for the construction of road and sidewalk for an amount approved by the City Engineer. The fund shall be escrowed prior to plat approval;
2. The plat for the subject site shall include a plat note indicating the variance approval and escrow arrangement;
3. The variance shall expire and escrowed funds shall be refunded to the applicant if the construction of the proposed development does not start within 2 years from the date of approval.

PD&Z RECOMMENDATION: Planning, Development, and Zoning (PD&Z) Commission recommended approval of the variance request to *Chapter 62, Section 111 - Additional Street Requirements and Section 62-113 – Sidewalks* with the following conditions:

1. Fund shall be escrowed for the construction of road and sidewalk for an amount approved by the City Engineer. The fund shall be escrowed prior to plat approval;
2. The plat for the subject site shall include a plat note indicating the variance approval and escrow arrangement;
3. The variance shall expire and escrowed funds shall be refunded to the applicant if the construction of the proposed development does not start within 2 years from the date of approval.

The motion to approve passed with a vote of five (6) “Yeas” to zero (0) “Nays” at their October 27, 2025, meeting.

ATTACHMENTS: Application Form, Letter of Requests, Cost Estimate, Proposed Plat, Vicinity Aerial Map, Zoning Map, Major Thoroughfare Plan Map, Proposed Site Plan, and Development Agreement.

FUNDING ISSUES

_X_ Not applicable
___ Not budgeted
___ Full amount already budgeted
___ Funds to be transferred from Acct.#

SUBMITTING STAFF MEMBER Ellie Roohbakhsh, Senior Planner	**FINANCE DIRECTOR APPROVAL _____** **CITY MANAGER APPROVAL _____**

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
PHONE: 281-489-0630
FAX: 281-489-0634

SUBDIVISION VARIANCE APPLICATION

SITE INFORMATION

Project Name: Manvel ER

Site Address or Legal Description: 17626 Higway 6 Manvel TX 77578

Parcel/Tax ID# (s): 767427 Property Platted: YES ☐ NO ☒

Current Zoning: LC Total Acreage: 1.5491 Total Lots: 1

Project Description: Part of lot 233, H.T. & , RR CO Survey, Section 65 Abstract No. 285

OWNER & APPLICANT INFORMATION

Applicant Name: Amir Bashiri Company Name: Brazos Real Estate Holdings, LLC

Address: 1006 W. 22nd St City: Houston State: TX Zip: 77008

Phone #: Email:

Owner Name: Brazos Real Estate Holdings, LLC Company Name: Brazos Real Estate Holdings, LLC

Address: 1006 W. 22nd St City: Houston State: TX Zip: 77008

Phone #: Email:

SUBDIVISION VARIANCE INFORMATION

The subdivision variance requested is (cite section from Chapter 62, *Subdivisions*, in the *Code of Ordinances*):

Request for escrow for future road south in 40' ROW (Sec .62.5)

Are there special circumstances or conditions affecting the property?

See Attachment A

Will enforcement of the provisions of Chapter 62, *Subdivisions*, deprive the owner/applicant of a substantial property right?

yes- no access is planned to this existing right of way from the 1.54 AC tract or other northerly tracts.

(1)

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
PHONE: 281-489-0630
FAX: 281-489-0634

If a subdivision variance is granted, will it be detrimental to the public welfare or injurious to other property or property rights in the vicinity?

NO- it is not a benefit to thie public and not a benefit to the adjacent property owner of this location with the present location of the right of way.

DISCLAIMER & SIGNATURE

I certify that I am the owner or owner's representative of the property (with signed letter of authorization) and that the foregoing statements and answers herein made all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct.

X Agent REKHA Emery 10.1.25

Applicant Signature Date

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
PHONE: 281-489-0630
FAX: 281-489-0634

SUBMITTAL CHECKLIST

So that we may efficiently review your request in a timely manner, it is important that all required documents and fees listed on the "Submittal Checklist" below are submitted with your application. One or more of the required documents may be waived due to the nature of the request; however, it is incumbent upon the applicant to inquire *about these exceptions* ***before*** *submitting an application. Answers to subdivision variance applications* can be obtained by attending a pre-development meeting with our Development Review Committee (DRC) prior to submitting a complete application. Please call the phone number on the application to schedule an appointment. Submit the application and accompanying documents to the Permits Department at the address above Monday through Thursday between the hours of 7:30 a.m. and 5:30 p.m. and Friday between the hours of 7:30 a.m. and 11:30 a.m.

ZONING VARIANCE APPLICATION SUBMITTAL CHECKLIST ITEMS	REQUIRED (PLEASE CHECK)
(1) Completed Subdivision Variance Application (with all signatures)	✓
(2) One (1) paper copy of site/plot plan and/or site plan (including vicinity map), measuring 8 ½" x 11', 11" x 17" or 24" x 36" (scaled/dimensioned drawing showing location of proposed structures)	✓
(3) Two (2) Copies of Recorded Plat (if platted)	✓
(4) Two (2) Copies of Legal Description (metes & bounds if not platted)	✓
(5) Two (2) Copies of Proposed Plat	✓
(6) Letter of Authorization (if applicable)	✓
(7) PDF format on disc containing all application documents rotated and formatted	✓
(8) Paid Application Fee of $500.00 (non-refundable)	✓
(9) Exhibit Street and Estimated Cost (2)	✓

APPLICANT CERTIFICATION

By signing below, I acknowledge that I have reviewed the Submittal Checklist and have included the required submittal items and reviewed them for completeness and accuracy. I also acknowledge that my application will be rejected if it is deemed incomplete.

(X) _____ agent 10.1.25

Applicant Signature Date

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
PHONE: 281-489-0630
FAX: 281-489-0634

LETTER OF AUTHORIZATION

Have property owner complete and sign, if applicant differs from property owner.

Amir Bashiri
Owner Name

1006 W. 22nd St
Owner Address

Houston TX 77008
Owner City, State Zip

09/30/2025
Date

Development Services Department
20025 Highway 6
Manvel, TX 77578

Dear City of Manvel Development Services,

I, Amir Bashiri, certify that I am the owner of the project property located at _____ and that the forgoing statements and answers made and all data, information, and evidence herewith submitted are in all respects to the best of my knowledge and belief, true, and correct. I appoint John H English with the company REKHA ENGINEERING, INC. (if applicable) to act as my representative for this application. I agree to be responsible for payment of bills due to the City of Manvel related to this application. Furthermore, I understand that any material misrepresentation of this application, failure to comply with ordinances, and /or failure to remit payment for services can lead to delays in this variance request – up to and including rejecting the application and forfeiting any fees paid.

Please contact me directly at _____ if you have any questions.

Sincerely,

Owner Name Amir Bashiri

Owner Signature Amir Bashiri

REKHA ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS

ATTACHMENT A

Hardships for the proposed variance for construction of roadway

The existing 40 foot wide right of way (ROW) was dedicated in 1912 by plat and based on today developments which has occurred in the area of this 40 foot ROW does not benefit the public based on:

a) Right Of Way connection into Highway 6 at angle
b) Right Of Way Ends at a Brazoria Drainage Ditch No. 4 which will require the city to build a bridge
c) Does not provide the proper circulation of a public street to benefit the development tract to the south and other adjacent tracts
d) Construction of the roadway at this location based on just the length of the south property line (544') of our 1.5 acre tract cannot provide proper drainage and detention within the 40° Right Of Way to outfall into the Brazoria Drainage Ditch No. 4 ditch. For a detention pond, 15' berms would be required on both sides minimum so 40' wide minus 15' berms x 2 leaves 10' wide strip for detention.
e) Additional offsite right of way is needed from Existing Sonic Restaurant and others adjoins this Right Of Way
f) City of Manvel and this Right Of Way does not benefit the zoning of projects in this area where the 1912 Right of Way exist
g) Only site that would benefit the exist Right of Way is the southern tract for no access to north tract could connect

TBPE FIRM NO. F-3712 TBPLS FIRM NO. 10133800
7676 HILLMONT ST. SUITE 350 - HOUSTON, TEXAS 77040
PHONE: (Website: www.rekhaengineering.com

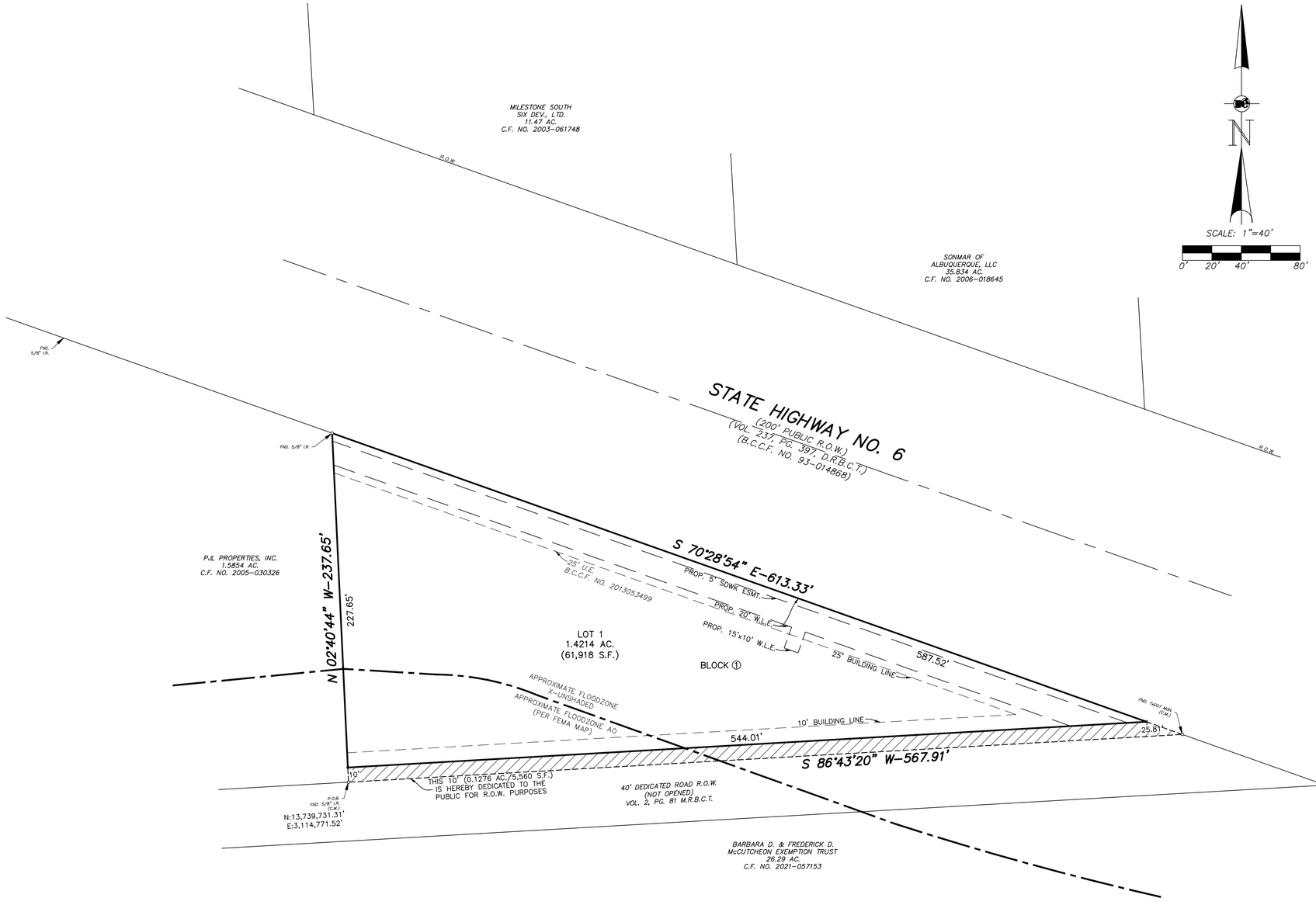
COST ESTIMATE

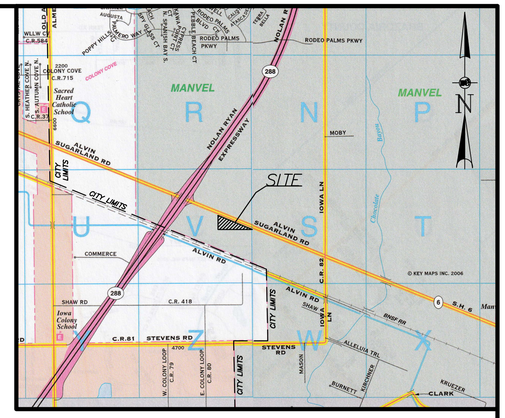
SECTION I - PAVING

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Concrete Pavement (7")	SY	847	$52.00	$44,044.00
2	6" Lime Stabilized Subgrade	SY	970	$4.00	$3,880.00
3	Reinforced Concrete Curb (6")	LF	544	$6.00	$3,264.00
4	Excavation	CY	485	$2.00	$970.00
5	Lime (55LBS/SY)	TON	27	$245.00	$6,615.00
6	5' Wide Sidewalk	SY	302	$50.00	$15,100.00
7	Street Sign	EA	1	$500.00	$500.00
				Subtotal of Section I	**$74,373.00**

SECTION II - STORM SEWER

8	Trench Safety (5' to 10')	LF	250	$3.00	$750.00
9	Reinforced Concrete Pipe, C76, Class III, Rubber Gasket (24")	LF	250	$75.00	$18,750.00
10	Type C Inlet	EA	1	$3,500.00	$3,500.00
11	24" Plug	EA	1	$500.00	$500.00
12	Clearing & Grubbing	AC	0.37	$2,000.00	$740.00
13	Stake Centerline & Set TBM	LS	1	$2,000.00	$2,000.00
14	Reinforced Filter Fabric Barrier (60% of unit cost for furnish and installation and 40% of unit cost for removal)	LF	544	$3.50	$1,904.00
15	Testing Services	LS	1	$2,000.00	$2,000.00
16	Hydromulch Street ROW	AC	0.11	$4,500.00	$495.00
17	Striping & Buttons	LS	1	$1,500.00	$1,500.00
18	Inlet Protection Barrier (Stage 1, With Fiber Rolls; 60% of unit cost for furnish and installation, and 40% of unit cost for removal)	LF	16	$70.00	$1,120.00
19	Stabilized Construction Access (Type 1-Rock; 60% of unit cost for furnish and installation, and 40% of unit cost for removal))	EA	1	$15.00	$15.00
20	Concrete Truck Washout Structures (60% of unit cost for furnish and installation, and 40% of unit cost for removal)	LS	1	$1,000.00	$1,000.00
21	Inlet Protection Barrier (For Stage II Inlets, Gravel Bags; 60% of unit cost for furnish and installation, and 40% of unit cost removal)	LF	16	$5.00	$80.00
				Subtotal of Section II	**$34,354.00**
				Total Cost	**$108,727.00**





VICINITY MAP

SCALE: 1"=1/2 MILE
KEY MAP NO. 652V
ZIP CODE: 77578

LEGEND

AC.	ACRES
A.E.	AERIAL EASEMENT
B.C.C.F. NO.	BRAZORIA COUNTY CLERK'S FILE NUMBER
C.M.	CONTROLLING MONUMENT
D.R.B.C.T.	DEED RECORDS OF BRAZORIA COUNTY, TEXAS
ESMT.	EASEMENT
FND.	FOUND
I.R.	IRON ROD
MON.	MONUMENT
M.R.B.C.T.	MAP RECORDS BRAZORIA COUNTY, TEXAS
NO.	NUMBER
O.R.B.C.T.	OFFICIAL RECORDS OF BRAZORIA COUNTY, TEXAS
P.O.B.	POINT OF BEGINNING
P.R.B.C.T.	PLAT RECORDS OF BRAZORIA COUNTY, TEXAS
PROP.	PROPOSED
R.O.W.	RIGHT OF WAY
SDWK.	SIDEWALK
S.F.	SQUARE FEET
T.B.M.	TEMPORARY BENCH MARK
TxDOT	TEXAS DEPARTMENT OF TRANSPORTATION
U.E.	UTILITY EASEMENT
VOL., PG.	VOLUME, PAGE
W.L.E.	WATER LINE EASEMENT

ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NO. 48039C0110K, REVISED DATE DECEMBER 30, 2020, THE SUBJECT PROPERTY LIES WTHIN ZONE X (UNSHADED), AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AND ZONE AO, FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY SHEET FLOOD ON SLOPING TERRAIN); AVERAGE DEPTHS DETERMINED. FOR AREAS OF ALLUVIAL FAN FLOODING, VELOCITIES ALSO DETERMINED.

100 YEAR FLOOD ELEVATION (BFE) = 52.00'
500 YEAR FLOOD ELEVATION (DFE) = 52.25'

BENCHMARK – NGS MONUMENT No. AW5684, LOCATED IN MANVEL, AT THE JUNCTION OF THE GULF, COLORADO AND SANTA FE RAILROAD AND FARM ROAD 1128, 17.2 METERS (56.4 FT) NORTHWEST OF THE CENTERLINE OF THE ROAD, 5.0 METERS (16.4 FT) SOUTHWEST OF THE SOUTHWEST RAIL, 4.6 METERS (15.1 FT) WEST OF THE NORTHWEST CORNER OF A 6 BY 6-FOOT METAL BUILDING, 1.4 METERS (4.6 FT) WEST OF A UTILITY POLE. NOTE--ACCESS TO DATUM POINT IS HAD THROUGH A 5-INCH LOGO CAP. ELEVATION IS 53.49 FEET, NAVD 1988 DATUM, 2001 ADJUSTMENT..

TEMPORARY BENCHMARK (TBM) – THE TOP OF RIM ELEVATION OF A SANITARY MANHOLE LOCATED AT THE NORTHERLY WEST POINT OF THE SUBJECT TRACT, ALONG THE THE SOUTH R.O.W. OF STATE HIGHWAY NO. 6, IN FRONT OF SONIC DRIVE IN, 17518 STATE HIGHWAY NO. 6, MANVEL, TEXAS 77578, ELEVATION IS 55.25 FEET, NAVD 1988 DATUM, 2001 ADJUSTMENT.

FINAL PLAT
OF

MANVEL MEDICAL

A SUBDIVISION OF A 1.5491 ACRES
SITUATED IN THE H.T. & B. R.R. COMPANY SURVEY, SECTION 65, ABSTRACT 285, BEING THAT PORTION OF LOT 233, EMIGRATION LAND COMPANY SUBDIVISION, THEREOF RECORDED IN VOLUME 2, PAGE 81, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS

SCALE: 1"=40' 1 BLOCK 1 LOT DATE: SEPTEMBER 11, 2025

OWNER:
BRAZOS REAL PROPERTY HOLDINGS, LLC, a Texas limited liability company
AMIR BASHIRI, PRESIDENT
1006 W. 22ND STREET
HOUSTON, TEXAS 77088
(832) 428-7740

PREPARED BY
CIVIL ENGINEERING AND LAND SURVEYING FIRM:

REKHA ENGINEERING, INC.
7676 Hillmont Street, Suite 350
Houston, Texas 77040
713-895-8080
713-895-8081
Job No.: 1123-4541
TBPLS FIRM NO. 10133800
TBPE NO. F-3712
Contact: John H. English, Sr. Vice President
jake1@pdq.net

File Info: L:\V541 BBH- Manvel Medical ER - Hwy 6 & of Hwy 288 - civil-survey\FLAT\V541-PLAT.dwg Sep 12, 2025 - 1:13pm CAD2

STATE OF TEXAS
COUNTY OF BRAZORIA

KNOW ALL MEN BY THESE PRESENTS:

WE, Brazos Real Property Holdings, LLC, acting by and through Amir Bashiri, President, hereinafter referred to as owners of the property subdivided in the above and foregoing plat of MANVEL MEDICAL, a subdivision consisting of 1.5491 acres, a subdivision in Brazoria County, Texas, do hereby make subdivision of said property, according to the lines, lots, streets, alleys, reserves, parks, and easements as shown hereon and dedicate for public use as such the streets, alleys, parks, and easements shown hereon forever, and do hereby waive all claims for damages occasioned by the establishment of grades as approved for the streets and drainage easements dedicated, or occasioned by the alteration of the surface, or any portion of the streets or drainage easements to conform to such grades, and do hereby bind ourselves, our heirs, successors and assigns to warrant and defend the title to the land so dedicated.

FURTHER, owners have dedicated and by these presents do dedicate to the use of the public, for public utility purposes forever, unobstructed aerial easements. The aerial easements shall extend horizontally an additional eleven feet, six inches (11' 6") for ten feet (10' 0") perimeter ground easements or seven feet, six inches (7' 6") for fourteen feet (14' 0") perimeter ground easements or five feet, six inches (5' 6") for sixteen feet (16' 0") perimeter ground easements, from a plane sixteen feet (16' 0") above ground level upward, located adjacent to and adjoining said public utility easements that are designated with aerial easements (U.E. and A.E.) as indicated and depicted hereon, whereby each aerial easement totals twenty-one feet, six inches (21' 6") in width.

FURTHER, owners have dedicated and by these presents do dedicate to the use of the public, for public utility purposes forever, unobstructed aerial easements. The aerial easements shall extend horizontally an additional ten feet (10' 0") back-to-back ground easements, or eight feet (8' 0") for fourteen feet (14' 0") back-to-back ground easements or seven feet (7' 0") for sixteen feet (16' 0") back-to-back ground easements, from a plane sixteen feet (16' 0") above ground level upward, located adjacent to both sides and adjoining said public utility easements that are designated with aerial easements (U.E. and A.E.) as indicated and depicted hereon, whereby each aerial easement totals thirty feet (30' 0") in width.

FURTHER, owners do hereby make and establish said subdivision according to the easements, lines, lots, and notations thereof shown and designate said subdivision as MANVEL MEDICAL, and do hereby bind ourselves, our heirs, successors, and assigns to warrant and forever defend the title to the land so dedicated.

FURTHER, owners of the property subdivided in the above and foregoing plat of MANVEL MEDICAL, have complied with, or will comply with, the existing regulations heretofore on file and adopted by the City of Manvel, Brazoria County, Texas.

IN TESTIMONY HERETO, Brazos Real Property Holdings, LLC, has caused these presents to be signed by Amir Bashiri, President, this _____ day of _____, 2025.

By: _____
Brazos Real Property Holdings, LLC
Amir Bashiri, President

STATE OF TEXAS
COUNTY OF BRAZORIA

BEFORE ME, the undersigned authority, on this day personally appeared Amir Bashiri, President, known to me to be the person whose name is subscribed to the above and foregoing instrument and acknowledged to me that one executed the same for the purposes and considerations therein.

Given under my hand and seal of office,
this ___ day of _____, 2025.

_____
Notary Public
in and for the State of Texas
Commission Expires _____

CERTIFICATE OF SURVEYOR

I, Todd J. Slaton, am registered under the laws of the State of Texas to practice the profession of surveying and hereby certify that all bearings, distances, and other associated boundary information on the above subdivision is true and correct; was prepared from an actual survey of the property made under my supervision on the ground; that all boundary corners, angle points, points of curvature and other points of reference have been marked with iron (or other permanent metal) pipes or rods having an outside diameter of not less than three-quarter inch and a length of not less than three (3) feet unless otherwise noted, and that the plat boundary corners have been tied to the nearest survey corner.

Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document

_____
Todd J. Slaton
Registered Professional Land Surveyor
Texas Registration No. 5082

STATE OF TEXAS · REGISTERED · TODD J. SLATON · 5082 · PROFESSIONAL · LAND SURVEYOR

CITY OF MANVEL CERTIFICATION

This is to certify that this is a minor plat under the provisions of the Texas Local Government Code Section 212.0065 and meets all the requirements of the subdivision ordinance of the City of Manvel. The City of Manvel has approved this plat of Manvel Medical as shown hereon and authorizes the recording of this plat this ____ day of _____, 2025.

_____
Daniel S. Johnson,
City Manager

LOT 1
1.5491 ACRES OF LAND
LOCATED IN THE H.T. & B. R.R. COMPANY SURVEY, SECTION 65,
ABSTRACT NO. 285
CITY OF MANVEL,
BRAZORIA COUNTY, TEXAS

FIELD NOTES DESCRIPTION OF 1.5491 ACRES LOCATED IN THE H.T. & B. R.R. COMPANY SURVEY, SECTION 65, ABSTRACT 285, BRAZORIA COUNTY, TEXAS, BEING THAT PORTION OF LOT 233, EMIGRATION LAND COMPANY SUBDIVISION AS SHOWN ON THE PLAT THEREOF RECORDED IN VOLUME 2, PAGE 81, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS, LYING SOUTHERLY OF STATE HIGHWAY 6 RIGHT- OF- WAY, AND BEING THE RESIDUE OF A CALLED 2.323 ACRE TRACT CONVEYED BY DEED FROM LOWELL E. ROBERTS AND WIFE, JANIE L. ROBERTS TO TWO THIRTY-THREE ASSOCIATES, LTD., DATED DECEMBER 30, 1982, AS RECORDED IN VOLUME 1686, PAGE 947, DEED RECORDS OF BRAZORIA COUNTY, TEXAS, SAVE AND EXCEPT THAT CALLED 0.769 ACRES TAKEN FOR THE WIDENING OF SAID STATE HIGHWAY 6 AS SHOWN ON RIGHT-OF-WAY SKETCH CSJ0192-02 DATED MARCH 1990 (THIS TAKING IS AS SET FORTH HEREIN), SAID 1.5491 ACRES BEING DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 5/8 inch iron rod found on the North line of a 40 foot road, dedicated per above said plat (road not open) at the Southwest corner of said Lot 233, the Southwest corner of said 2.323 acre tract, and the Southeast corner of a called 1.5458 acre tract conveyed to PJ PROPERTIES, INC., as recorded under Brazoria County Clerk's File No. 2005030326;

THENCE NORTH 02°40'44" WEST, with the West line of said Lot 233 and said 2.323 acre tract, same being the East line of said Lot 234 and said 1.5458 acre tract, a distance of 237.65 feet to a 5/8 inch iron rod found on the Southerly right-of-way line of State Highway 6, (200' R.O.W.);

THENCE SOUTH 70°28'54" EAST, along said right-of-way line, a distance of 613.33 feet to a Texas Department of Transportation disk in concrete for corner;

THENCE SOUTH 86°43'20" WEST, with the South line of said Lot 233, same being the North line of said 40 foot road, a distance of 567.91 feet to the PLACE OF BEGINNING and containing 1.5491 acres of land, more or less.

NOTES:

1. Building permits: electrical, plumbing construction, culvert, etc. are purchased at City Hall, City of Manvel, Texas.

2. No structures shall be built that impede the flow of existing drainage and fences will not be allowed to obstruct/cross drainage or detention easements.

3. Any Development of this tract will require an approved drainage plan.

4. In accordance with Section 212.046 of the Texas Local Government Code, any improvements to this property are subject to the City of Manvel's building codes and ordinances therefore permits will be required.

5. All corners are set 1/2 inch iron rods unless otherwise noted..

6. Minimum Finished Floor Elevation will be required to meet the City Ordinances in place at the time of Development.

7. The development regulations and city permits are required on all property.

8. Building permits will not be issued until all storm drainage improvements, which may include detention ponds, have been constructed.

9. Plat will expire in two years after final approval by city manager if construction of the improvements has not commenced within the two-year initial period or the one-year extension period granted by Planning Development and Zoning Commission.

10. Boundary closure is a minimum of 1:15,000.

11. According to the Federal Emergency Management Agency Flood Insurance Rate Map No. 48039C0110K, revised date December 30, 2020, the subject property lies within Zone X (unshaded), areas determined to be outside the 0.2% annual chance floodplain and Zone AO, flood depths of 1 to 3 feet (usually sheet flood on sloping terrain); average depths determined. for areas of alluvial fan flooding, velocities also determined.

100 year flood elevation (BFE) = 52.00'
500 year flood elevation (DFE) = 52.25'

12. Any governmental body for purposes of drainage work may use drainage easements and fee strips provided the district is properly notified.

13. Permanent structures, including fences and permanent landscaping, shall not be erected in a drainage easement or fee strips.

14. Property in this plat lies in the City of Manvel, Alvin ISD and Brazoria County Drainage District #4.

15. This plat has been prepared to meet the requirements of the State of Texas, Brazoria County and the City of Manvel from the information provided by Texas American Title Company, File Number 2791025-03049, effective date April 3, 2025 and dated April 10, 2025.

16. All bearings are based on the survey prepared by Adams Surveying Co., dated March, 2008.

17. There is no evidence of any pipelines within the boundary of this property.

18. All lots and reserves shall have a minimum side and rear building setbacks as specified in Chapter 77-Zoning of the City Code of Ordinances.

19. Request for Variance ID# 23-000043 waiving the requirement for the Applicant to show a North arrow on this plat was approved by the Districts Board of Commissioners on 05/03/2023.

20. Brazos Real Property Holdings, LLC will be responsible for the maintenance of the detention pond(s) shown on this Drainage Plan/Plat.

21. Sidewalks shall be constructed as part of the issuance of a building permit for each tract.

22. All landscaping and structures, including fences at intersections shall conform to the City of Manvel and AASHTO site distance requirements for motorists.

23. Utility easement 22' in width granted to Houston Lighting & Power Company, filed for record under Volume 780, Page 536, of the Deed Records of Brazoria County, Texas, cannot be shown as it does not apply to this property.

24. Benchmark – NGS Monument No. AW5684, located in Manvel, at the junction of the Gulf, Colorado and Santa Fe Railroad and Farm Road 1128, 17.2 meters (56.4 ft) northwest of the centerline of the road, 5.0 meters (16.4 ft) southwest of the southwest rail, 4.6 meters (15.1 ft) west of the northwest corner of a 6 by 6-foot metal building, 1.4 meters (4.6 ft) west of a utility pole. note-access to Datum point is had through a 5-inch logo cap. elevation is 53.49 feet, NAVD 1988 Datum, 2001 adjustment..

Temporary Benchmark (TBM) – the top of rim elevation of a sanitary manhole located at the northerly west point of the subject tract, along the the south R.O.W. of State Highway No. 6, in front of Sonic Drive in, 17518 State Highway No. 6, Manvel, Texas 77578, elevation is 55.25 feet, NAVD 1988 Datum, 2001 adjustment.

25. All grid coordinates are referenced to the Texas State Plane Coordinate System, South Central Zone, NAD83.

APPROVED BY THE BOARD OF COMMISSIONERS ON _____.

_____
Brazoria Drainage District No. 4

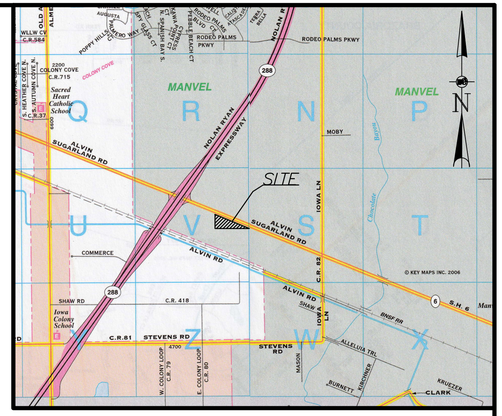
_____
District Engineer

THE SIGNATURES ABOVE ARE EVIDENCE THAT THE DISTRICT'S BOARD OF COMMISSIONERS APPROVED THIS SUBMISSION ON THE DATE PROVIDED ABOVE BASED UPON THE RECOMMENDATION OF THE DISTRICT'S ENGINEER WHO HAS REVIEWED THE SHEETS PROVIDED AND FOUND THEM TO BE IN GENERAL COMPLIANCE WITH THE DISTRICT'S "RULES, REGULATIONS, AND GUIDELINES". THE APPROVAL OF A FINAL DRAINAGE PLAN OR REQUEST FOR VARIANCE WILL TYPICALLY EXPIRE ONE YEAR AFTER THE DATE OF BOARD APPROVAL. THE APPROVAL OF A DRAINAGE IMPACT ANALYSIS, MASTER DEVELOPMENT PLAN, OR FINAL PLAT WILL TYPICALLY EXPIRE TWO YEARS AFTER THE DATE OF APPROVAL. SEE SECTION 12 IN THE DISTRICT'S RULES, REGULATIONS, AND GUIDELINES FOR ADDITIONAL INFORMATION REGARDING THE EXPIRATION OF APPROVALS. AFTER EXPIRATION, RE-APPROVAL IS REQUIRED. PLEASE NOTE THAT THE DISTRICT APPROVAL DOES NOT NECESSARILY MEAN THAT ALL INFORMATION IN THE SUBMITTAL HAS BEEN CHECKED AND VERIFIED. IN THE EVENT OF ANY CONFLICT OR INCONSISTENCY BETWEEN THE DISTRICT'S "RULES, REGULATIONS, AND GUIDELINES" AND THIS APPROVED SUBMITTAL, THE DISTRICT'S "RULES, REGULATIONS, AND GUIDELINES" SHALL PREVAIL. ANY BOARD APPROVED DEVIATIONS FROM DISTRICT CRITERIA SHALL BE ITEMIZED ON THE COVER PAGE AND OTHER APPROPRIATE SHEETS. ANY SUBMITTAL PREPARED BY A PROFESSIONAL ENGINEER OR PROFESSIONAL LAND SURVEYOR HAS TYPICALLY BEEN SIGNED AND SEALED BY THAT LICENSED PROFESSIONAL. THAT SIGNATURE AND SEAL CONVEYS RESPONSIBILITY AND ACCOUNTABILITY TO THAT ENGINEER OR SURVEYOR.

BDD4 Ref. ID#: 25-000013.

Brazoria Drainage District No. 4 Notes:

1. Any governmental body for purposes of drainage work may use drainage easements and fee strips provided the DISTRICT is properly notified.
2. Permanent structures, including fences and permanent landscaping, shall not be erected in a drainage easement, access easement or fee strip.
3. Maintenance of detention facilities is the sole responsibility of the owner of the property. The DISTRICT will provide maintenance of regional facilities owned and constructed by the DISTRICT, or sub regional facilities constructed by developer(s) for which ownership has been transferred to the DISTRICT with the DISTRICT'S approval. The DISTRICT is responsible only for the maintenance of facilities owned by the DISTRICT unless the DISTRICT specifically contracts or agrees to maintain other facilities.
4. Contractor shall notify the DISTRICT'S Inspector at least forty-eight (48) hours before beginning work and twenty-four (24) hours before placing any concrete.
5. The DISTRICT'S personnel shall have the right to enter upon the property for inspection at any time during construction or as may be warranted to ensure the detention facility and drainage system are operating properly.
6. Appropriate cover for the side slopes, bottom and maintenance berm shall be established prior to acceptance of the construction by the DISTRICT. At least 95% germination of the grass must be established prior to acceptance of construction by the DISTRICT.
7. Any future development of this property must be in conformance with the DISTRICT'S Rules, Regulations & Guidelines.
8. The DISTRICT'S approval of the Final Drainage Plan (and Final Plat if required) does not affect the property rights of third parties. The developer is responsible for obtaining and maintaining any and all easements, fee strips, and/or any other rights-of-way across third parties' properties for purposes of moving excess runoff to the DISTRICT'S drainage facilities as contemplated by the Final Drainage Plan and Final Plat.
9. Drainage Easements shall be used only for the purposes of constructing, operating, maintaining, repairing, replacing, and reconstructing of a drainage facility, and any and all related equipment and facilities together with any and all necessary incidentals and appurtenances thereto in, upon, over, across, and through the Easement Area. The DISTRICT'S successors, assigns, agents, employees, workmen, and representatives shall at all present and future times, have the right and privilege of ingress and egress in, upon, over, across, and through the Easement Area.
10. Access Easements shall be used for ingress and egress to the DISTRICT'S drainage facilities and shall be kept clear of any and all obstructions.
11. An As-Built Certificate and As-Built Survey are required to be submitted to the DISTRICT before a Certificate of Compliance can be issued. Contact the DISTRICT'S Inspector for further clarification.
12. All drainage plans and plats shall be in conformance with the DISTRICT'S Rules, Regulations & Guidelines. Board approval of a drainage plan or plat does not constitute permission to deviate. Deviation from the DISTRICT'S Rules, Regulations & Guidelines is only authorized and allowed by a separate Request for Variance which was approved by the Board. Any Board approved variance shall be referenced on the plan cover page and on the appropriate sheet where applicable. The use of the term "Guidelines" herein does not affect the mandatory nature of these Rules, Regulations & Guidelines.



VICINITY MAP

SCALE: 1"=1/2 MILE
KEY MAP NO. 652V
ZIP CODE: 77578

FINAL PLAT
OF

MANVEL MEDICAL

A SUBDIVISION OF A 1.5491 ACRES
SITUATED IN THE H.T. & B. R.R. COMPANY SURVEY, SECTION 65, ABSTRACT 285, BEING THAT PORTION OF LOT 233, EMIGRATION LAND COMPANY SUBDIVISION, THEREOF RECORDED IN VOLUME 2, PAGE 81, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS

SCALE: 1"=40' 1 BLOCK 1 LOT DATE: SEPTEMBER 11, 2025

OWNER:
BRAZOS REAL PROPERTY HOLDINGS, LLC, a Texas limited liability company
AMIR BASHIRI, PRESIDENT
1006 W. 22ND STREET
HOUSTON, TEXAS 77088
(832) 428-7740

PREPARED BY
CIVIL ENGINEERING AND LAND SURVEYING FIRM:

REKHA ENGINEERING, INC.
7676 Hillmont Street, Suite 350
Houston, Texas 77040
713-895-8080
713-895-8081
Job No.: 1123-4541
TBPLS FIRM NO. 10133800
TBPE NO. F-3712
Contact: John H. English, Sr. Vice President
jake1@pdq.net

File Info: L:\4541 BBW- Manvel Medical ER - Hwy 6 E of Hwy 288 - civil+survey\PLAT\4541-PLAT.dwg Sep 12, 2025 - 1:12pm CAD2



Manvel ER

Manvel ER

Parcels

City of Manvel ETJ

City of Manvel City Limits

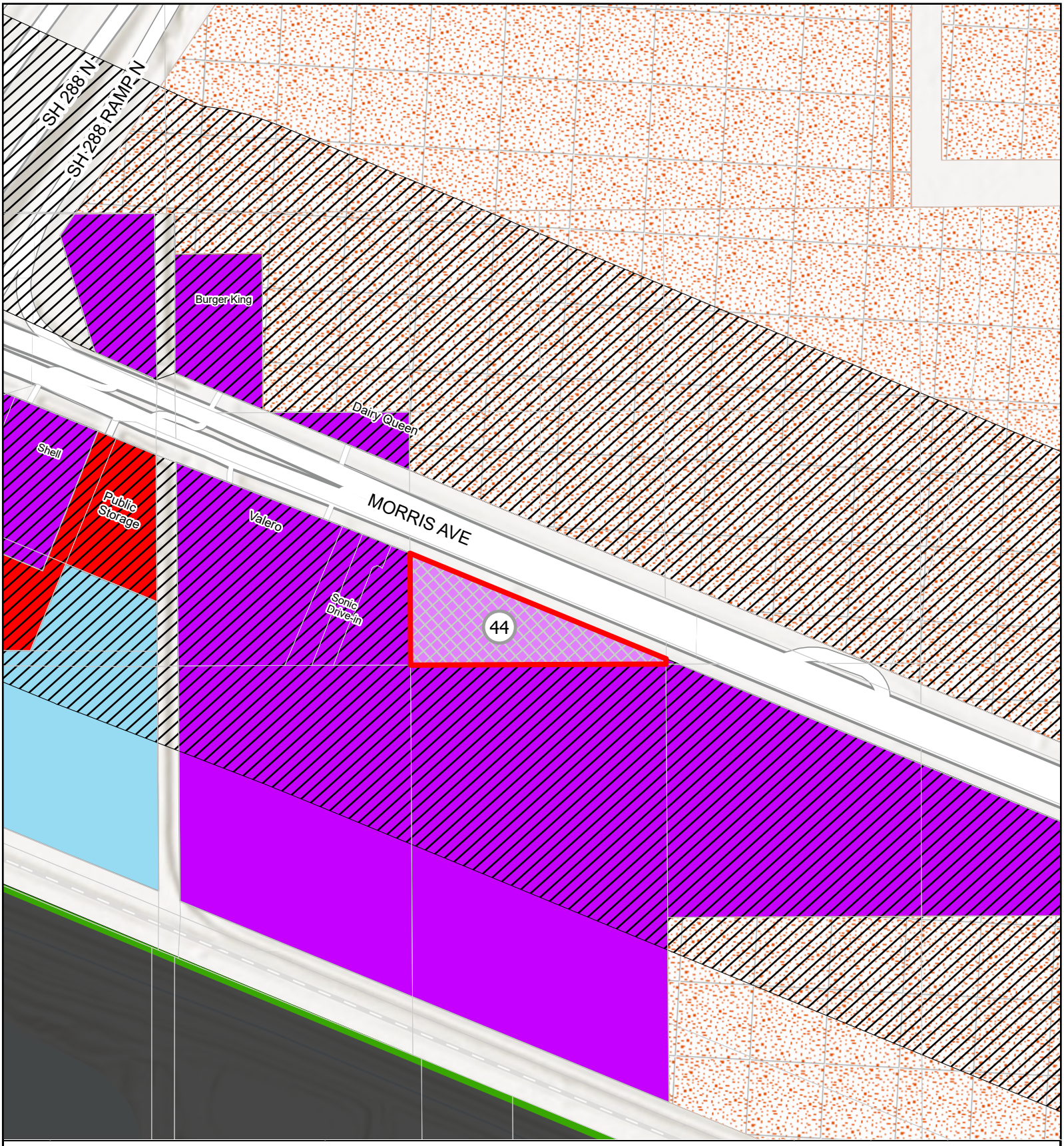
US Feet

0 200 400 800 1,200 1,600

N W E S

This map is made available for reference purposes only and should not be substituted for a survey product. The City of Manvel will not accept liability of any kind in conjunction with its use.

Date: October 2025
Reference: 2025070
Data Source: City of Manvel, Brazoria County Open Data



SPECIFIC USE PERMITS LEGEND

Label No	Address	Specific Use Description	Ordinance No	Effective Date	Zoning Classification
44	17518 Morris Avenue	NAICS use 621493 “Ambulatory health Care Services”	2024-O-26	10/21/2024	LC/SH6-SUP

Manvel ER

- Manvel ER
- Parcels
- City of Manvel ETJ
- City of Manvel City Limits
- Specific Use Permits
- State Highway 6 Overlay District
- Heavy Commercial District
- Light Commercial District
- Multi-Family District
- Planned Unit Development
- Open - Planned Unit Development

US Feet

0 200 400 800 1,200 1,600

N W E S

This map is made available for reference purposes only and should not be substituted for a survey product. The City of Manvel will not accept liability of any kind in conjunction with its use.

Date: October 2025
Reference: 2025070
Data Source: City of Manvel, Brazoria County Open Data



Manvel ER

Parkway (120' ROW)
Proposed Parkway (120' ROW)
Major Thoroughfare (120' ROW)
Manvel ER
Parcels
City of Manvel ETJ
City of Manvel City Limits

N
W E
S

US Feet
0 200 400 800 1,200 1,600

This map is made available for reference purposes only and should not be substituted for a survey product. The City of Manvel will not accept liability of any kind in conjunction with its use.

Date: October 2025
Reference: 2025070
Data Source: City of Manvel, Brazoria County Open Data

SCALE: 1"=20'

0' 10' 20' 40'

N

GENERAL NOTES

1. Location of existing utilities is the responsibility of the contractor and shall be located prior to excavation. Contact the CITY OF MANVEL PERMITS Engineer prior to excavating in existing street right-of-way or easements.

2. All work, materials, services and labor shall conform to the rules and regulations of CITY OF MANVEL criteria governs.

3. All permits to be obtained shall be the responsibility of the contractor unless otherwise specified.

4. All proposed driveways connecting into the road with be in accordance with the rules and regulations of CITY OF MANVEL PERMITS.

5. Contractor to verify all horizontal and vertical locations of all existing utilities which are proposed connection points for proposed utilities prior to commencement of construction. Contractor to contact engineer in writing prior to start of construction and give the engineer 72 hours to respond to contractor if there are any difference in existing conditions which may effect the design of the engineers plan.

6. The location of some utilities were not field verified and were taken from drawings provided by private utility companies. Contractor to verify all locations of all utilities and shall be fully responsible for for any damage to all utility lines.

7. Contractor to contact engineer 72 hours prior to beginning of construction if there are any difference in existing conditions which may effect the design of the engineers plan.

8. Contractor shall make note and avoid contact or damage to any and all overhead power lines.

9. Existing pavement, curbs, sidewalks, and driveways damaged or removed during construction shall be replaced at the contractors expense and to CITY OF MANVEL Standards. If any, all underground storage tanks will be removed prior to construction.

10. All Pipe Quantities shown hereon (pipe lengths) are for the Engineers use Only. It is the Responsibility of the Contractor to Calculate his own quantities for this

PAVEMENT NOTES

11. For paving details, dimensions, etc., see Civil Details Sheet.

12. All curbs to be 6 inches in height from top of curb to gutter.

13. Subgrade shall be test rolled to locate soft spot areas. Soft areas shall be removed and repaired prior to placement of concrete.

14. Concrete to have minimum compressive strength of 3500 psi at 28 days (Note: Control Joint spacing at 15' and Expansion Joint at 60' intervals)

15. Parking Spaces shall be painted white 6" wide by 19'-0" in length or as called on plans.

16. If wet subgrade soils are encountered at the time of construction, use 6% cement by dry weight to stabilize the soils. This results in an application rate of 36 pounds per square yard per 6-inch of compacted thick.

17. Proposed Driveways will be constructed in accordance with TxDOT PERMITS.

18. Demolition and Site Dimension Plan by ARCHITECT.

19. A Topographic Survey and existing utilities for this site was performed by REKHA Engineering, Boundary by Others.

20. Storm Sewer Pipe shall be HDPE with smooth bore and with rubber gasket fittings (onsite) or R.C.P., Type III, C-76 Rubber Gasket Bell (in R.O.W.).

21. The CITY OF MANVEL Spec requires the final 1.0' of soil fill to be "select fill" under pavement.

22. Fill shall be placed in 8" lifts & compacted to 95% Standard Proctor Density prior to construction of pavement. (Typ.)

23. Dowel #5-15" long rebar @ 1 ft into the existing pavement and expose the remaining 1 foot of rebar as part of the pavement pour or top of curb pour. Grout to secure rebar dowel. Sawcut pavement prior to placement.

24. Proposed Filter Fabric Fence to be placed around the perimeter of the site and Sand Bags shall be placed around all inlets at the start of the construction phase and to remain in place until the end.

25. On this civil engineering paving and drainage plan, the horizontal location of all proposed storm lines at the place where they connect to proposed down spouts on the outside face of the building are accurate within five (5) feet (see plumbing plans).

26. All appurtenances or any other structures that are constructed within paved areas, the Rim Elevations are to be equal to the proposed pavement with appropriate block outs to be installed per City of Manvel Standards.

27. On all Proposed Inlets, add Fiber Board where the inlet meets the proposed pavement.

28. All Open Trenches shall confirm to OSHA Safety Standards & per the Design of the Soils Report.

29. All concrete reinforcing steel are to be held up by the highway type saddles WHC or Aztec E-2 or equal TxDOT highway grade saddles.

STATE HIGHWAY NO. 6
(200' R.O.W.)

EX. SANITARY FORCE MAIN

EX. 24" CULVERT

EX. CONC DRWY

EX. POWER POLE
"KB54 25K 8656"
35KV OH 1PH

EDGE OF CONCRETE

EX. CENTERPOINT ENERGY
4" IP PLA. OR STL
GAS MAIN

R.O.W.

PROP. 5' PUBLIC SDWK ESMT

PROP. 20' PUBLIC W.L.E.

25' B.L.

S70° 28' 54"E 587.52'

N02° 40' 44"W 227.65'

1.4214 AC.
(61,918 S.F.)

SURYA ACQUISITIONS, LLC.
C.F. NO. 2007-045744

PROPOSED
1 STORY - EMERGENCY
CENTER
(BLDG FINISH FLOOR=56.00)
APPROX. TOTAL GROSS SF:
7,700 S.F

DUMPSTER

AMBULANCE ENTRY

GENERATOR

HIGHBANK

TOE OF BANK

FLOWLINE

TOE OF BANK

HIGHBANK

EX. SANITARY FORCE MAIN

OVERHEAD POWER

FND. TxDOT MON.

10' B.L.

2' FROM ROW

5' SDWK.

9'

14' CONC. PVMT.

S86° 43' 20"W 544.01'

10' R.O.W. DEDICATION (BY PLAT)

250LF~24" RCP @ 0.25%

24" PLUG

7" CONC. PVMT. W/LIME STABILIZED SUBGRADE

30' TO THE CL OF PVMT.

CL OF PVMT.

60' MAX.

"C" INLET

APPROXIMATE FLOODZONE X-UNSHADED

APPROXIMATE FLOODZONE AO (PER FEMA MAP)

544'

40' DEDICATED ROAD R.O.W.
(NOT USED)
VOL. 2, PG. 81 B.C.M.R.

30'

NOTE:
1 STORM PUMP FOR COMMERCIAL DEVELOPMENT
2 NO RESIDENCE WITHIN 1,000 FEET
3 A BACK UP GAS GENERATOR PROVIDED FOR PUMP FACILITY
4 50% PUMP, 50% GRAVITY
5 BDD #4 APPROVAL FOR PUMP STATION
6 MAINTENANCE OF PUMP BY OWNER

NOTE:
ALL UTILITIES SHOWN HEREON ARE BASED ON ABOVE GROUND OBSERVATIONS ONLY. FOR UTILITY IN THE AREA CALL 1-800-DIG-TESS.

NOTE:
ALL EXISTING LINES UNDERGROUND (SANITARY, WATER, STORM, OPTIC, GAS, ETC...) SHALL BE LOCATED AND EXPOSED PRIOR TO ANY NEW CONSTRUCTION OF THE STORM, WATER, SANITARY, ETC. TO CONFIRM FLOWLINE AND HORIZONTAL ELEVATIONS AND LOCATIONS. (PER NOTE 5) ALL FLOWLINES WILL BE PROVIDED TO ENGINEER

NOTE:
CONTRACTOR SHALL BE RESPONSIBLE TO INSURE OWNER THAT ALL PROPERTY CORNERS ARE TO REMAIN DURING ALL OF DEMOLITION. CONTRACTOR TO REPLACE AT HIS OWN EXPENSE ANY PROPERTY CORNERS DESTROYED OR DISTURBED DURING DEMOLITION OR CONSTRUCTION OF THE SITE IMPROVEMENTS.

NOTE:
THESE PLANS, PREPARED BY REKHA ENGINEERING INC. DO NOT EXTEND TO OR INCLUDE DESIGNS OR SYSTEMS PERTAINING TO THE SAFETY OF THE CONTRACTOR OR ITS EMPLOYEES, AGENTS, OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE SEAL OF THE REKHA ENGINEERING INC. REGISTERED PROFESSIONAL ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED IN THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS, INCLUDING THE PLANS AND SPECIFICATIONS REQUIRED BY THE "HOUSE BILLS 662 AND 665" ENACTED BY THE TEXAS LEGISLATURE IN THE 70th LEGISLATION - REGULAR SESSION.

PROVIDE A 1-INCH DEPRESSION PER EVERY 1-FOOT OF TRANSVERSE SLOP WITH REDWOOD HEADERS SPACED EVERY 40 FEET

DOWNSTREAM PIPE, DITCH OR SYSTEM WILL NOT BE ADVERSELY IMPACTED BY CONSTRUCTION AND DEVELOPMENT

ACCESSIBILITY SLOPE REQUIREMENTS:
LANDINGS: 1:50 MAX. SLOPE ANY DIRECTION.
ACCESSIBLE PARKING AISLE AND SPACE: 1:50 MAX. SLOPE ANY DIRECTION.
ACCESSIBLE ROUTE: 1:20 MAX. RUNNING SLOPE, 1:48 MAX CROSS SLOPE.

ALL CONSTRUCTION SHALL BE CONSTRUCTED ACCORDING TO ALL CRITERIA OF THE CITY OF MANVEL PERMITS

ALL PROPOSED CONSTRUCTION SHALL CONFORM TO THIS REFERENCED SET OF CONSTRUCTION PLANS, DETAILS, AND ANY AND ALL PERMITS ISSUED BY ANY GOVERNMENT AGENCY FOR THIS REFERENCED PROJECT.

LEGEND

PROP. 14' PAVEMENT

BENCHMARK

BENCHMARK – NGS MONUMENT No. AW5684, LOCATED APPROXIMATELY 17.2 METERS NORTHWEST OF THE JUNCTION OF THE GULF, COLORADO AND SANTA FE RAILROAD AND FM 1128. NAVD 88, ELEVATION OF 53.49

TEMPORARY BENCHMARK (TBM) – THE TOP OF RIM ELEVATION OF A SANITARY MANHOLE LOCATED AT THE NORTHLERY WEST POINT OF THE SUBJECT TRACT, ALONG THE THE SOUTH R.O.W. OF STATE HIGHWAY NO. 6, IN FRONT OF SONIC DRIVE IN, 17518 STATE HIGHWAY NO. 6, MANVEL, TEXAS 77578, TBM HAS AN ELEVATION OF 55.25'

FLOOD PLAIN: ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NO. 48039C0110K, REVISED DATE DECEMBER 30, 2020, THE SUBJECT PROPERTY LIES WITHIN ZONE X (UNSHADED), AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AND ZONE AO, FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY SHEET FLOOD ON SLOPING TERRAIN); AVERAGE DEPTHS DETERMINED. FOR AREAS OF ALLUVIAL FAN FLOODING, VELOCITIES ALSO DETERMINED.
100 YEAR FLOOD ELEVATION (BFE) = 52.00'
500 YEAR FLOOD ELEVATION (BFE) = 52.25'

MANVEL EMERGENCY CENTER

17626 HWY 6, MANVEL, TEXAS 77578

REVISIONS

REV.	DESCRIPTION	DATE

EXHIBIT FOR FUTURE PAVEMENT AND DRAINAGE INFRASTRUCTURE IN STREET ROW

SCALE: 1"=20'

DATE: 09/23/25

REKHA ENGINEERING INC.
CIVIL ENGINEERS AND LAND SURVEYORS
7676 Hillmont St, Suite 350
Houston, Texas 77040
Phone: 713-895-8080/81
Email: jake1@pdq.net
Website: www.rekhaengineering.com
CONTACT: JOHN H. ENGLISH SR. VICE PRESIDENT

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TBPLS No. 10133800 | TBPE No. F-3712

DRAWN BY: AMM | CHECKED BY: JHE

APPROVED BY: DNE | JOB No. 1123-4541

CLIENT: BB+W ARCHITECTS

SHEET No. C1

file info: P:\Work\4541\Exhibit\4541Exhibit.dwg Sep 26, 2025 11:51

DEVELOPMENT AGREEMENT (FOR VARIANCE)

STATE OF TEXAS §
§
COUNTY OF BRAZORIA §

This Development Agreement executed as of the ____ day of _____, 2025, is by and between the City of Manvel, Texas, ("City") and Brazos Real Property Holdings, LLC., property owner of certain hereinafter described property located within the City of Manvel, (together known as "Developer"), all collectively referred to as the "Parties." This Agreement is in regard to the platting and subdivision of an approximately 1.5491-acre tract of land, located along the southern side of Morris Avenue / State Highway 6, east of the Sonic at 17518 Morris Avenue / State Highway 6, Manvel, TX, being part of Lot 233 of the Emigration Land Company Subdivision of the H.T. & B.R.R. CO. Survey, Section 65, Abstract 285, Brazoria County, Texas, according to plat recorded in Volume 2, Page 81, Plat Records, and being the same land described in a deed to Surya Acquisitions, LLC, recorded in Clerk's file 2007-045744.

WHEREAS, the Developer/Owner is requesting variances from the City of Manvel's requirements for perimeter roadway improvements and sidewalk construction along the southern boundary of the property; and

WHEREAS, The subdividing of land will require approval of a plat and compliance with the City's subdivision ordinance; and

WHEREAS, Section 62-111(c) of the City Code provides that the developer shall be responsible for construction of necessary improvements on all perimeter streets in order to bring the pavement and curbing up to minor street standards for the one-half of the street abutting the development; and

WHEREAS, Section 62-113 of the City Code requires that sidewalks shall be constructed at a minimum of five feet wide or as determined by the city's Thoroughfare Plan and in accordance with the city's design criteria profile. Sidewalks shall be installed in accordance with the city's Design Criteria Manual; and

NOW THEREFORE, for and in consideration of the premises and mutual obligations, covenants, and benefits hereinafter set forth, said variance is granted by the City Council, if the Parties agree to the conditions, as follows:

1. PROJECT

1.01 Location. The property that is the subject of this agreement is all the property legally described as: being a subdivision of 1.549 acre tract of land located along the southern side of Morris Avenue / State Highway 6, east of the Sonic at 17518 Morris Avenue / State Highway 6, Manvel, TX, being part of Lot 233 of the Emigration Land Company Subdivision of the H.T. & B.R.R. CO. Survey, Section 65, Abstract 285, Brazoria County, Texas, according to plat recorded in Volume 2, Page 81, Plat Records, and being the same land described in a deed to Surya Acquisitions, LLC, recorded in Clerk's file 2007-045744.

The Property is more fully described and depicted in the map and description attached as Exhibit "A", attached hereto.

1.02 Project Description. This Agreement is in regard to subdivision of land to create a commercial development (Emergency Room) on the Property, owned by Developer.

1.03 Improving the property for commercial development will require approval of a plat and compliance with the City's Subdivision Ordinance. There is an existing 40-foot-wide unimproved right-of-way along the southern boundary of the property. The Developer will provide the required 10-foot-wide right-of-way dedication, however, is requesting a Subdivision Variance from the requirement to construct half the street. Section 62-111(c) of the City Code provides that; the developer shall be responsible for construction of necessary improvements on all perimeter streets in order to bring the pavement and curbing up to minor street standards for the one-half of the street abutting the development. Section 62-113 of the City Code requires sidewalks to be constructed at a minimum of four feet wide or as determined by the city's thoroughfare plan and in accordance with the city's design criteria profile. Sidewalks shall be installed in accordance with the city's design criteria manual.

2. CITY APPROVAL

2.01 Approval of variance. Pursuant to its authority under Section 62-5 of The City Code, the City agrees to allow the Developer to vary the requirements of 62-111(c) of the City's subdivision ordinance to relieve the Developer from the requirement to construct necessary improvements on all perimeter streets in order to bring the pavement and curbing up to minor street standards for the one-half of the street abutting the development; and 62-113 of the City's subdivision ordinance to relieve the Developer from the requirement that sidewalks be constructed at a minimum of five (5) feet wide, or as otherwise determined by the City's Thoroughfare Plan, and in accordance with the City's Design Criteria Manual.

2.02 Conditions. The required conditions are as follows:

1. Funds shall be escrowed for the construction of road and sidewalk for an amount approved by the City Engineer. The fund shall be escrowed prior to plat approval;
2. The plat for the property shall include a plat note indicating the variance approval and escrow arrangement;
3. The variance shall expire and escrowed funds shall be refunded to the applicant if the construction of the proposed development does not start within 2 years from the date of approval.

2.03 City shall record this agreement with the Brazoria County Clerk and evidence the agreement on a "plat note" on the plat of said Property. Developer shall be responsible for the cost of recordation.

3. DEVELOPER COVENANTS

3.01 The Developer agrees to following:

(i) Developer agrees to begin construction of development structures within two-years of City Council approval or based on an approved phasing plan associated with the Master Plan approval, and diligently pursue completion; and

(ii) Developer agrees to pay the cost of recordation of this Agreement within thirty (30) days of invoice by the City.

3.02 Developer acknowledges that the City's covenants are contingent upon the Developer constructing development and associated infrastructure. Failure of the Developer to begin to construction within two-years of City Council approval and diligently pursue completion; shall constitute failure of this condition, and the agreement shall automatically be null and void.

4. MISCELLANEOUS

4.01 Assignment. This Agreement evidencing said variance, with conditions, shall run with the land and shall bind and benefit the respective Parties and their legal successors in interest.

4.02 Amendment or Modification. Except as otherwise provided in this Agreement, this Agreement shall be subject to change, amendment, or modification only in writing, and by the signatures and mutual consent of the Parties.

4.03. Parties in Interest. This Agreement shall be for the sole and exclusive benefit of the Parties hereto and shall not be construed to confer any rights upon any third party. Developer shall not be a third-party beneficiary to any contract the City has with any other party for the engineering, design, or construction of said improvements.

4.04. Remedies Not Exclusive. The rights and remedies contained in this Agreement shall not be exclusive but shall be cumulative of all rights and remedies now or hereinafter existing, by law or in equity.

4.05. Waiver. The failure of any party to insist in any one or more instances on the performance of any of the terms, covenants, or conditions of this Agreement, or to exercise any of its rights, shall not be construed as a waiver or relinquishment of such term, covenant, or condition, or right with respect to further performance.

4.06. Entire Agreement. This Agreement constitutes the entire agreement between the Parties related to the subject matter of this Agreement and supersedes any and all prior agreements, whether oral or written, dealing with the subject matter of this Agreement.

4.07. Venue. This Agreement shall be performable and enforceable in Brazoria County, Texas, and shall be construed in accordance with the laws of the State of Texas.

4.08. Severability. If any term or provision of this Agreement is held to be invalid, void, or unenforceable by a court of competent jurisdiction, the remainder of the terms and

provisions of this Agreement shall remain in full force and effect and shall not in any way be invalidated, impaired, or affected.

4.09. Notices. Any notice provided or permitted to be given under this Agreement must be in writing and may be served by (i) depositing the same in the United States mail, addressed to the party to be notified, postage prepaid, registered or certified mail, return receipt requested; or (ii) by delivering the same in person to such party; or (iii) by overnight or messenger delivery service that retains regular records of delivery and receipt; or (iv) by facsimile; provided a copy of such notice is sent within one (1) day thereafter by another method provided above.

The initial addresses of the parties for the purpose of notice under this Agreement shall be as follows:

If to City: City of Manvel
20031 Morris Avenue
Manvel, Texas 77578
ATTN: City Manager

If to Developer: Brazos Real Property Holdings, LLC.
1006 W. 22nd Street,
Houston, Texas 77008

4.10 Remedies. In addition to any remedy provided by law, including but not limited to breach of contract, the Developer stipulates and agrees that, upon default by Developer, City may revoke/withhold issuance of a certificate of occupancy for the Property, and Developer agrees to hold City harmless for any liability from said revocation/fail to issue.

This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which when taken together shall constitute one and the same instrument.

Executed on this the _____ day of _____, 20___.

CITY OF MANVEL:

_____
Dan Davis, Mayor

ATTEST:

_____
Tammy Bell, City Secretary

THE STATE OF TEXAS §

COUNTY OF BRAZORIA §

This instrument was acknowledged before me on the ____ day of _____, 20__, by DAN DAVIS, as Mayor of the City of Manvel, Texas, on behalf of said City of Manvel.

_____
Notary, State of Texas

Brazos Real Property Holdings, LLC.**:**

By: _____
Name: Amir Bashiri

THE STATE OF TEXAS §

COUNTY OF BRAZORIA §

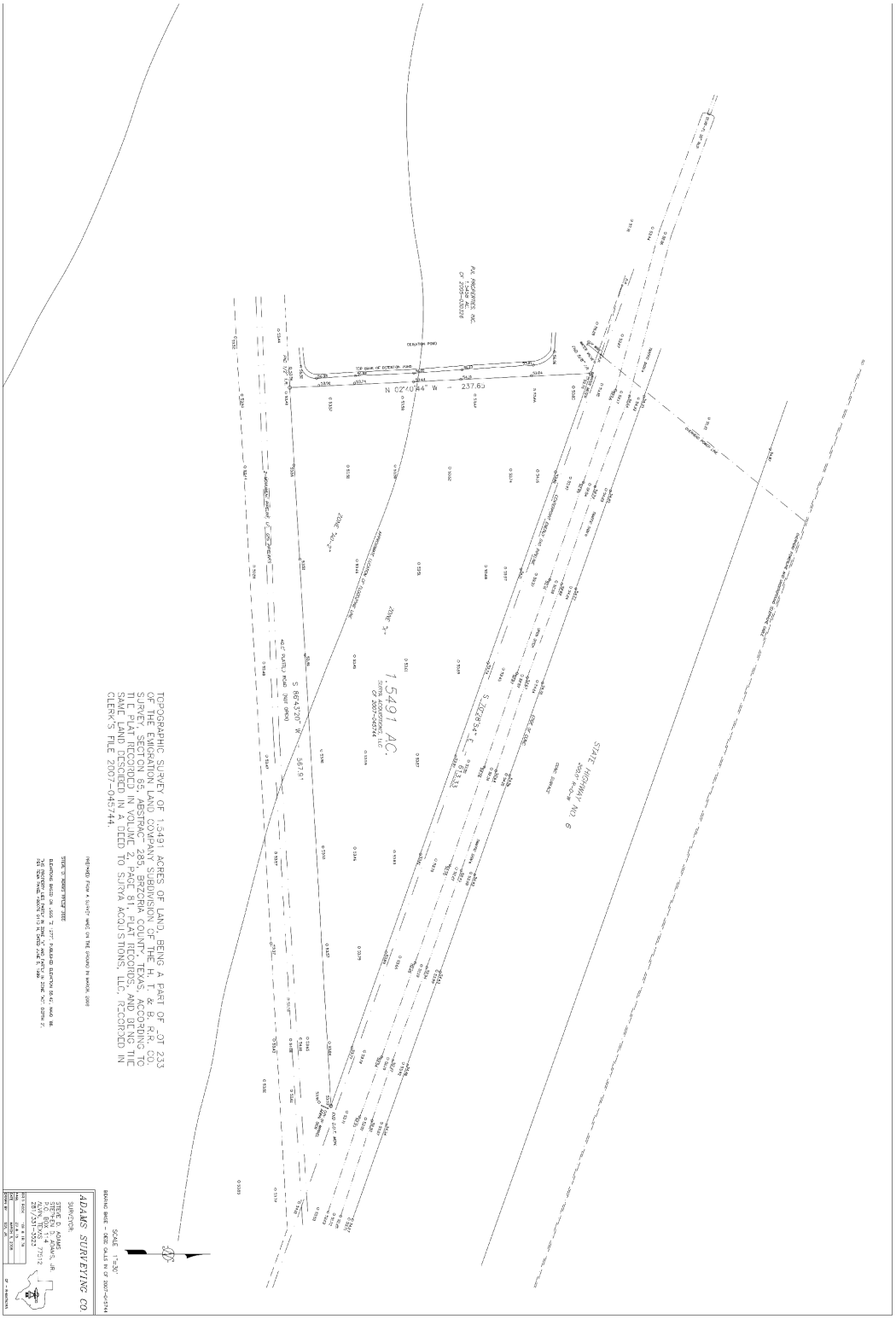
This instrument was acknowledged before me on the ____ day of _____, 20__, by _____, as property owner.

_____
Notary, State of Texas

(NOTARY SEAL)

Exhibit A

1.549 acre tract of land being part of Lot 233 of the Emigration Land Company Subdivision of the H.T. & B.R.R. CO. Survey, Section 65, Abstract 285, Brazoria County, Texas, according to plat recorded in Volume 2, Page 81, Plat Records, and being the same land described in a deed to Surya Acquisitions, LLC, recorded in Clerk's file 2007-045744.



REKHA ENGINEERING, INC.

CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS

FIELD NOTES DESCRIPTION OF 1.5491 ACRES LOCATED IN THE H.T. & B. R.R. COMPANY SURVEY, SECTION 65, ABSTRACT 285, BRAZORIA COUNTY, TEXAS, BEING THAT PORTION OF LOT 233, EMIGRATION LAND COMPANY SUBDIVISION AS SHOWN ON THE PLAT THEREOF RECORDED IN VOLUME 2, PAGE 81, PLAT RECORDS OF BRAZORIA COUNTY, TEXAS, LYING SOUTHERLY OF STATE HIGHWAY 6 RIGHT- OF- WAY, AND BEING THE RESIDUE OF A CALLED 2.323 ACRE TRACT CONVEYED BY DEED FROM LOWELL E. ROBERTS AND WIFE, JANIE L. ROBERTS TO TWO THIRTY-THREE ASSOCIATES, LTD., DATED DECEMBER 30, 1982, AS RECORDED IN VOLUME 1686, PAGE 947, DEED RECORDS OF BRAZORIA COUNTY, TEXAS, SAVE AND EXCEPT THAT CALLED 0.769 ACRES TAKEN FOR THE WIDENING OF SAID STATE HIGHWAY 6 AS SHOWN ON RIGHT-OF-WAY SKETCH CSJ0192-02 DATED MARCH 1990 (THIS TAKING IS AS YET UNRECORDED), SAID 1.5491 ACRES BEING DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 5/8 inch iron rod found on the North line of a 40 foot road, dedicated per above said plat (road not open) at the Southwest corner of said Lot 233, the Southwest corner of said 2.323 acre tract, and the Southeast corner of a called 1.5458 acre tract conveyed to PJ PROPERTIES, INC., as recorded under Brazoria County Clerk's File No. 2005030326;

THENCE NORTH 02°40'44" WEST, with the West line of said Lot 233 and said 2.323 acre tract, same being the East line of said Lot 234 and said 1.5458 acre tract, a distance of 237.65 feet to a 5/8 inch iron rod found on the Southerly right-of-way line of State Highway 6, (200' R.O.W.);

THENCE SOUTH 70°28'54" EAST, along said right-of-way line, a distance of 613.33 feet to a Texas Department of Transportation disk in concrete for corner;

THENCE SOUTH 86°43'20" WEST, with the South line of said Lot 233, same being the North line of said 40 foot road, a distance of 567.91 feet to the PLACE OF BEGINNING and containing 1.5491 acres of land, more or less.

Todd J. Slaton, RPLS 5082
July 18, 2024



TBPE FIRM NO. F-3712 TBPLS FIRM NO. 10133800
7676 HILLMONT DRIVE, SUITE 350 - HOUSTON, TEXAS 77040
PHONE: (713) 895-8080/8081 - FAX: (713) 895-7686
Website: www.rekhaengineering.com - E-mail: jake1@pdq.net

ORDINANCE NO. 2025-O-35

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NO. 2025-O-28 ADOPTING THE FISCAL YEAR 2026 BUDGET ENDING SEPTEMBER 30, 2026; AMENDING SAID BUDGET TO RECOGNIZE ADDITIONAL FUNDING IN THE GENERAL FUND AND UTILITY FUND TO COVER EXPENSES RELATED TO TMRS BENEFITS; AND TO RECOGNIZE ADDITIONAL FUNDING IN THE CAPITAL FUND FOR THE HERITAGE PARK PROJECT; DIRECTING THE BUDGET OFFICER TO FILE OR CAUSE TO BE FILED A COPY OF THE AMENDED BUDGET WITH THE CITY SECRETARY AND THE BRAZORIA COUNTY CLERK; AND PROVIDING THAT THIS ORDINANCE SHALL TAKE EFFECT IMMEDIATELY UPON ITS PASSAGE AND ADOPTION.

WHEREAS, by Ordinance No. 2025-O-28 , the City Council of the City of Manvel, Texas, adopted its original budget for Fiscal Year ending September 2026; and

WHEREAS, by Ordinance 2025-O-32, and 2025-O-35 the City Council of the City of Manvel, Texas, amended the budget for the Fiscal Year ending September 2026; and

WHEREAS, Texas Local Government Code §102.010 provides that a municipality may make changes in the budget for municipal purposes; and

WHEREAS, the General Fund budget amendment to recognize additional expense for the additional benefits and rate change in TMRS and to transfer to the Utility Fund to fund their TMRS portion and to transfer funds from the General Fund to the Capital Fund for additional funding for the Heritage Park.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS:

SECTION 1: That the facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct. The City Council deems the purpose for this budget amendment is a municipal purpose.

SECTION 2: That the budget for the Fiscal Year ending September 30, 2025, of the City of Manvel, Texas, is hereby amended as;

Line Item	Description	Current	Increase	Decrease	Amended
10-10-5034	Retirement	$52,627.75	$46,010.66		$98,638.41
10-11-5034	Retirement	$22,735.67	$19,877.02		$42,612.69
10-20-5034	Retirement	$27,210.42	$23,789.14		$50,999.56
10-25-5034	Retirement	$24,656.05	$21,555.95		$46,212.00
10-26-5034	Retirement	$15,718.22	$13,741.90		$29,460.12
10-30-5034	Retirement	$19,072.89	$16,674.79		$35,747.68
10-40-5034	Retirement	$73,120.32	$63,926.62		$137,046.94
10-50-5034	Retirement	$112,372.91	$98,243.81		$210,616.72
10-55-5034	Retirement	$3,383.93	$2,958.45		$6,342.38
10-70-5034	Retirement	$22,919.48	$20,037.72		$42,957.20
10-71-5034	Retirement	$7,704.25	$6,735.57		$14,439.82
10-80-5034	Retirement	$10,895.46	$13,525.53		$24,420.99
10-85-5034	Retirement	$8,083.89	$7,067.47		$15,151.36
10-90-5034	Retirement	$354,312.96	$309,763.78		$664,076.74
10-95-8540	Transfer To–Utility	$0.00	$49,744.39		$49,744.39
10-95-8582	Transfer To–Capital Projects	383,550.00	$292,601.76		$676,151.76
40-10-5034	Retirement	$49,744.39	$43,489.83		$93,234.22
40-09-4950	Transfer In – General Fund	$0.00	$49,744.39		$49,744.39
50-09-4950	Transfer In – General Fund	$383,550.00	$292,601.76		$676,151.76
50-91-7538	Heritage Park	$533,947.70	$292,601.76		$826,549.46
10-09-4999	Transfer In- Fund Balance	$2,085,500.00	$1,000,000.00		$3,085,500.00

SECTION 3: That this Ordinance shall be finally passed and adopted on the date of its introduction and shall become effective from and after its passage and adoption.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2025.

_____
Dan Davis, Mayor

ATTEST

_____
Tammy Bell, City Secretary

CITY COUNCIL DATA SHEET

MEETING DATE: November 03,2025 **Regular Agenda**

TOPIC:
Budget Amendment is to recognize additional expense for the rate change in TMRS in the General Fund and to transfer from the General Fund to the Utility Fund for TMRS, and to transfer from the General Fund to the Capital Fund for Heritage Park.

BACKGROUND:
Our TMRS currently does not have the Updated Service Credit and transfer of the Updated Service Credit, or the COLA benefit. This budget amendment would allow us to adopt this benefit which would make us more competitive with other Cities. Rate change would be from 8.20% to 17.58% effective January 1, 2026.

Also, we are requesting more funding for Heritage Park. Currently Heritage Park only has only $533k in the budget.

RECOMMENDATION:
Staff recommends approval of the budget amendment.

ATTACHMENTS:

FUNDING ISSUES
___ Not applicable
_X_ Not budgeted
___ Full amount already budgeted
___ Funds to be transferred

SUBMITTING STAFF MEMBER Rosa Donaire	FINANCE DIRECTOR APPROVAL ✓ CITY MANAGER APPROVAL: ✓

September 8, 2025

Dan Johnson
City Manager
City of Manvel
20031 Highway 6
Manvel, TX 77578-3801

Dear Mr. Johnson:

We are pleased to enclose a model ordinance for your city to adopt:

100% Updated Service Credit with Transfers
70% Cost of Living Adjustment Increase to Annuitants
Both Annually Repeating
&
Removal of the Statutory Maximum Contribution Rate Limit

All Effective January 1, 2026

By adopting this ordinance, the city will not have to adopt an ordinance each year to reauthorize the calculation of Updated Service Credits and Cost of Living Adjustments. These benefits will remain in effect for future years until such time as they are discontinued by an ordinance adopted by the City Council.

Additionally, by adopting this ordinance, your city agrees to fully fund the cost of the pension benefits included in the city's plan.

With the adoption of these additional benefits, the city's contribution rate will be **17.58%** beginning January 1, 2026.

Please make sure the ordinance is adopted and signed before the effective date. When the ordinance is adopted, please send a copy to City Services at cityservices@tmrs.com.

If you have any questions about the model ordinance or anything else, please call me at 512-225-3742.

Sincerely,

Colin Davidson
Director of City and Member Services

TMRS Comparison of Optional Plan Design(s)

FOR CITIES

2026 Rates • Manvel

June 24, 2025

Plan Provisions	Current	Option 1	Option 2
Employee Contribution Rate	7%	7%	7%
City Matching Ratio	2 to 1	2 to 1	2 to 1
Updated Service Credit (USC)	None	100% (Repeating)	100% (Repeating)
Transfer USC *	No	Yes	Yes
COLA	None	70% (Repeating)	70% (Repeating)
Retroactive COLA	No	Yes	No
Retirement Eligibility	20 years	20 years	20 years
Vesting	5 years	5 years	5 years
Supplemental Death Benefit	Actives + Retirees	Actives + Retirees	Actives + Retirees
Contribution Rates	**2026**	**2026**	**2026**
Normal Cost Rate	6.11%	12.09%	11.91%
Prior Service Rate	1.94%	5.34%	5.02%
Retirement Rate	**8.05%**	**17.43%**	**16.93%**
Supplemental Death Rate	0.15%	0.15%	0.15%
Total Contribution Rate	**8.20%**	**17.58%**	**17.08%**
Unfunded Actuarial Liability	$618,947	$4,018,661	$3,697,415
Funded Ratio	93.2%	67.9%	69.7%
Benefit Increase Amortization Period	20 years	20 years	20 years
Stat Max	13.50%	13.50%	13.50%
Retirement Rate Exceeds Stat Max	No	Yes	Yes

* As of the December 31, 2024 valuation date, there were 33 employees with service in other TMRS cities eligible for transfer USC.

ORDINANCE NO. 2025-O-36

AN ORDINANCE REGARDING THE CITY OF MANVEL'S TEXAS MUNICIPAL RETIREMENT SYSTEM BENEFITS AUTHORIZING: (1) ANNUALLY ACCRUING UPDATED SERVICE CREDITS AND TRANSFER UPDATED SERVICE CREDITS; (2) ANNUALLY ACCRUING ANNUITY INCREASES, ALSO REFERRED TO AS COST OF LIVING ADJUSTMENTS (COLAS) FOR RETIREES AND THEIR BENEFICIARIES; AND (3) REMOVAL OF THE STATUTORY MAXIMUM CONTRIBUTION LIMIT.

WHEREAS, the City of Manvel, Texas (the "City"), elected to participate in the Texas Municipal Retirement System (the "System" or "TMRS") pursuant to Subtitle G of Title 8, Texas Government Code, as amended (which subtitle is referred to as the "TMRS Act"); and

WHEREAS, each person who is or becomes an employee of the City on or after the effective date of the City's participation in the System in a position that normally requires services of 1,000 hours or more per year ("Employee") shall be a member of the System ("Member") as a condition of their employment; and

WHEREAS, the City Council finds that it is in the public interest to: (1) in accordance with TMRS Act §853.404 and §854.203(h), authorize annually accruing Updated Service Credits and provide transfer Updated Service Credits, (2) in accordance with TMRS Act §854.203 and §853.404, authorize annually accruing annuity increases, also referred to as cost of living adjustments ("COLAs") for retirees and their beneficiaries, and (3) authorize actuarially determined city contribution rate payments and remove the statutory maximum contribution rate ("StatMax") limit; now:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS:

Section 1. Authorization of Annually Accruing Updated Service Credits and Transfer Updated Service Credits.

(a) As authorized by TMRS Act §854.203(h) and §853.404, and on the terms and conditions set out in TMRS Act §§853.401 through 853.404, the City authorizes each Member who on the first day of

January of the calendar year immediately preceding the January 1 on which the Updated Service Credits will take effect (i) has current service credit or prior service credit in the System by reason of service to the City, (ii) has at least 36 months of credited service with the System, and (iii) is a TMRS-contributing Employee of the City, to receive "Updated Service Credit," as that term is defined and calculated in accordance with TMRS Act §853.402.

(b) The City authorizes and provides that each Employee of the City who (i) is eligible for Updated Service Credits under Subsection (a) above, and (ii) who has unforfeited prior service credit and/or current service credit with another System-participating municipality or municipalities by reason of previous employment, shall be credited with Updated Service Credits pursuant to, calculated in accordance with, and subject to adjustment as set forth in TMRS Act §853.601 (also known as "Transfer USC"), both as to the initial grant and all future grants under this Ordinance.

(c) The Updated Service Credit authorized and provided under this Ordinance shall be 100% of the "base Updated Service Credit" of the TMRS Member calculated as provided in TMRS Act §853.402.

(d) Each Updated Service Credit authorized and provided by this Ordinance shall replace any Updated Service Credit, prior service credit, special prior service credit, or antecedent service credit previously authorized for part of the same service.

(e) The initial Updated Service Credit authorized by this Section shall be effective on January 1 immediately following the year in which this Ordinance is approved, subject to receipt by the System prior to such January 1 and approval by the Board of Trustees ("Board") of the System. Pursuant to TMRS Act §853.404, the authorization and grant of Updated Service Credits in this Section shall be effective on January 1 of each subsequent year, using the same percentage of the "base Updated Service Credit" stated in Subsection (c) in computing Updated Service Credits for each future year, provided that, as to such subsequent year, the actuary for the System has made the determination set forth in TMRS Act §853.404(d), until this Ordinance ceases to be in effect as provided in TMRS Act

§853.404(e).

Section 2. Authorization of Annual Increases in Retirement Annuities, or COLAs.

(a) On the terms and conditions set out in TMRS Act §854.203 and §853.404, the City authorizes and provides for payment of the increases described by this Section to the annuities paid to retired City Employees and beneficiaries of deceased City retirees (such increases also called COLAs). An annuity increased under this Section replaces any annuity or increased annuity previously granted to the same person.

(b) The amount of the annuity increase under this Section is computed as the sum of the prior service and current service annuities on the effective date of retirement of the person on whose service the annuities are based, multiplied by 70% of the percentage change in Consumer Price Index for All Urban Consumers, from December of the year immediately preceding the effective date of the person's retirement to the December that is 13 months before the effective date of the increase under this Section.

(c) An increase in an annuity that was reduced because of an option selection is reducible in the same proportion and in the same manner that the original annuity was reduced.

(d) If a computation under this Section does not result in an increase in the amount of an annuity, the amount of the annuity will not be changed under this Section.

(e) The amount by which an increase under this Section exceeds all previously granted increases to an annuitant is an obligation of the City and of its account in the benefit accumulation fund of the System (the "City's BAF").

(f) The initial increase in annuities authorized by this Section shall be effective on January 1 immediately following the year in which this Ordinance is approved, subject to receipt by the System prior to such January 1 and approval by the System's Board. Pursuant to TMRS Act §853.404, an increase in retirement annuities shall be made on January 1 of each subsequent year, provided that, as to such subsequent year, the actuary for the System has made the determination set forth in TMRS Act

§853.404(d), until this Ordinance ceases to be in effect as provided in TMRS Act §853.404(e).

Section 3. Removal of Maximum Contribution Rate Limit.

(a) Pursuant to TMRS Act §855.407, the City elects to make normal service and prior service contributions to the City's BAF at the combined rate of the total compensation paid to its Employees who are System Members as the System's actuary annually determines is necessary to fund all obligations chargeable to the City's BAF, within the amortization period determined as applicable to the City under the TMRS Act and regardless of other TMRS Act provisions limiting the combined rate of City contributions.

(b) The removal of the maximum contribution rate limit under this Section shall be effective on the first day of the month of January, 2026.

PASSED AND APPROVED on first reading this _____ day of _____, 2025.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____ day of _____, 2025.

_____
Dan Davis, Mayor

ATTEST:

_____
Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____
Robert Gervais, City Attorney

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: November 3, 2025

TOPIC: Public Hearing to hear input on a request for annexation of approximately 47.3156 acres of land, located at the northwest corner of Kirby Drive and State Highway 6/Morris Avenue (Property IDs: 1676950 & 167695), into City of Manvel City Limits,

BACKGROUND:

- The subject site is generally bounded by Manvel Town Center to the east and State Highway 6/Morris Avenue to the south. The property, approximately 47.3156 acres, is currently undeveloped and located within the City of Manvel Extraterritorial Jurisdiction (ETJ).
- In addition to the annexation, potential developer is requesting the establishment of a Planned Unit Development (PUD) district and consideration of a 380 agreement.
- The proposed PUD, titled "Manvel Crossing," is proposed as a master-planned, mixed-use commercial development, including retail, office, hotel, and restaurant uses. Required public hearing for the consideration of the PUD is included on tonight's agenda.
- The requirements of notice of public hearing have been met, and staff is not aware of any opposition.
- The approval of the PUD and 380 agreement is dependent on the annexation of the subject site. For the applicant, this annexation is beneficial only if the City Council approves the requested PUD and 380 agreements.
- Please note that a recommendation for the proposed PUD from PD&Z Commission is pending. Therefore, no action can be taken on the proposed PUD at tonight's meeting. However, a discussion item on the PUD is included.

STAFF RECOMMENDATION: Staff is in support of this proposed annexation. However, staff recommends that action on the annexation request be deferred so that the proposed PUD document and 380 agreement are ready for consideration and action.

ATTACHMENTS:

FUNDING ISSUES

_X_ Not applicable
___ Not budgeted
___ Full amount already budgeted
___ Funds to be transferred from Acct.#

SUBMITTING STAFF MEMBER Jose Abraham, Director of Development Services	**FINANCE DIRECTOR APPROVAL** __NA___ **CITY MANAGER APPROVAL** ___YES___

ORDINANCE NO. 2025-O-34

AN ORDINANCE EXTENDING THE CORPORATE LIMITS OF THE CITY OF MANVEL, TEXAS, TO ANNEX CERTAIN TERRITORY INTO THE CITY OF MANVEL, SAID TERRITORY BEING APPROXIMATELY 47.3156 ACRES OF LAND, PROPOSED FOR DEVELOPMENT AS A RETAIL CENTER, LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY (SH) 6 AND KIRBY DRIVE INTERSECTION; SAID TERRITORY CONTAINING A 34.2791 ACRE TRACT AND A 11.3999 ACRE TRACT SEPARATED BY A 40-FOOT-WIDE (0.844 ACRE) UNIMPROVED RIGHT-OF-WAY, SITUATED IN H.T. & B. RAILROAD COMPANY SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, AND A 1.6366 ACRE TRACT BEING A PORTION OF LOT 29 OF EMIGRATION LAND COMPANY SUBDIVISION OF IOWA COLONY H.T. & B. RAILROAD COMPANY SURVEY NO. 71 (ALSO REFERRED TO AS THE IMMIGRATION LAND COMPANY SUBDIVISION OF SECTION 71 , H.T. & B.R.R.COMPANY SURVEY) ABSTRACT 291, BRAZORIA COUNTY, TEXAS), SAID TERRITORY BEING MORE SPECIFICALLY DESCRIBED IN EXHIBIT "A" ATTACHED HERETO; FIRST APPROVING A SERVICE AGREEMENT FOR ALL OF THE AREA WITHIN SUCH TERRITORY AS REQUIRED BY TEXAS LOCAL GOVERNMENT CODE § 43.0672; MAKING FINDINGS; CONTAINING OTHER PROVISIONS RELATED TO THE SUBJECT; AND PROVIDING A SAVING AND A SEVERABILITY CLAUSES.

WHEREAS, the **Texas Local Government Code**, Subchapter C-3. *Annexation of Area On Request of Owners,* Sec. 43.0671. et seq. provides a legal mechanism and procedure for the voluntary annexation of certain Territory into the city limits of a home-rule municipality; and

WHEREAS, on or about October 2, 2025, the City of Manvel received request(s) for voluntary annexation of certain Territory into the City by BCS and the corresponding property owners of said Territory; and

WHEREAS, said Territory is approximately 47.3156 acres generally located at the Northwest Corner of SH 6 and Kirby Drive, in the City of Manvel, Texas; and

WHEREAS, the land use for the Territory proposed for annexation is intended to be commercial (retail center), with land use being more definitely defined by a Planned Unit Development zoning district and document; and

WHEREAS, it is the intent that this annexation and related Service Agreement only be approved along with the approval of the Planned Unit Development zoning district and other related agreements mutually agreed to by the property owner(s)/designee and City of Manvel; and

WHEREAS, pursuant to receipt of said request(s) for voluntary annexation, a public hearing was held at 6:00 p.m. on November 3, 2025; and

WHEREAS, the public hearing was convened at in the City Council Chambers, located at 20031 Morris Avenue, Manvel, Texas, and all interested parties were given an opportunity to be heard; and

WHEREAS, notice of such public hearing was given by publication on the City of Manvel's internet website, and in the *Alvin Sun* on October 19, 2025, said newspaper having general circulation within the City and within the Territory proposed to be annexed. Such notices and hearings were all in conformity with the Chapter 43, **Texas Local Government Code**, as amended; and

WHEREAS, the City Council of the City of Manvel, Texas (the "City") now finds, determines and declares that the Territory is described as being approximately 47.3156 acres of land, located at the Northwest Corner of SH6 intersection, said Territory containing a 34.2791 acre tract and a 11.3999 acre tract separated by a 40-foot wide (0.844 acre) unimproved right-of-way, situated in H.T. & B. Railroad Company Survey, Section 71, Abstract No. 291, Brazoria County, Texas, and a 1.6366 acre tract being a portion of Lot 29 of Emigration Land Company Subdivision

of Iowa Colony H.T. & B. Railroad Company Survey No. 71 (also referred to as the Immigration Land Company Subdivision of Section 71, H.T. & B.R.R. Company Survey) Abstract 291, Brazoria County, Texas; said Territory is more particularly described herein and more particularly described and shown in Exhibit "A," attached hereto and made a part hereof (the "Territory").

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MANVEL:

Section 1. The facts and recitations set forth in the preamble of this Ordinance are hereby found to be true and correct. The City Council hereby finds that all laws of the State of Texas and the City Charter and ordinances of the City of Manvel regulating annexation of areas into the City of Manvel have been met.

Section 2. As a prerequisite required by **Texas Local Government Code** § 43.0672, the "Service Agreement" for the extension of municipal services into the Territory to be annexed into the City by the provisions of this Ordinance is hereby approved first. The Service Agreement is attached hereto as Exhibit "B" and made a part hereof for all purposes. Such Service Agreement sets forth the list of each service the City will provide, and a schedule. The City Manager is authorized to execute the Service Agreement upon approval as to form by the City Attorney, and upon full adoption of this Ordinance.

Section 3. The boundary limits of the City of Manvel, Texas, are hereby extended to embrace and include all of the Territory described as being approximately 47.3156 acres of land, located at the Northwest Corner of SH6 intersection, said Territory containing a 34.2791 acre tract and a 11.3999 acre tract separated by a 40-foot wide (0.844 acre) unimproved right-of-way, situated in H.T. & B. Railroad Company Survey, Section 71, Abstract No. 291, Brazoria County, Texas, and a 1.6366 acre tract being a portion of Lot 29 of Emigration Land Company Subdivision of Iowa Colony H.T. & B. Railroad Company Survey No. 71 (also referred to as the Immigration Land Company Subdivision of Section 71, H.T. & B.R.R. Company Survey) Abstract 291, Brazoria

County, Texas; said Territory is more particularly described and shown in Exhibit "A" attached hereto, and such Territory is hereby annexed to and made a part of the City for all purposes.

Section 4. The City Council officially finds, determines, recites, and declares that a sufficient written notice of the date, hour, place, and subject of this meeting of the City Council was posted at a place convenient to the public at the City Hall of the City for the time required by law preceding this meeting, as required by Chapter 551, Texas Government Code; and that this meeting has been open to the public as required by law at all times during which this Ordinance and the subject matter hereof has been discussed, considered, and formally acted upon. The City Council further ratifies, approves, and confirms such written notice and the contents and posting thereof.

Section 5. The city secretary is hereby directed to file a certified copy of this ordinance with the County Clerk of Brazoria County, and such other appropriate officials and agencies as may be required by law.

Section 6. Savings Clause. If any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application thereof ineffective or inapplicable as to any territory, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no wise affect, impair, or invalidate the remaining portion or portions thereof, but as to such remaining portion or portions, the same shall be and remain in full force and effect; and should this Ordinance for any reason be ineffective as to any part of the Territory hereby annexed to the City of Manvel, such ineffectiveness of this Ordinance as to any such part or parts of any such Territory shall not affect the effectiveness of this Ordinance as to all of the remainder of such Territory or area, and the City Council hereby declares it to be its purpose to annex to the City of Manvel every part of the Territory described in Section 2 of this Ordinance, regardless of whether any other part of such described Territory is hereby effectively annexed to the City. Provided, further, if there is included in the general description of the Territory set out in Section 3 of this Ordinance to be hereby annexed to the City of Manvel any territory which is already a part of and included within the general limits of the City of Manvel, or which is presently part of and included in the limits or extraterritorial jurisdiction of any other city, town, or village, or which is not within the City of Manvel's jurisdiction to annex, the same is

hereby excluded and excepted from the Territory to be annexed hereby as fully as if such excluded and excepted territory were especially and specifically described herein.

Section 7. This Ordinance shall be effective upon its final adoption by City Council.

PASSED AND APPROVED on first reading this _____ day of _____, 2025.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____ day of _____, 2025.

CITY OF MANVEL, TEXAS

_____
Dan Davis, Mayor

ATTEST:

_____
Tammy Bell
City Secretary

APPROVED AS TO FORM:

_____
Robert Gervais, City Attorney

EXHIBIT A

TERRITORY DESCRIPTION/MAP

EXHIBIT B

SERVICE AGREEMENT

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: November 3, 2025

TOPIC: Public Hearing followed by discussion of a request to establish a Planned Unit Development (PUD) with State Highway 6 Overlay (PUD/SH6) zoning district, for approximately 47.3156 acres of land, proposed for annexation into City of Manvel City Limits, located at the northwest corner of Kirby Drive and State Highway 6/Morris Avenue (Property IDs: 1676950 & 167695).

BACKGROUND:

- The subject site is generally bounded by Manvel Town Center to the east and State Highway 6/Morris Avenue to the south. The property, approximately 47.3156 acres, is currently undeveloped and located within the City of Manvel Extraterritorial Jurisdiction (ETJ). The applicant, EHRA Engineering, on behalf of property owner, is requesting annexation of the site into the City of Manvel City Limits and the establishment of a Planned Unit Development (PUD) district with a potential 380 agreement.
- The proposed PUD, titled "Manvel Crossing," is proposed as a master-planned, mixed-use commercial development, including retail, office, hotel, and restaurant uses. The project is intended to incorporate coordinated architecture, a comprehensive land use table, landscaping requirements, pedestrian-friendly amenities, and internal circulation, including multiple access points from SH6 and Kirby Drive. Surrounding properties are primarily undeveloped, agricultural, or commercial along SH6. The applicant has provided a PUD document that will govern the land use allowances and development standard for the development. The proposed PUD document includes certain provisions that deviate from the current City standards but are necessary for the development according to the applicant. Staff has provided input and comments on the PUD document for the applicant to consider prior to the meeting. (The applicant has provided a revised PUD document addressing staff comments which is attached)
- The Notice of Public Hearing was published in the newspaper of general circulation and all property owners within 200 feet of the property were notified. At the time of writing this report, no information inquiries have been received, and staff is not aware of opposition.
- **Please Note (Input from City Attorney):**
  - Texas Local Gov't Code § 211.007(b) mandates that a city council may not take action on a zoning district change or zoning regulation until it receives the final report (recommendation) from the Planning, Development & Zoning Commission.
  - The Planning, Development & Zoning Commission tabled action on their recommendation to city council on Monday, October 27, 2025, to have additional time to review. The item is placed on the agenda so that Council may begin receiving information and discussing the proposed PUD.
  - <u>Council will be unable to take action on the ordinance at this meeting (Monday, November 3, 2025) and the item must be postponed until the next meeting.</u> It is anticipated that the Council will have received the recommendation from PD&Z before the next council meeting.
  - <u>Additionally, the public hearing on the PUD should be "continued" until the next meeting and re-opened then, to have the required public input after receipt of the PD&Z recommendation, but before action on the ordinance.</u>

STAFF RECOMMENDATION: Staff supports the establishment of a PUD for the subject site being proposed for annexation. The proposed project aligns with the goals of the Comprehensive Plan, however, some of the details included in the PUD document need reconsideration. These details that need reconsideration include landuse allowances, general clarifications, revising or adding exhibits, reorganizing sections, and possible typographic errors.

PD&Z PUBLIC HEARING (October 27, 2025): No Public comments were received. The applicant addressed the Commission to explain the proposed project. The Commission expressed the need for additional time to review the PUD document.

PD&Z RECOMMENDATION: The PD&Z Commission voted to table the item

ATTACHMENTS: Staff report to PDZ Commission, PUD document (revised since the PD&Z Commission meeting), Traffic Impact Analysis, and Application material.

FUNDING ISSUES

_X_ Not applicable
___ Not budgeted
___ Full amount already budgeted
___ Funds to be transferred from Acct.#

SUBMITTING STAFF MEMBER Jose Abraham, Director of Development Services	**FINANCE DIRECTOR APPROVAL** __NA___ **CITY MANAGER APPROVAL** ___YES___

STAFF REPORT TO PLANNING, DEVELOPMENT, AND ZONING COMMISSION

Planned Unit Development

Agenda of:	October 27, 2025	**Initiated By:**	Jose Abraham Director, Development Services
Subject:	Establishing a PUD with State Highway 6 Overlay (PUD/SH6)	**Presented By:**	Jose Abraham Director, Development Services
Recommended Action:	A Public Hearing followed by consideration and action to provide a recommendation to City Council.		

SUMMARY

The subject site, located at the northwest corner of Kirby Drive and State Highway 6/Morris Avenue (Property IDs: 1676950 & 167695), is generally bounded by Manvel Town Center to the east and State Highway 6/Morris Avenue to the south. The property, approximately 47.3156 acres in size, is currently undeveloped and located outside the City limits within Manvel's Extraterritorial Jurisdiction (ETJ). The applicant, EHRA Engineering, on behalf of the property owner, BCS Capital Group, is requesting annexation of the subject tract into the City of Manvel and the establishment of a Planned Unit Development (PUD) district. The proposed PUD, titled "Manvel Crossing," is intended to facilitate a mixed-use commercial development that includes light commercial uses such as hotels, retail, offices, and restaurants. The applicant has provided a PUD document that will govern the land use allowances and development standard for the development. The proposed PUD document includes certain provisions that deviate from the current City standards but are necessary for the development according to the applicant. Staff has provided input and comments on the PUD document for the applicant to consider prior to the meeting.

Staff Recommendation: Staff supports the approval of a PUD for the subject site upon annexation, however, the proposed PUD document requires changes for staff to recommend approval.

EXHIBITS

Aerial Vicinity Map, Zoning Vicinity Map, Major Thoroughfare Plan Map, Letter of Request, and Public Hearing Notice. (Attachment – Survey, Service unit equivalency, PUD application, proposed TIA)

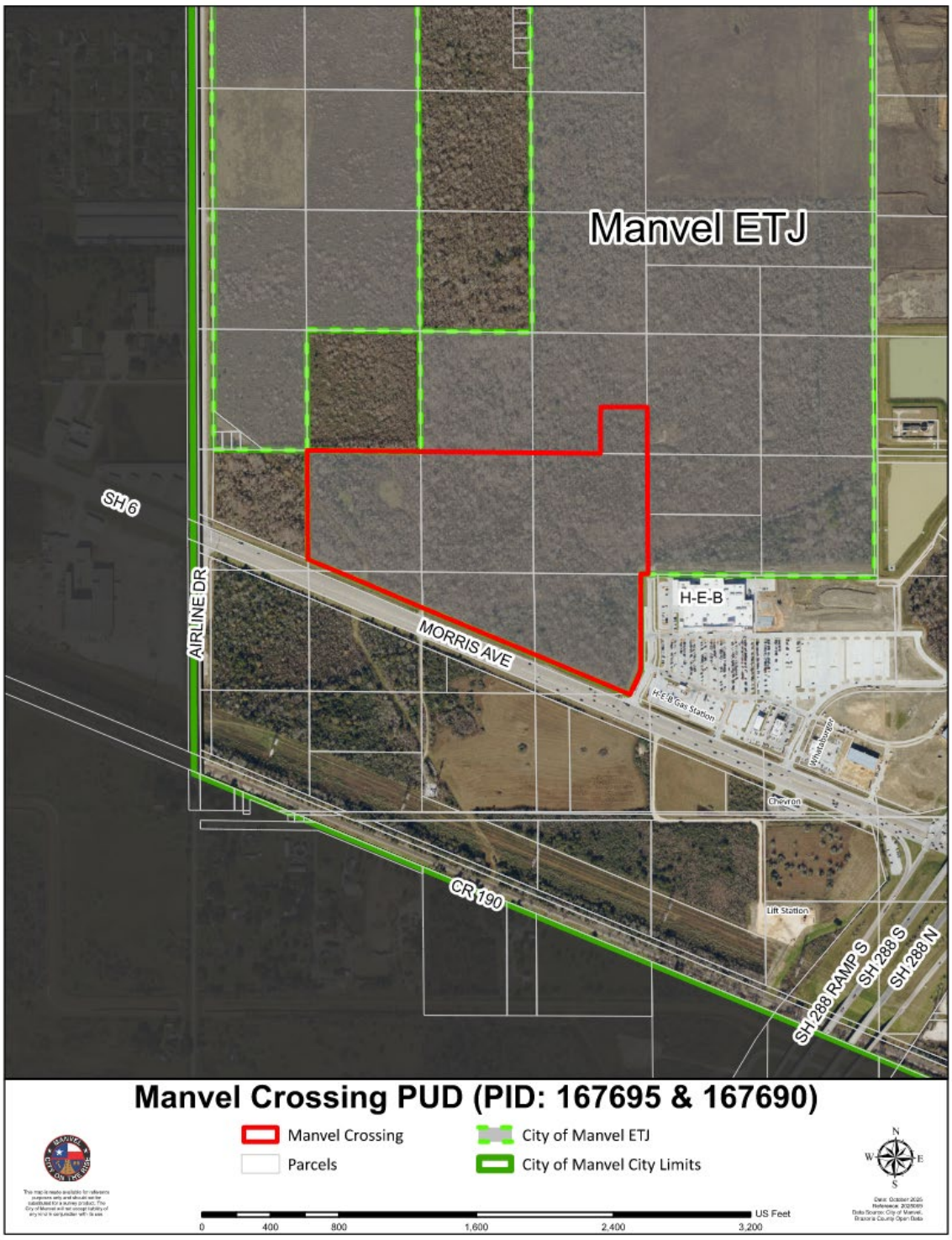
GENERAL SITE INFORMATION

The following is a summary of general site information.

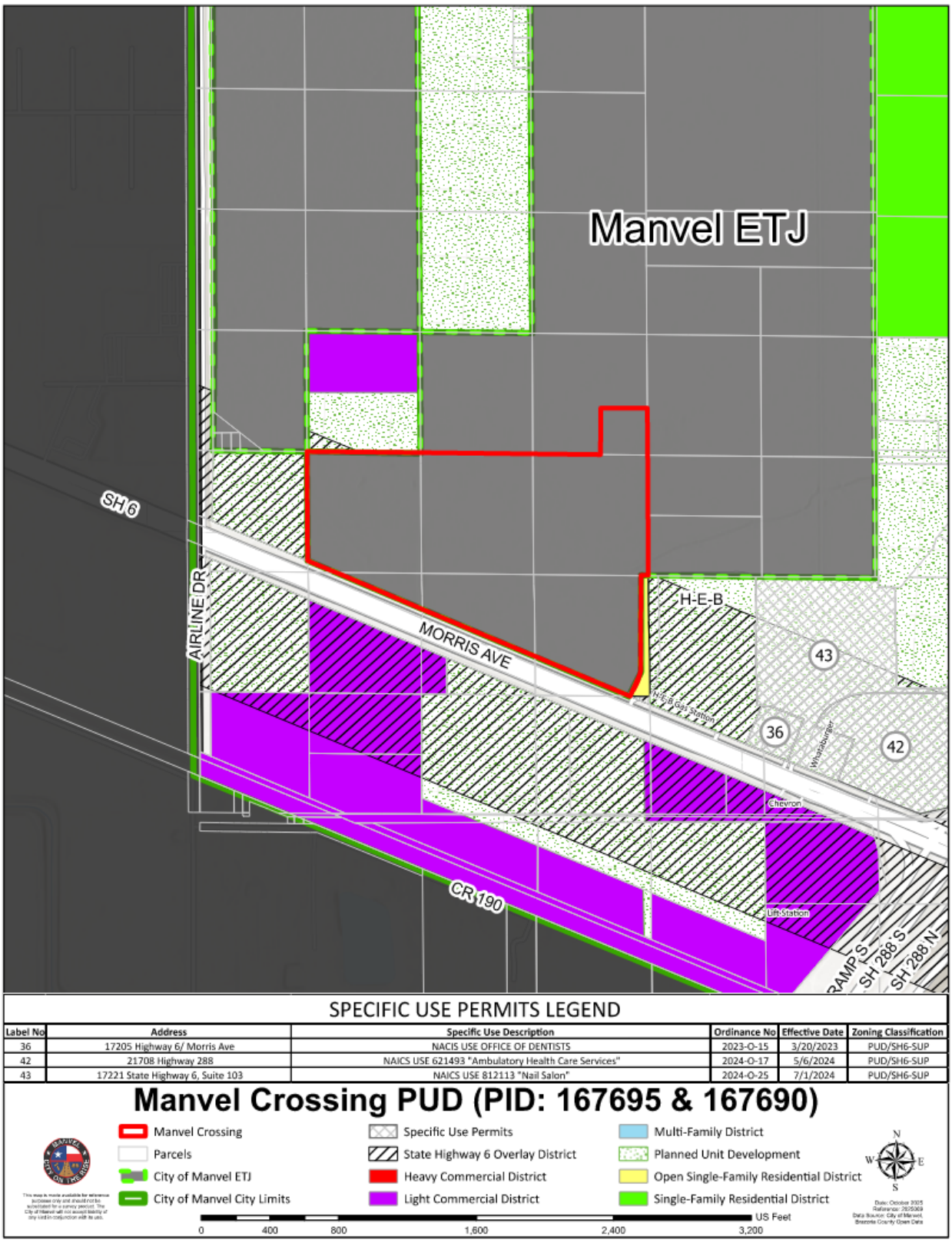
Surrounding Property Zoning	**North:** City of Manvel's Extra Territorial Jurisdiction (ETJ) / Planned Unit Development (PUD) / Light Commercial District (LC) / State Highway 6 Overlay District (SH6) **South:** PUD / LC / SH6 **East:** ETJ / PUD / SH6 **West:** PUD / SH6
Surrounding Land Use	**North:** Future Manvel Town Center / Future Primrose Residential Development **South:** Future Manvel Town Center / undeveloped land / Chevron gas station with convenience store **East:** Manvel Town Center HEB / Future Primrose Residential Development **West:** Future Manvel Town Center

Major Thoroughfare	Subject site is located along State Highway 6/Morris Avenue and Kirbey Drive.

AERIAL VICINITY MAP



ZONING VICINITY MAP



SPECIFIC USE PERMITS LEGEND

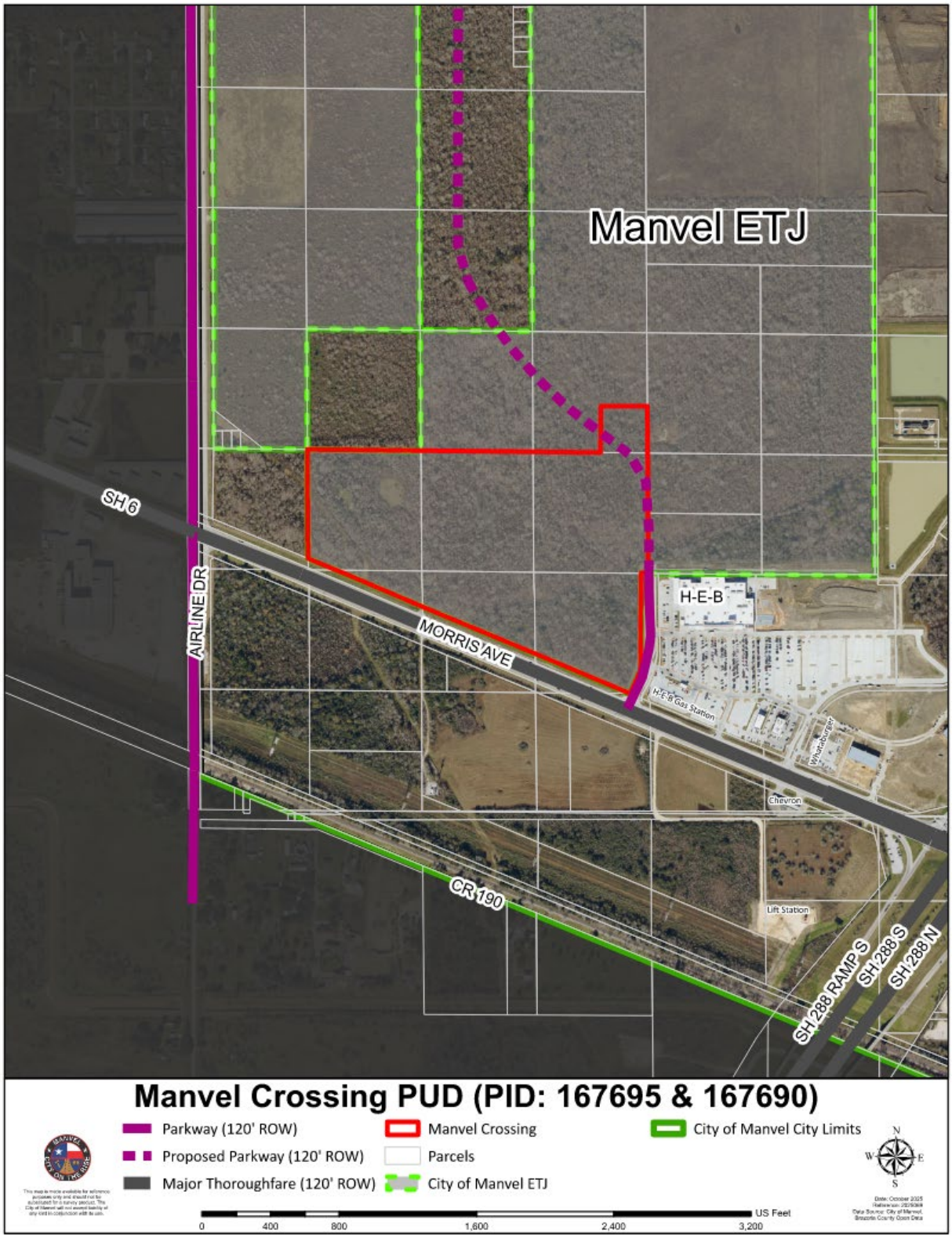
Label No	Address	Specific Use Description	Ordinance No	Effective Date	Zoning Classification
36	17205 Highway 6/ Morris Ave	NACIS USE OFFICE OF DENTISTS	2023-O-15	3/20/2023	PUD/SH6-SUP
42	21708 Highway 288	NAICS USE 621493 "Ambulatory Health Care Services"	2024-O-17	5/6/2024	PUD/SH6-SUP
43	17221 State Highway 6, Suite 103	NAICS USE 812113 "Nail Salon"	2024-O-25	7/1/2024	PUD/SH6-SUP

Manvel Crossing PUD (PID: 167695 & 167690)

- Manvel Crossing
- Parcels
- City of Manvel ETJ
- City of Manvel City Limits
- Specific Use Permits
- State Highway 6 Overlay District
- Heavy Commercial District
- Light Commercial District
- Multi-Family District
- Planned Unit Development
- Open Single-Family Residential District
- Single-Family Residential District

US Feet: 0, 400, 800, 1,600, 2,400, 3,200

MAJOR THOROUGHFARE PLAN MAP



ZONING ORDINANCE PROVISIONS FOR ANNEXATION

In the Section 77-79, *Zoning at time of annexation,* of the Zoning Ordinance, it states: "*the default zoning district for any area annexed into the city for full purposes shall be open single-family residential (O-SFR). Notwithstanding the foregoing, the council may establish a different zoning district for land being annexed into the city, based on the city's comprehensive plan, at the same time as the land is annexed into the city limits."*

The applicant is requesting establishing a Manvel Crossing Planned Unit Development for the subject site proposed for annexation into City of Manvel City Limits. State Highway 6 Overlay district (PUD/SH6) will apply to a large portion of the subject site.

PURPOSE AND INTENT OF THE PROPOSED ZONING DISTRICT

According to the section 77-29, *Planned Unit Development (PUD) district*, of the Zoning Ordinance purpose of PUD "*is to promote diversity and creativity in site design. The PUD process is provided as an option to encourage unique developments which may combine a mixture of residential and non-residential land uses and building functions. The PUD allows flexibility in the application of development standards by permitting departures from the conventional siting, setback, and density requirements of a particular zoning district in the interest of achieving site development not otherwise possible."*

PROJECT DETAILS

The proposed Manvel Crossing PUD encompasses approximately 47.3156 acres located at the northwest corner of Kirby Drive and State Highway 6. According to the ordinance, the project qualifies as a Medium PUD Development based on its total area. The project is designed as a master-planned, mixed-use commercial development intended to establish a cohesive destination for retail, dining, and professional services in the growing Manvel area. The PUD proposes a combination of light commercial uses including retail centers, restaurants, hotels, offices, and supporting services, creating an active commercial corridor along Highway 6 that complements nearby developments such as Manvel Town Center.

The development will feature a comprehensive internal circulation network with multiple access points from Highway 6 and Kirby Drive, supported by pedestrian connections and landscaped public areas. The PUD establishes detailed architectural and site design standards to ensure high-quality development, including masonry requirements, signage criteria, and landscape buffering. Stormwater management will be provided through on-site detention facilities designed to meet City and Brazoria County Drainage District No. 4 requirements. Upon annexation, the site will be served by City water and wastewater infrastructure. Overall, Manvel Crossing aims to provide expanded commercial amenities, employment opportunities, and tax base growth while maintaining the "town and country" character of Manvel through consistent design and landscaping standards.

Establishing the Manvel Crossing PUD for the subject property would allow for the following land uses:

1. Abstract or Title Company
2. Accounting, Tax Preparation, Bookkeeping, and Payroll Services
3. Administrative Support Services
4. Advertising Agency
5. Ambulatory Health Care Services

6. Antique Store
7. Art Gallery
8. Arts and Crafts Store
9. Automobile Repair and Maintenance
10. Automotive Part and Accessory Retailers
11. Bakery (Retail)
12. Banks and Financial Institutions (including drive-through and outdoor ATM)
13. Barber or Beauty Shop
14. Bookstore
15. Building Material, Garden Equipment, and Supplies Dealers
16. Cafeteria
17. Catering Services
18. Cellular Phone Sales and Repair Store
19. Childcare Facility
20. Clinic
21. Clothing Store (no re-used clothing)
22. Collection Agency
23. Computer Sales and Repair Store
24. Convenience Store (with or without gasoline, liquor, or beer and wine sales)
25. Dance Studio
26. Delivery Service
27. Dental Clinic
28. Department Store
29. Drafting Service
30. Drinking Places (Alcoholic Beverages)
31. Drug Store (with or without liquor, beer, or wine sales)
32. Dry Cleaning Storefront (no dry-cleaning plant)
33. Educational Support Services
34. Electronic Sales and Repair Store
35. Filling or Service Station (including oil change and inspection)
36. Fitness and Recreational Sports Centers (including martial arts, dance, etc.)
37. Florist Shop
38. Full-Service Restaurant
39. Food and Beverage Store
40. Furniture Store
41. Gasoline Station with Convenience Retail
42. General Merchandise Retailers
43. Gift Shop
44. Gun Shop
45. Grocery Store
46. Hardware Store
47. Home Improvement Store
48. Home Appliance Store
49. Housewares and Linens Store
50. Mini-Warehouse / Self-Storage (Lessor of)
51. Locksmith

52. Maintenance Facility
53. Medical and Healthcare Services
54. Medical Supply Store
55. Microbrewery (with or without food service)
56. Minor Utilities
57. Mixed-Use Development
58. Mortgage Company
59. Motel or Hotel
60. Motion Picture Theater / Dinner Theater
61. Motor Vehicles and Parts Sales
62. Musical Instrument Store
63. Nursery, Garden Center, or Farm Supply Retailer
64. Office Supply and Machinery Store / Repairs
65. Optician or Optometrist
66. Personal Services (salon, spa, etc.)
67. Personal Climate-Controlled Self-Storage
68. Personal and Household Goods Store
69. Pharmacy
70. Postal Service
71. Professional Office
72. Public Facilities
73. Public Safety Site
74. Radio Sales and Repair
75. Radio Studio (excluding tower)
76. Real Estate Office
77. Record and Tape Store
78. Recreational Facilities
79. Religious Assembly
80. Restaurant with Microbrewery
81. Restaurant (Limited or Quick Service, with or without drive-thru)
82. Retail (General)
83. Retail Warehouse Clubs and Supercenters
84. Scientific and Technical Services
85. Shoe Store or Repair Shop
86. Sporting Goods Store
87. Studio (Art, Music, or Photo)
88. Tailor
89. Tavern
90. Telecommunication Towers
91. Temporary Uses (as allowed under Section 77-29)
92. Toy Store
93. Travel Agency
94. Veterinary Services
95. Video Arcade
96. Warehouse and Storage – ancillary to primary use

The following sections provide staff's analysis of the proposed Manvel Crossing PUD and some key points for consideration.

1. *The proposal is unique in design to warrant the use of a PUD and the development is not possible using the existing zoning regulation of the property*:
   The Manvel Crossing proposal represents a master-planned commercial development integrating retail, office, hotel, and restaurant uses with coordinated architecture, internal circulation, shared drainage, and unified signage. These features cannot be achieved under standard Light Commercial (LC) zoning. The PUD is necessary to:
   - Combine multiple uses with shared infrastructure and coordinated design.
   - Allow flexibility in setbacks, signage, and drainage placement.
   - Accommodate building heights up to 150 feet for office/medical uses, exceeding the standard 60-foot LC limit.

2. *The project depicts creative land development, providing a variety in the development patterns of the city which conform to the intended purpose of the city's comprehensive plan and vision statement*:

   The PUD introduces a master-planned commercial development that aligns with the City of Manvel Comprehensive Plan, promoting economic growth and a balanced land-use mix. Key elements include:
   - Multi-parcel layout with internal connectivity to reduce SH6 driveway congestion.
   - Architectural and landscape guidelines creating a unified visual character.
   - Enhanced pedestrian routes and landscape design promoting walkability.

3. *Mixed uses and building functions if proposed shall be complementary, and pose minimal impact to adjacent uses or function*:

   The PUD's land uses—retail, office, hotel, and restaurants—are designed to complement surrounding areas, including Manvel Town Center and nearby residential developments. Standards include:
   - Shared parking and access to minimize traffic impacts.
   - Buffers and landscaping along the site perimeter.
   - Restrictions on incompatible uses and transitions in height and materials.

4. *Development within the PUD encourages the use of alternative transportation circulation between structures and open spaces, including pedestrian and bicyclist*:

   The PUD includes an Internal Circulation Plan (Exhibit 2) providing public access easements (PAEs) parallel and perpendicular to SH6, which allow interconnectivity among parcels and adjacent tracts. Additionally:
   - The plan encourages walkable retail nodes and shared pedestrian corridors between buildings. However, sidewalks along SH6 are not currently proposed, limiting pedestrian connectivity and access to nearby developments.
   - Landscape buffers and shaded pedestrian routes enhance comfort and connectivity.

5. *Landscaping areas shall visually enhance the structures within the development and conform to the city's comprehensive plan and vision statement*:

The PUD includes landscaping standards to enhance site aesthetics and create a cohesive development. Features include: Street trees, parking lot landscaping, and trees along SH6.

6. *The proposed project is in compliance with the minimum development requirements described in the PUD Manual:*

   In general, the PUD demonstrates conformance with the City's PUD Manual. However, some outstanding items must be verified or revised and are required to be addressed, including:
   - Legal description and acreage.
   - Permitted and prohibited uses.
   - Infrastructure, architectural, signage, and landscape standards.
   - Drainage coordination with adjacent properties.
   - Master Plan.
   - Future phase plan.
   - Site plan.

STAFF RECOMMENDATION

Staff supports the establishment of a PUD for the subject site being proposed for annexation. The proposed project aligns with the goals of the Comprehensive Plan, however, some of the details included in the PUD document need reconsideration. These details that need reconsideration include landuse allowances, general clarifications, revising or adding exhibits, reorganizing sections, and possible typographic errors. (Proposed Ordinance No. 2025-O-33).

Following are some of the significant items that need reconsideration/discussion:

- Provision of residential use;
- Allowance of uses that would generally require a SUP;
- Considering NAICS Code for Landuse allowances;
- Application of codes as amended from time to time;
- Consideration of future deviations, interpretation, and appeal to administrative interpretation;
- Certain clarification for Sign requirements;
- Clarification on Tree Preservation provisions;
- Clarification on deviation from LC district height allowance;
- Clarification on Temporary uses,
- Parking stall dimensions, parking ratios, use of parking spaces for temporary storage and display of merchandise.

PUBLIC HEARING

The Notice of Public Hearing was published in the newspaper of general circulation. All property owners within 200 feet of the property were notified. At the time of writing this report, staff has received one informational inquiry and is not aware of any opposition to the request.

REQUEST LETTER

EHRA
ENGINEERING THE FUTURE
SINCE 1936

TBPE No. F-726
TBPLS No. 10092300

October 8, 2025

Jose Abraham
Director of Development Services
City of Manvel
20031 Highway 6
Manvel, TX 77578

Re: BCS Commercial Project - Planned Unit Development (PUD)

Jose,

On behalf of our client, BCS Capital Group, I respectfully request the Manvel Crossing Planned Unit Development located adjacent to Kirby Dr and Highway 6, west of State Highway 288, and generally east of County Road 46. A metes and bounds description and survey can be found attached to this application.

This request is for a Planned Unit Development, with the intent of creating a commercial shopping center that will offer amenities to the surrounding area. The site is roughly forty-nine 49 acres, composed of 13 commercial lots, with three detention reserves. With this request, deviations from the original regulations will be requested to provide the city with unique quality development not limited to a mixture of retail, commercial services, and food options. The deviation table can be found in the draft PUD document.

The developer intends to construct a portion of Kirby Dr due north, as well as build a stub out for future Rodeo Dr as part of the project. Please refer to the exhibits in the draft PUD for reference.

Should any additional information or supporting documentation be required, please do not hesitate to contact me. I would be happy to assist in any way necessary.

Thank you for your consideration,

Regards.

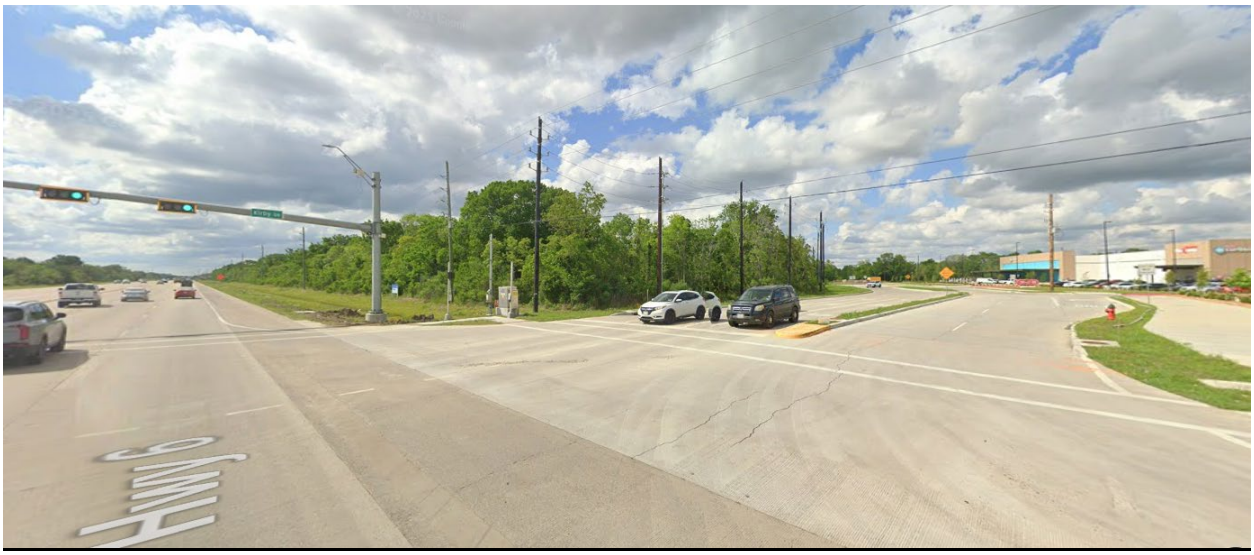
Ian Knox
Planner III | Planning and Visioning
EHRA Engineering

Attachment: Draft PUD Document
Attachment: Survey and Metes and Bounds
Attachment: Letters of Consent

PUBLIC HEARING NOTICE PUBLISHED ON SUNDAY 10/19/2025

A PUBLIC HEARING WILL BE HELD AT MANVEL CITY HALL, 20031 HWY 6, MANVEL, TX 77578 AT 6:00 P.M. ON MONDAY, OCTOBER 27, 2025 BEFORE THE MANVEL PLANNING, DEVELOPMENT, AND ZONING COMMISSION AND AT 6:00 P.M., ON MONDAY, NOVEMBER 03, 2025 BEFORE THE MANVEL CITY COUNCIL TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, TO ESTABLISH PLANNED UNIT DEVELOPMENT (PUD) ZONING DISTRICT AND ADOPTING A PUD DOCUMENT PROVIDING FOR ZONING AND DEVELOPMENT RELATED PROVISIONS AND REQUIREMENTS IN ACCORDANCE WITH SECTION 77-79.(A) OF CITY OF MANVEL'S ZONING ORDINANCE; FOR AN APPROXIMATE 47.3156 ACRES OF LAND, PROPOSED FOR ANNEXATION INTO CITY OF MANVEL'S CITY LIMITS AND SUBSEQUENT DEVELOPMENT AS A RETAIL CENTER; LOCATED AT THE NORTHWEST CORNER OF STATE HIGHWAY (SH) 6 AND KIRBY DRIVE INTERSECTION; CONTAINING A 34.2791 ACRE TRACT AND A 11.3999 ACRE TRACT SEPARATED BY A 40-FOOT-WIDE (0.844 ACRE) UNIMPROVED RIGHT-OF-WAY; SITUATED IN H.T.&B. RAILROAD COMPANY SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, AND A 1.6366 ACRE TRACT BEING A PORTION OF LOT 29 OF EMIGRATION LAND COMPANY SUBDIVISION OF IOWA COLONY H.T.&B. RAILROAD COMPANY SURVEY NO. 71 (ALSO REFERRED TO AS THE IMMIGRATION LAND COMPANY SUBDIVISION OF SECTION 71, HT&B RR COMPANY SURVEY) ABSTRACT 291, BRAZORIA COUNTY, TEXAS); PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF. /S/ TAMMY BELL, CITY SECRETARY.

SITE PICTURES

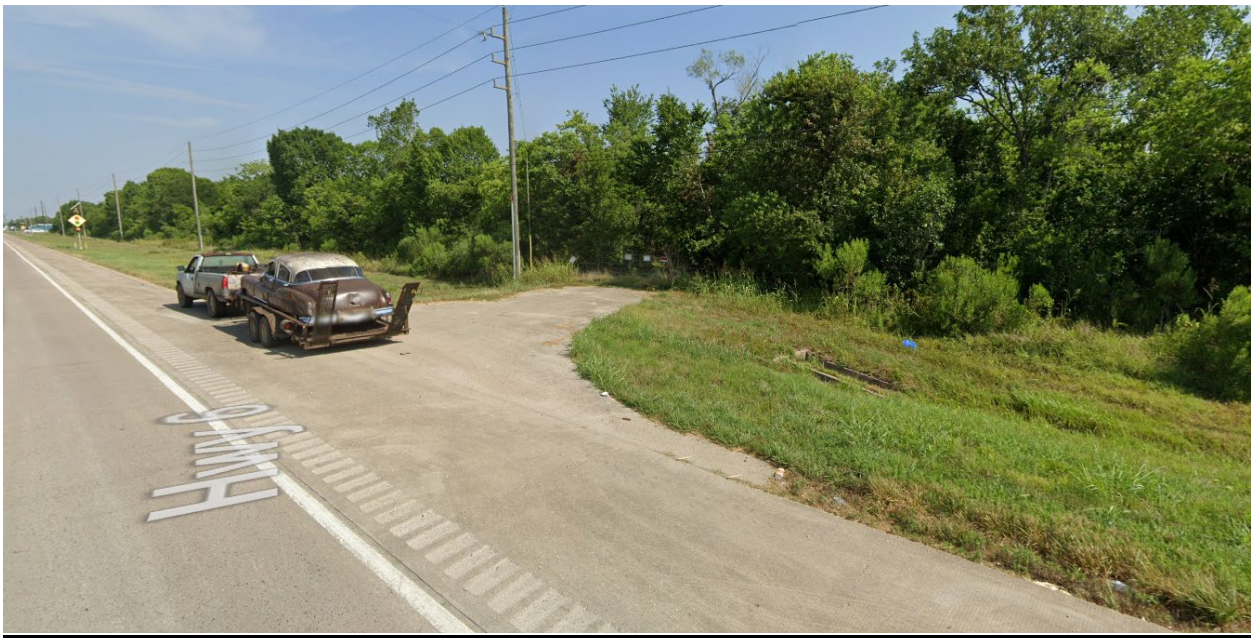


View of the subject site from Highway 6 (south east corner)

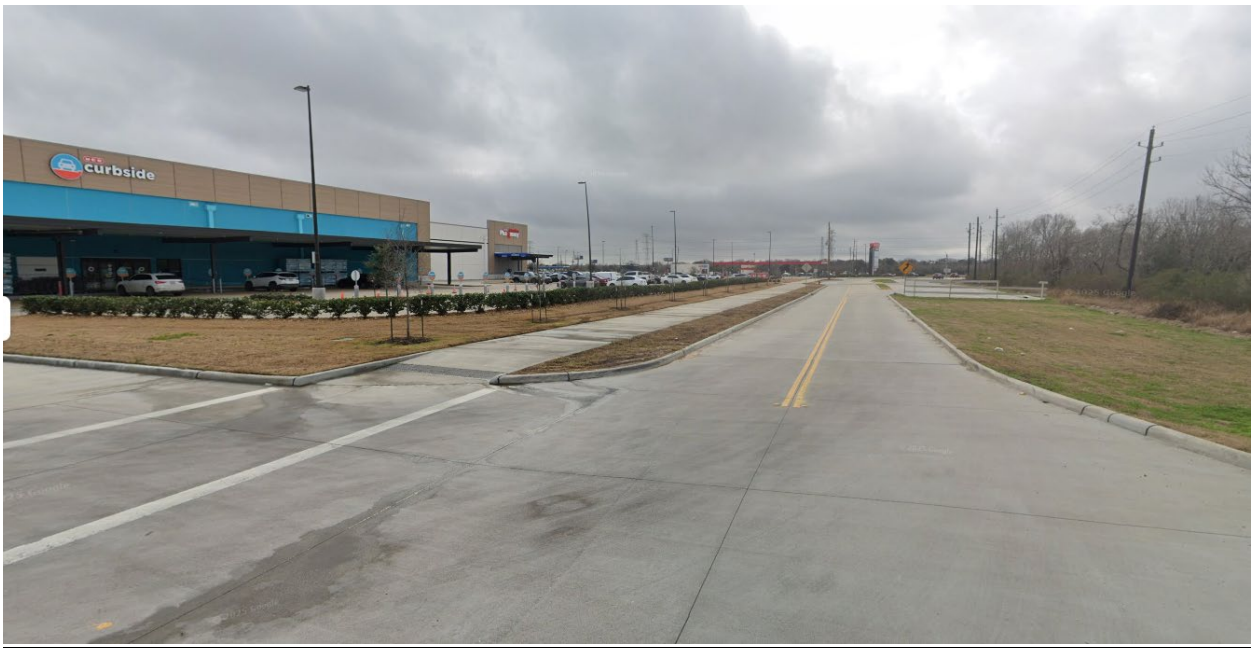


View of the subject site from Highway 6 (south west corner)

SITE PICTURES



View of the subject site from Highway 6 (40 foo undeveloped ROW)



View of Kirby Drive from North to the south

SITE PICTURES



View of the subject site from Manvel Town Center - HEB

Section 5.0 Application Materials

This section includes:

1) Application Materials Checklist
2) Submission Fees
3) Application
4) Application Flowchart

Application Materials Checklist

To apply for a Planned Unit Development (PUD), eight (8) complete sets of the following materials and the required PUD plan exhibits to the City of Manvel (Please check all items submitted):

- ☐ Completed PUD application form
- ☐ Application fee
- ☐ Original letter of consent signed by all owners (if applicable)
- ☐ 24" x 36" prints of the PUD plan exhibits (Refer to Minimum Exhibit Requirements)
- ☐ Title Report, Letter, or Attorney Statement
- ☐ Copy of the confirmation of review from Alvin Independent School District
- ☐ Certificates of water and sewer availability
- ☐ Traffic study or letter from City Traffic Engineer stating no such study is required
- ☐ Letter detailing the development, anticipated build-out (number of units for residential, gross floor area for office and commercial) the amount of land to be developed, preserved or dedicated, and how public and/or private services will be provided
- ☐ Flood Impact Analysis if any portion of the PUD is located within the 100-year floodplain of floodway
- ☐ Original stamped, PUD plan mark-up from pre-application meeting (if any)
- ☐ Letter stating that all comments made by DRC at the pre-application meeting have been addressed
- ☐ List of requested deviations, if any from the established PUD guidelines with a statement of justification.

Certification

The undersigned hereby certifies that the enclosed Planned Unit Development Application and materials meets all of the City of Manvel requirements contained in Section 77-29 of the Zoning Ordinance and the PUD Manual.

_____ _____

NAME DATE

_____

TITLE

Submission Fees

A onetime fee of $2,500.00 will be paid for by the applicant for each pre-application meeting with the DRC prior to the formal submittal of a PUD application.

All fees related to the review and processing of PUD applications must be received by the City prior to the initiation of the PUD review process. No pre-application meetings and/or formal application submittals will be processed until all required fees have been paid. ALL FEES MUST BE PAID IN FULL before the PUD application can be placed on the Planning, Development and Zoning Commission agenda or the City Council agenda for action.

PUD fees are as follows:

1. Review Fees: All PUD applications must be accompanied with a Review Fee based on the size of the PUD.
   A. Small PUD:
      1. Four Thousand Dollars ($4,000)
   B. Medium PUD (Master Plan only, all future phases must be submitted for site plan review and pay appropriate fees as shown below)
      1. Four Thousand Dollars ($4,000), and
         a. Per Acre Fee of Forty Dollars ($40) per acre or any part thereof
   C. Large PUD (Master Plan only, all future phases must be submitted for site plan review and pay appropriate fees as shown below)
      1. Master plan less than one thousand (1,000) acres
         a. Ten Thousand Dollars ($10,000), and
         b. Per Acre Fee of Thirty Dollars ($30) per acre or any part thereof, or
      2. Master plan greater than one thousand (1,000) acres
         a. Twenty Thousand Dollars ($20,000), and
         b. Per Acre Fee of Twenty Dollars ($20) per acre or any part thereof in excess of 1,000 acres
   D. Site plan review fees (does not apply to Small PUDs)
      1. Three Thousand Dollars ($3,000)
         a. 10 - 40 acres will have a per acre fee of Forty Dollars ($40),
         b. 41 - 160 acres will have a per acre fee of Twenty-five Dollars ($25), and;
         c. Per acre fee Tewenty Dollars ($20) per acre of any part thereof in excess of 160 acres.

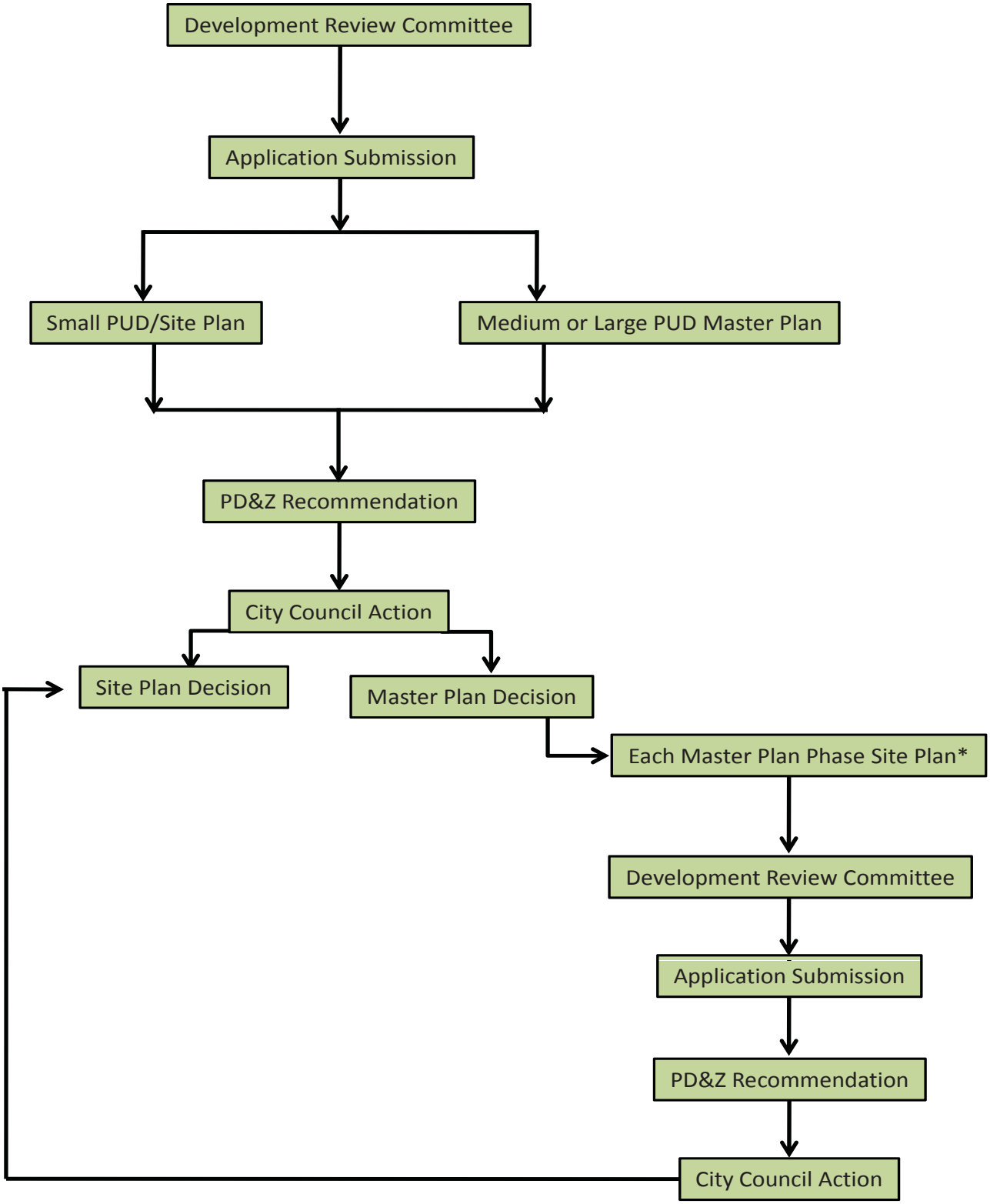
Public Notice Fee: A One Hundred and Fifty Dollar ($150) fee will be charged to the applicant for any review process that requires a public notification.

Additional Services Fee: In addition to the Review Fee, and the Public Notice Fee, an Additional Service Fee, based on the actual hourly cost to the City for staff or outside consultant will be charged to the applicant for the following:

a. Any pre-submission meetings requested by the applicant

b. Any additional review of PUD application submissions, other than the review covered in the Review Fee, requested by the applicant

Figure 6 - Application Process



* Each subsequent development phase must follow the process detailed below.

Staff Use Only:

Date Received: _____

Received by: _____

Date Complete: _____

Completeness Review by:

_____

Planned Unit Development (PUD) Application

Incomplete Applications will not be accepted. Please review application submittal requirements contained in the City of Manvel PUD Manual.

(Please Type or Print Clearly with Dark Ink)

☒ Master Plan PUD ☐ Small PUD ☐ Site Plan Only

General Information

PUD Name: Manvel Crossing

Number of Units Proposed: - Current Zoning Designation: N/A - Currently ETJ

Zoning District under Which PUD Will Be Designed: Planned Unit Development (PUD) once annexed

Address/Location: Northwest corner of Highway 6 and Kirby Dr.

Brazoria County Parcel Number (s): 167695 & 167690 Acres: ~49.525

Legal Description: A0291 HT&BRR TRACT 14-15-22-23-30-31 ACRES 48.1617 & A0291 HT&BRR TRACT 29 ACRES 1.6366

Applicant Information

Name: EHRA Engineering Daytime Phone: (346)-326-9557

Mailing Address: 10011 Meadowglen Ln

City/State/Zip: Houston, TX 77042

Contact Person: Ian Knox

Email Address: _____

Property Owner Information (If different from applicant; attach additional signature page or appropriate letter of consent/agreement if more than one property owner)

Name: Ryan Sweeney, BCS Capital Group Daytime Phone: (281)-216-5717

Mailing Address: 1940 Fountain View Dr, #220

City/State/Zip: Houston, TX 77057

Email Address: _____

CITY OF MANVEL PLANNED UNIT DEVELOPMENT APPLICATION, PAGE 2

(Attach additional sheets if necessary to fully answer the following.)

1. Contiguous Land Ownership- Please specify if the owner(s) own any property that is directly adjacent to the proposed PUD and describe any future projects in adjacent property: The owner does not own any property that is directly adjacent to the proposed PUD.

2. Concept Statement- Brief description of the project including proposed the use or uses: Manvel Crossing is a ~49 acre retail shopping and commercial services development.

The proposed activities and uses shall be shown on an attached PUD plan based on the exhibit requirements for master plan and site plan review. Please refer to the City of Manvel PUD Manual for the master plan and site plan requirements.

3. Statement of Justification- Brief description outlining how the proposed PUD is consistent with the purpose of the Zoning Ordinance and all departures from the provisions of the underlying zoning district that are necessary to provide superior site development: A currently undeveloped piece of land that is lying outside the City limits, this site will be developed to standards similar to the surrounding developments, with architectural design regulations, a comprehensive use table, landscaping, and shopping/dining amenities.

4. Statement of Compliance with the Comprehensive Plan- Description of how the PUD meets or exceeds the City vision as described in the Comprehensive Plan: With the site currently sitting in the ETJ of the City of Manvel, this site is planned to be annexed into the City Limits as part of the overall PUD process. Once annexed into the City, Manvel Crossing will provide amenities and a higher tax base for the community.

5. Statement of Compatibility- Describe how the proposed project is compatible with the surrounding uses and will not have significant adverse impacts on the properties: The majority of properties surrounding the project are undeveloped, or agricultural in nature. To the east of the site is the Manvel Town Center development, to the south, State Highway 6 is abutting the property, and generally around the undeveloped areas and across the highway there are several commercial developments. This indicates that the location of the proposed development aligns with the surrounding land uses.

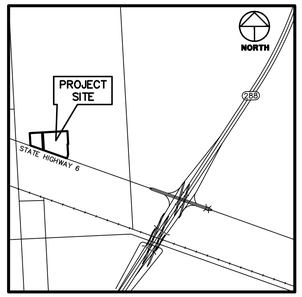
10/06/2025
Date

Ian Knox
Digitally signed by Ian Knox
Date: 2025.10.06 14:39:59 -05'00'
Applicant's Signature

Date

Owner's Signature (If different from Applicant)

The above signed property owners, certify that the above information is true and correct to the best of our knowledge and state that we are the legal owners of the property included in this application and/or designate the applicant to act as our agent with respect to this application. If there are more than one property owner(s), attach additional signature sheets or letter of consent to application.



CITY OF MANVEL, BRAZORIA COUNTY, TEXAS

VICINITY MAP

SCALE: 1" = 2000

NORTH

GRAPHIC SCALE: 1" = 100'

100 0 100 150 200 Feet

BENCHMARK — PUBLISHED ELEVATION – 59.14'

PROJECT BENCHMARK IS BRAZORIA COUNTY DRAINAGE DISTRICT NO. 4 BENCHMARK NO. CR58-1, BEING A BRASS DISK STAMPED "CR58-1" FOUND ON A CONCRETE HEADWALL AT THE INTERSECTION OF OUTFALL "A" AND THE NORTH SIDE OF COUNTY ROAD 58, NEAR CR58 WEST DETENTION. ELEVATION – NAVD88, 2001 ADJUSTMENT.

TEMPORARY BENCHMARK "A" — ELEVATION – 54.64'

TEMPORARY BENCHMARK "A" IS A BOX CUT ON THE CONCRETE FRAME OF AN ELECTRIC PULL BOX LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 6, APPROXIMATELY 1325 WEST OF ITS INTERSECTION WITH KIRBY DRIVE, AND ABOUT 42 FEET WEST OF THE CENTER OF AN ACCESS DRIVE.

TEMPORARY BENCHMARK "B" — ELEVATION – 56.68'

TEMPORARY BENCHMARK "B" IS A BOX CUT ON A TYPE "C" STORM CURB INLET LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 6, AT ITS INTERSECTION WITH KIRBY DRIVE AND ON THE EAST SIDE OF KIRBY DRIVE, APPROXIMATELY 27 FEET NORTHWEST OF A TRAFFIC SIGNAL POLE.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 86°30'32" W	36.57'
L2	S 64°31'29" W	28.29'

CURVE CHART					
CURVE	RADIUS	DELTA	LENGTH	BEARING	CHORD
C1	270.05'	22°51'57"	107.77'	S 08°05'31" W	107.06'

LOT 5
CALLED 201.0164 ACRES
NEW RODEO 288, LTD.
B.C.C.F. NO. 2005039091
VOL.1181, PG. 884 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

TRACT 13
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81-82, B.C.P.R.

LOT 13
CALLED 10.30 ACRES
J.W. WINZELER AND LESLIE R. WINZELER
B.C.C.F. NO. 2005039091

CALLED 201.0164 ACRES
NEW RODEO 288, LTD.
B.C.C.F. NO. 2005039091
VOL.1181, PG. 884 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

LOT 21
CALLED 19.0062 ACRES
NEW RODEO 288, LTD..
VOL. 2, PG. 81, B.C.P.R.
B.C.C.F. NO. 2006043836

TRACT 29
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81, B.C.P.R.

PORTION OF LOT 29
CALLED 1.6366 ACRES
CATHERINE KECK WAGGONER.
B.C.C.F. NO. 2020042539
VOL. 2, PG. 81, B.C.P.R.

TRACT 34
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81-82, B.C.P.R.

SET 5/8 IRC "WINDROSE"

N 86°53'57" E 639.16'

FND 5/8 IR FOR REFERENCE (S 16°54'59" W, 0.30')

SET 5/8 IRC "WINDROSE"

N 86°53'57" E 1,280.25'

FND 5/8 IRC FOR REFERENCE (S 16°18'34" W, .366')

LOT 7
CALLED 10.36432 ACRES
LOT 6
CALLED 8.28689 ACRES
JERRY A. ARGOVITZ
VOL.1151, PG. 839 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

11.3999 ACRES
496,581 SQ.FT.

EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
VOL. 2, PG. 81-82, B.C.P.R.
B.C.P.R. NO. 2022037379

PART TWO "TRACT FOUR"
CALLED 11.395 ACRES
TH PROPERTY, INC.
B.C.C.F. NO. 2002056335
B.C.P.R. NO. 2022037379

N 03°21'05" W 644.48'

S 03°15'50" E 910.78'

N 03°15'50" W 927.47'

40' R.O.W. (UNIMPROVED)
VOL. 2, PG. 81-82, B.C.P.R.

34.2791 ACRES
1,493,196 SQ.FT.

EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
VOL. 2, PG. 81-82, B.C.P.R.
B.C.P.R. NO. 2022037379

PART ONE "TRACT ONE"
CALLED 35.905 ACRES
TH PROPERTY, INC.
B.C.C.F. NO. 2002056335
B.C.P.R. NO. 2022037379

FUTURE KIRBY DRIVE
(PROPOSED 120' WIDE R.O.W.)
B.C.C.F. NO. 2022037379

40' R.O.W. (UNIMPROVED)
VOL. 2, PG. 81-82, B.C.P.R.
ABANDONED PER
B.C.C.F. NO. 2019057985
B.C.C.F. NO. 2019057983

S 03°15'50" E 681.87'

FND 5/8 IRC "BGE INC"

L1

SET 5/8 IRC "WINDROSE"

FND 5/8 IR

FND 5/8 IR

N 70°28'31" W 692.21'

P.O.B. FND 5/8 IR

40°

FND 5/8 IR

STATE HIGHWAY 6
200' R.O.W.
PLAT NO. 2022037379, B.C.P.R

N 70°28'07" W 1,291.68'

N 70°28'31" W 1,248.34'

S 03°20'28" E 499.85'

KIRBY DRIVE
120' WIDE R.O.W.
PLAT NO. 2022037379, B.C.P.R.

FND 5/8 IR FOR REFERENCE (S 46°58'53" W, 0.27')

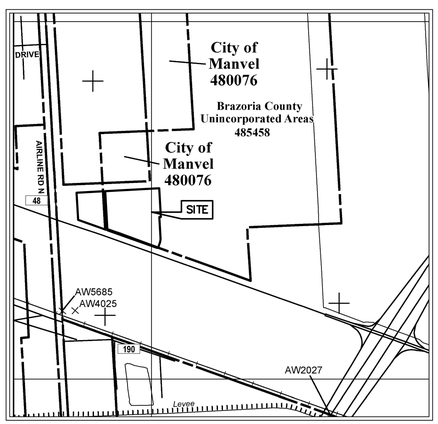
FND 5/8 IRC "BGE INC"

C1

L2 S 19°31'29" W 119.23'

FND 5/8 IR

P.O.B. FND 5/8 IRC "BGE"



FLOOD INSURANCE RATE MAP

BRAZORIA COUNTY, TEXAS
AND INCORPORATED AREAS

PANEL 110 OF 925

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ALVIN, CITY OF	485451	0110	K
BRAZORIA COUNTY	485456	0110	K
IOWA COLONY, CITY OF	481071	0110	K
MANVEL, CITY OF	480075	0110	K
PEARLAND, CITY OF	480077	0110	K

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
48039C0110K

MAP REVISED
DECEMBER 30, 2020

SURVEYOR'S CERTIFICATION

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY
MEMORIAL ACQUISITIONS, LLC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 7a, 7b1, 7c, 8, 9, 11b, 13, 14, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 20, 2023.

STATE OF TEXAS — REGISTERED — LUCAS G. DAVIS — 6599 — PROFESSIONAL LAND SURVEYOR

10/30/2023

LUCAS G. DAVIS
Registered Professional Land Surveyor
Texas Registration No. 6599

DATE

WINDROSE
LAND SURVEYING | PLATTING
5353 W SAM HOUSTON PKWY N, STE 150 | HOUSTON, TX 77041 | 713.458.2281
FIRM REGISTRATION NO. 10108800 | WINDROSESERVICES.COM

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
34.2791 ACRES OR 1,493,196 SQ. FT.
11.3999 ACRES OR 496,581 SQ. FT.
SITUATED IN THE
H. T. & B. RR. CO. SURVEY, SECTION 71
ABSTRACT NO. 291
BRAZORIA COUNTY, TEXAS

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FIELDED BY: RP	CHECKED BY: CL	JOB NO. 59121	
DRAWN BY: AO	DATE: OCTOBER 2023	SHEET NO. 1 OF 10	



Traffic Impact Analysis

Manvel Commercial Development

SH 6 at Kirby Drive

Manvel, Texas 77578



Dustin W. Qualls, PE, PTOE

October 9, 2025

-prepared by-

QUALLS DESIGN

TBPE Firm: F-23500

10207 Birchline Dr
Spring, TX 77379
(713) 398-7461
dustin@quallsdesign.com
http://QuallsDesign.com

Executive Summary

The *Manvel Commercial* development is proposed to be located on the north side of SH 6, just west of Kirby Drive, in Manvel, Texas. The proposed site location is shown outlined in red in **Figure 1** below.



Figure 1: Manvel Commercial Proposed Development Location

The Manvel Commercial development proposes to construct various retail land uses within the tract including:

- 28,630 total square footage of retail (shopping center)
- 11,567 total square footage of fast-food or fast-casual restaurants
- 5,312 total square footage of convenience store with 12 gasoline fueling stations
- 106,631 square feet of a home improvement superstore
- 49,500 square feet of a medical clinic
- 4,260 square feet of a car wash
- 2,549 square feet of an oil change service center
- 7,020 square feet of an auto parts store

Full buildout of the development is modeled as a single phase of construction with ultimate buildout by the end of 2028. A growth rate of 5% compounded annually for three years is utilized to develop the no-build baseline conditions prior to full buildout. The existing site is

mostly undeveloped, with an HEB shopping center located adjacent to the site on the east side of Kirby Drive.

The proposed development will provide six points of access:

- **Driveway 1 at SH 6** – this driveway is proposed to provide right-in/right-out access to SH 6 at the west side of the development. The driveway will function as a T-intersection.
- **Driveway 2 at SH 6** – this driveway is proposed to provide full-access to SH 6 from the center of the development. The driveway is proposed to align with an existing median opening on SH 6 that has left-turn lanes already servicing the median opening.
- **Driveway 3 at SH 6** – this driveway is proposed to provide right-in/right-out access to SH 6 at the east side of the development. The driveway will function as a T-intersection.
- **Driveway 4 at Kirby Drive** – this driveway will provide full access to Kirby Drive from the southeast portion of the development and align with an existing HEB driveway on the east side of Kirby Drive.
- **Driveway 5 at Kirby Drive** - this driveway will provide full access to Kirby Drive from the northeast portion of the development.
- **Driveway 6 at Kirby Drive** - this driveway will provide full access to Kirby Drive from the northern portion of the development.

The purpose of this Traffic Impact Analysis is to analyze the impacts of the Manvel Commercial development on adjacent critical roadways and recommend mitigation as necessary.

Data Collection

Weekday AM and PM peak hour turning movement counts (TMCs) were collected on Wednesday, September 24th, by Qualls Design. The raw traffic counts can be found in **Appendix A**. Traffic control and existing traffic circulation patterns were observed in the field and documented as a part of this study. From the TMC data collected, the weekday AM peak hour for the overall study area was determined to be 7:00 AM to 8:00 AM, and the weekday PM peak hour was similarly calculated to be 5:00 PM to 6:00 PM.

Traffic Impact Analysis Assumptions

Assumptions utilized in the study are listed below, along with justification for their use:

- Growth Rate: A 5% growth rate compounded annually is used in this study; this growth rate is consistent in context with the surrounding developments, site location, and relatively low growth in and around the study area.
- Internal Capture: No internal capture traffic volumes are assumed for this study to model worst-case conditions.
- Passerby Trips: Passerby traffic volumes are included according to the Institute of Transportation Engineers (ITE) *Trip Generation* passerby methodology.
- Trip Distribution: Percentages for global trip distribution were assumed based on proposed origins and destinations of the development. Globally, the trip distribution percentages assumed are as follows:
    - 50% to/from the east of the development via SH 6
    - 35% to/from the west of the development via SH 6
    - 10% to/from the northwest of the development via County Road 48
    - 5% to/from the southwest of the development via County Road 48

Site Plan

The proposed site plan is shown on the next page in **Figure 2** with plan north being at the left of the image.

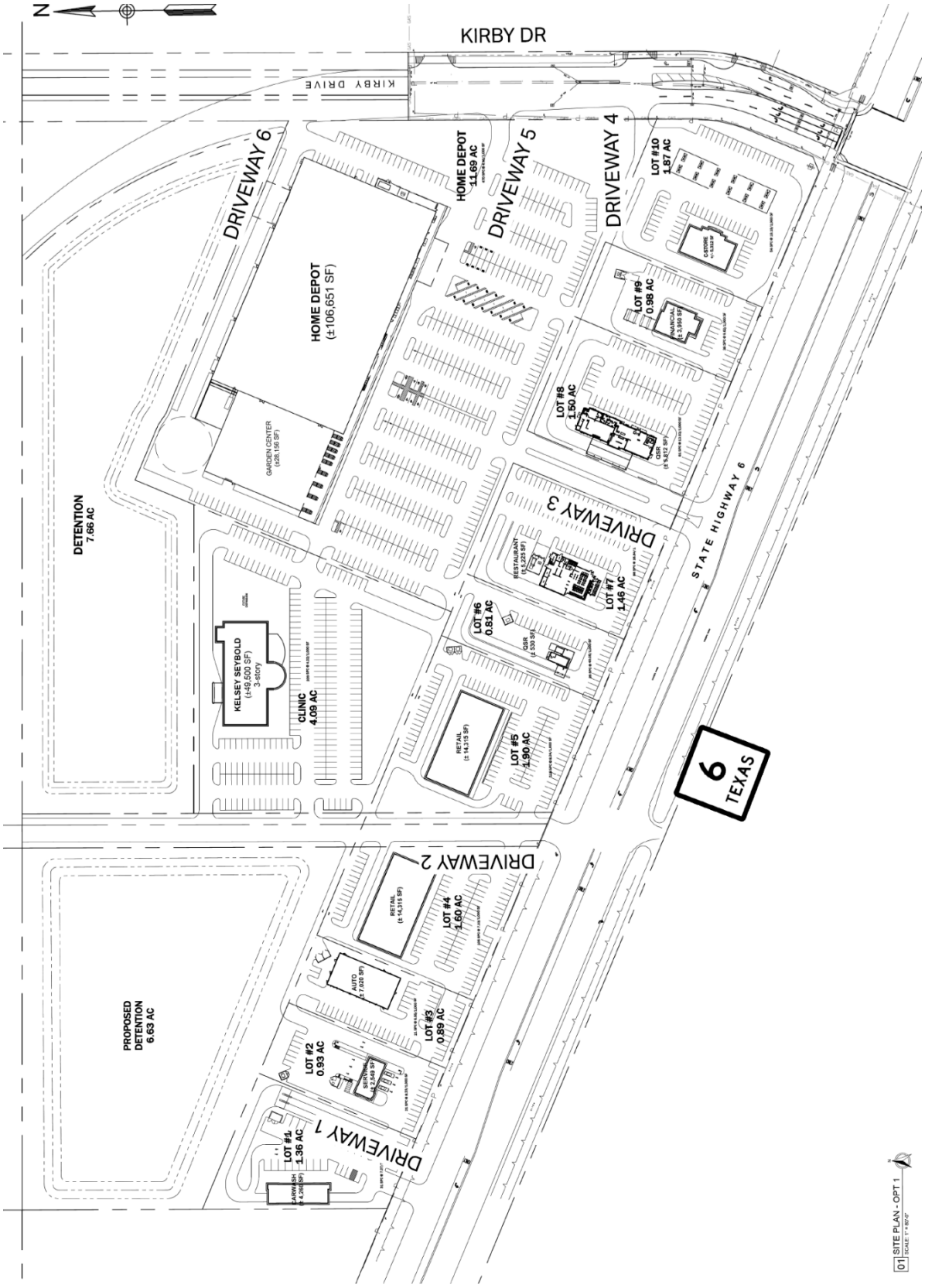


Figure 2: Manvel Commercial Proposed Site Plan

Mitigation and Recommendations

Based on the capacity analyses performed for the proposed Manvel Commercial development, the following findings and findings are made:

- Construct a westbound right-turn deceleration lane at the proposed intersection of SH 6 at Driveway 3. A minimum taper length of 100 feet with a minimum storage length of 200 feet will suffice for the right-turn lane based on the buildout queue length analysis.
- Construct an extension of Kirby Drive north from the current terminus at the HEB property line to the proposed property line of the Manvel Commercial tract.
- Construct northbound left-turn lanes for Driveway 5 and Driveway 6 at the intersections with Kirby Drive.
- No additional mitigation measures are recommended for the critical intersections of the study area.

Table of Contents

Executive Summary 1
Data Collection 2
Traffic Impact Analysis Assumptions 3
Site Plan 3
Mitigation and Recommendations 5
Introduction 7
Existing Conditions 8
Study Roadways 8
Data Collection 8
Existing Peak Hour Turning Movement Counts (2025) 8
No-Build Conditions 11
Future Roadway Improvements 11
No-Build Traffic Volume Methodology 11
Growth Rate 11
No-Build Peak Hour Turning Movement Counts (2028) 11
Proposed Development 13
Site Plan 13
Critical Study Intersections 15
Trip Generation 15
Trip Distribution 17
Traffic Model 17
Peak Hour Generated Trips 17
Proposed Intersection Lanes Assignments and Traffic Control 20
Buildout Turning Movement Counts 21
Highway Capacity Manual Level-of-Service 23
Mitigation Analysis 25
Summary of Findings and Recommendations 25

List of Tables

Table 1: ITE Trip Generation Manvel Commercial 16
Table 2: AM Peak Hour Capacity Analyses 23
Table 3: PM Peak Hour Capacity Analyses 24

List of Figures

Figure 1: Manvel Commercial Proposed Development Location 1
Figure 2: Manvel Commercial Proposed Site Plan 4
Figure 3: Existing AM Peak Hour TMCs (2025) 9
Figure 4: Existing PM Peak Hour TMCs (2025) 10
Figure 5: No-Build AM Peak Hour TMCs (2028) 12
Figure 6: No-Build PM Peak Hour TMCs (2028) 13
Figure 7: Manvel Commercial Proposed Site Plan 14
Figure 8: AM Peak Hour Generated Trips by Intersection 18
Figure 9: PM Peak Hour Generated Trips by Intersection 19
Figure 10: Lane Assignments and Traffic Control 20
Figure 11: Buildout AM Peak Hour TMCs (2028) 21
Figure 12: Buildout PM Peak Hour TMCs (2028) 22

Introduction

The *Manvel Commercial* development is proposed to be located on the north side of SH 6, just west of Kirby Drive, in Manvel, Texas. The proposed site location is shown outlined in red in **Figure 1**.

The Manvel Commercial development proposes to construct various retail land uses within the tract including:

- 28,630 total square footage of retail (shopping center)
- 11,567 total square footage of fast-food or fast-casual restaurants
- 5,312 total square footage of convenience store with 12 gasoline fueling stations
- 106,631 square feet of a home improvement superstore
- 49,500 square feet of a medical clinic
- 4,260 square feet of a car wash
- 2,549 square feet of an oil change service center
- 7,020 square feet of an auto parts store

Full buildout of the development is modeled as a single phase of construction with ultimate buildout by the end of 2028. A growth rate of 5% compounded annually for three years is utilized to develop the no-build baseline conditions prior to full buildout. The existing site is mostly undeveloped, with an HEB shopping center located adjacent to the site on the east side of Kirby Drive.

The proposed development will provide six points of access:

- **Driveway 1 at SH 6** – this driveway is proposed to provide right-in/right-out access to SH 6 at the west side of the development. The driveway will function as a T-intersection.
- **Driveway 2 at SH 6** – this driveway is proposed to provide full-access to SH 6 from the center of the development. The driveway is proposed to align with an existing median opening on SH 6 that has left-turn lanes already servicing the median opening.
- **Driveway 3 at SH 6** – this driveway is proposed to provide right-in/right-out access to SH 6 at the east side of the development. The driveway will function as a T-intersection.
- **Driveway 4 at Kirby Drive** – this driveway will provide full access to Kirby Drive from the southeast portion of the development and align with an existing HEB driveway on the east side of Kirby Drive.
- **Driveway 5 at Kirby Drive** - this driveway will provide full access to Kirby Drive from the northeast portion of the development.

- **Driveway 6 at Kirby Drive** - this driveway will provide full access to Kirby Drive from the northern portion of the development.

Existing Conditions

Study Roadways

Existing land use in the vicinity of the proposed Manvel Commercial development is primarily low-density residential, with commercial development located along SH 6. The critical roadways that will be impacted by the proposed development include:

SH 6:

- Typical 6-lane, undivided major thoroughfare with raised ribbon medians providing median openings and left-turn lanes at specific locations
- Drainage provided by open ditches on both sides of the roadway
- Posted speed limit: 60 MPH
- Sidewalks are not present on either side of the roadway

Kirby Drive:

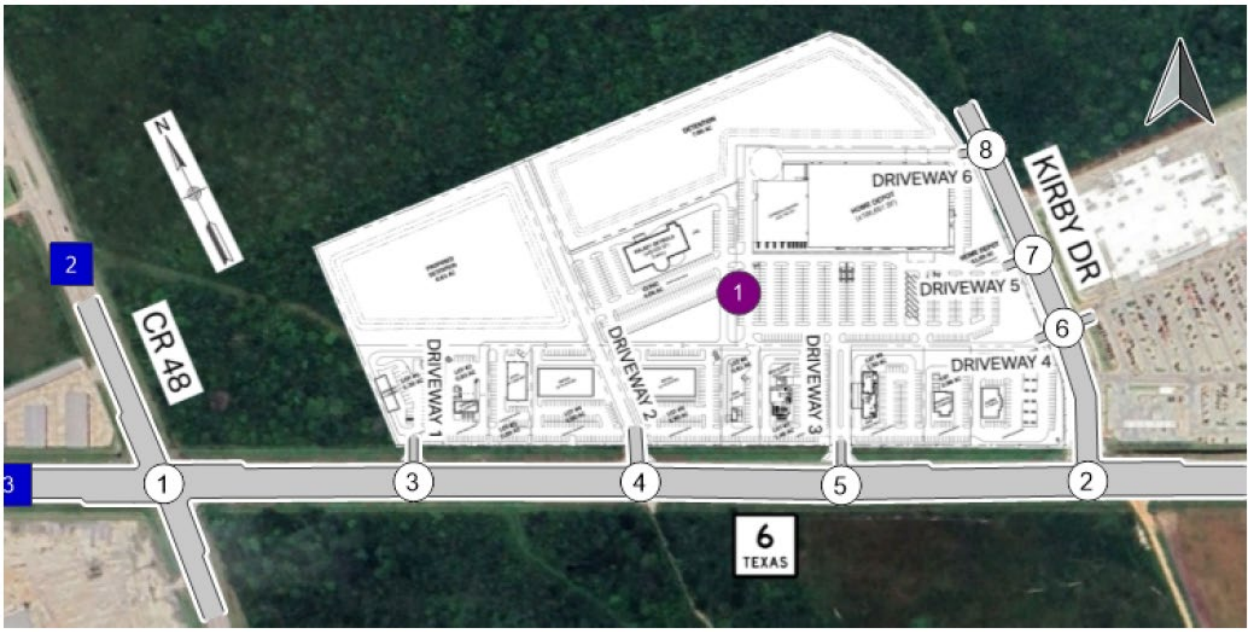
- Typical 2-lane, undivided collector roadway
- Drainage provided by open drainage ditches on both sides of the roadway
- Posted speed limit: 40 MPH
- A sidewalk is present along the east side of Kirby Drive
- Kirby Drive terminates as a dead-end north of the proposed site driveways; this project will construct an extension of Kirby Drive north to the property line

Data Collection

Weekday AM and PM peak hour turning movement counts (TMCs) were collected on Wednesday, September 24th, by Qualls Design. The raw traffic counts can be found in **Appendix A**. Traffic control and existing traffic circulation patterns were observed in the field and documented as a part of this study. From the TMC data collected, the weekday AM peak hour for the overall study area was determined to be 7:00 AM to 8:00 AM, and the weekday PM peak hour was similarly calculated to be 5:00 PM to 6:00 PM.

Existing Peak Hour Turning Movement Counts (2025)

The summarized peak hour TMCs by critical intersection can be seen in **Figure 3** for the weekday AM peak hour (7:00 AM to 8:00 AM) and **Figure 4** for the weekday PM peak hour (5:00 PM to 6:00 PM) respectively.



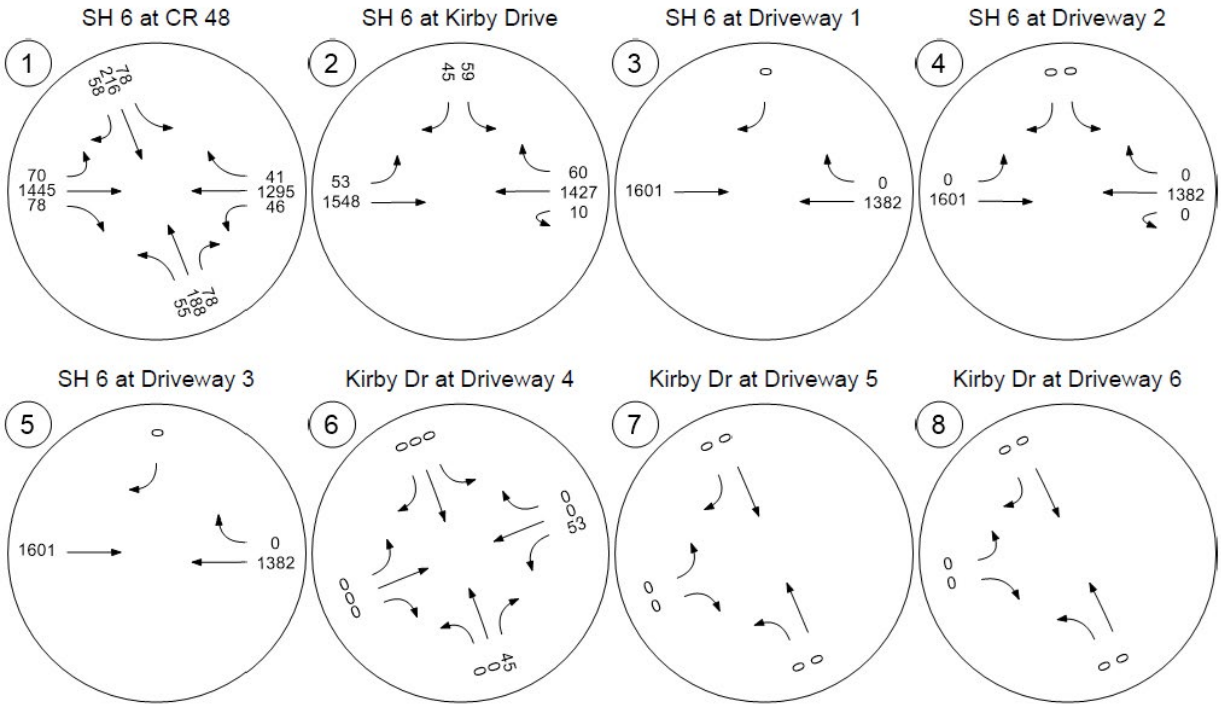
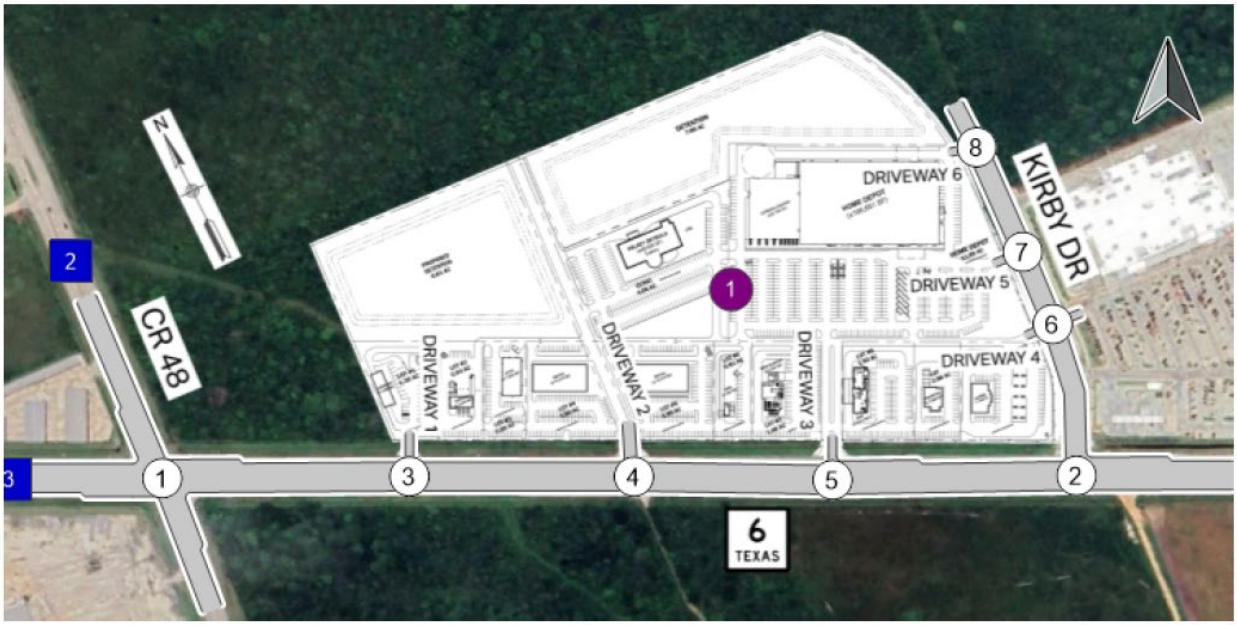


Figure 3: Existing AM Peak Hour TMCs (2025)



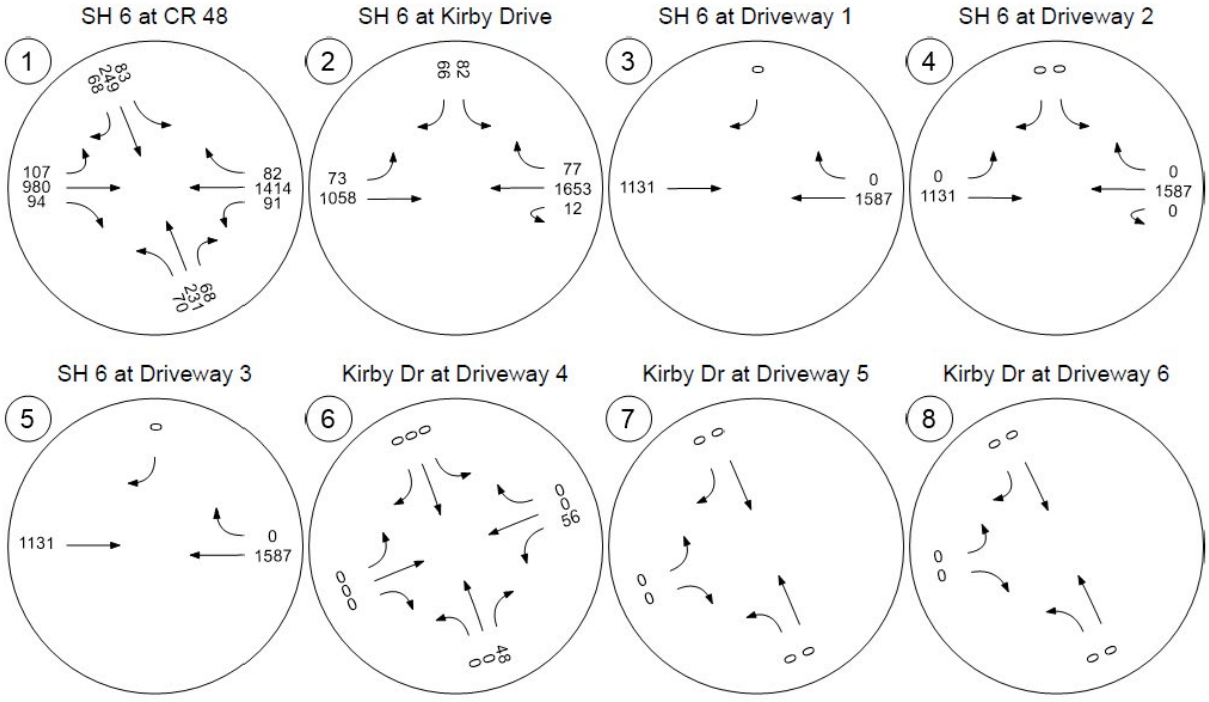


Figure 4: Existing PM Peak Hour TMCs (2025)

No-Build Conditions

Future Roadway Improvements

Existing land use in the vicinity of the proposed Manvel Commercial development is primarily low-density residential with commercial developments fronting along SH 6. For the purposes of this study, no future roadway improvements are included in the background conditions of the traffic modeling analysis.

No-Build Traffic Volume Methodology

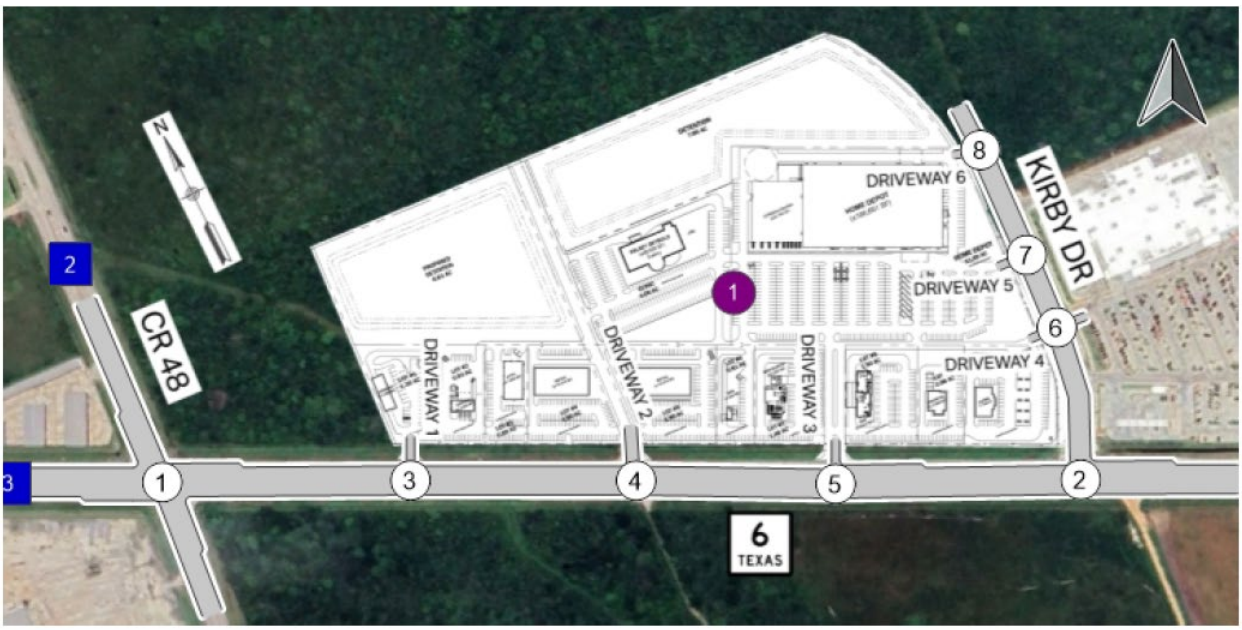
The methodology to calculate the no-build traffic volumes involves collecting existing traffic volumes, combining them with known future background volume generation from adjacent developments, and then growing the traffic volumes up to the design year of the development. The no-build projected traffic volumes will include existing traffic volumes grown for three years up to the buildout horizon timeframe of 2028.

Growth Rate

A 5% growth rate compounded annually is used in this study; this growth rate is consistent in context with the surrounding developments, site location, and potential growth of the SH 6 corridor near the study area.

No-Build Peak Hour Turning Movement Counts (2028)

The summarized no-build peak hour TMCs by intersection can be seen in **Figure 5** for the weekday AM peak hour (7:00 AM to 8:00 AM) and **Figure 6** for the weekday PM peak hour (5:00 PM to 6:00 PM) respectively.



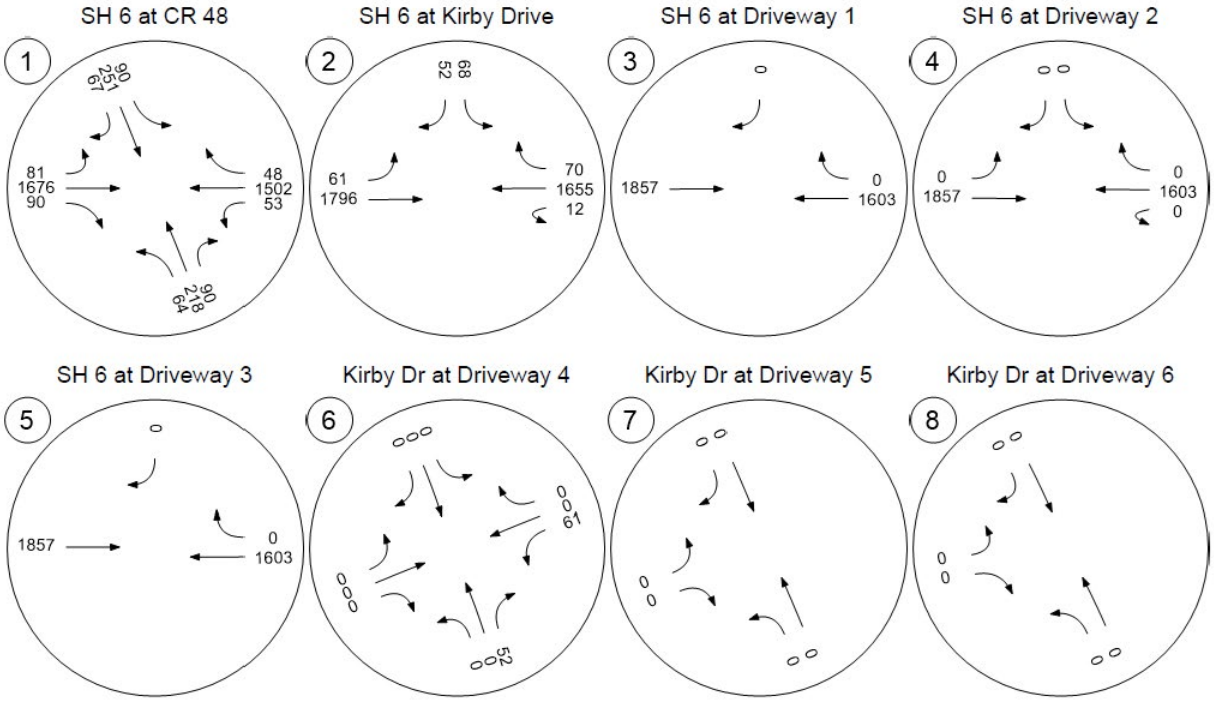
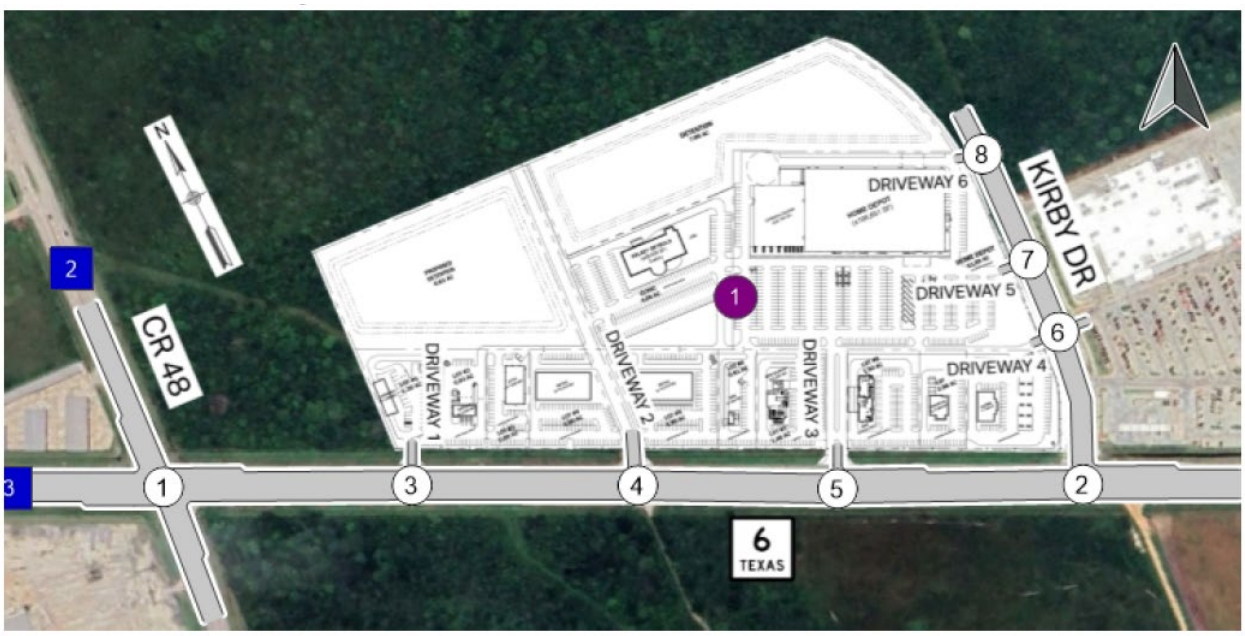


Figure 5: No-Build AM Peak Hour TMCs (2028)



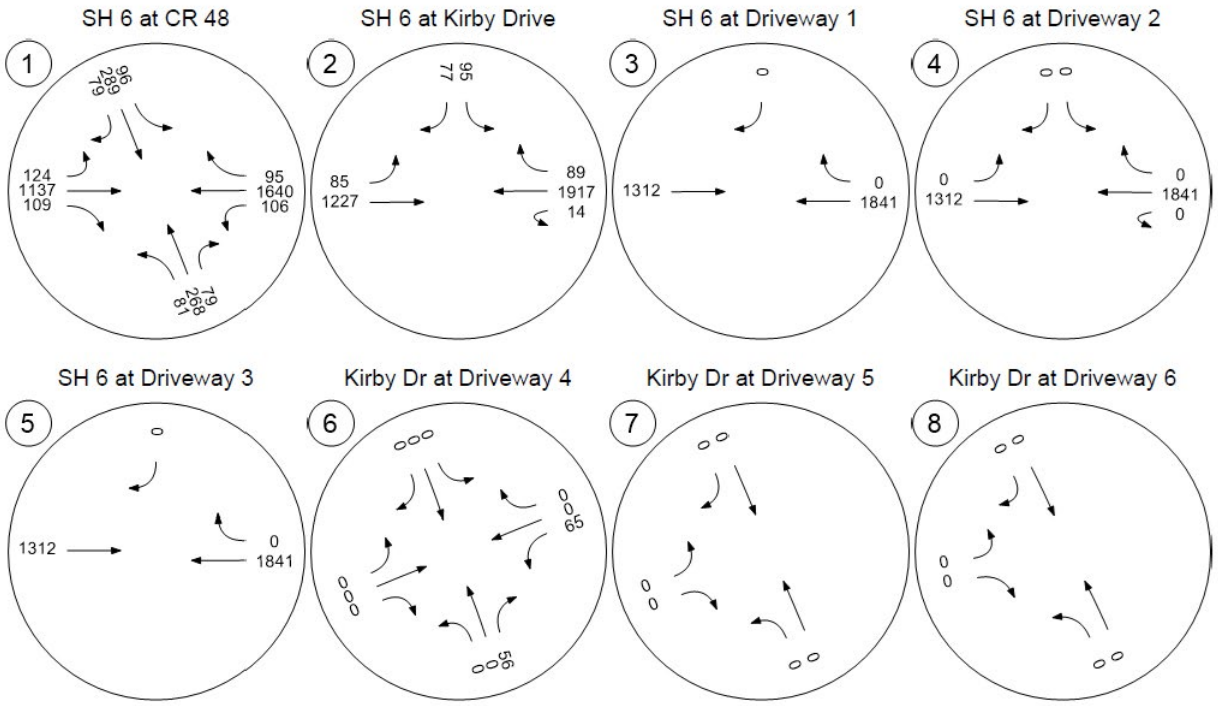


Figure 6: No-Build PM Peak Hour TMCs (2028)

Proposed Development

Site Plan

An enlarged Manvel Commercial site plan is shown in **Figure 7**, with plan north being at the left of the image.

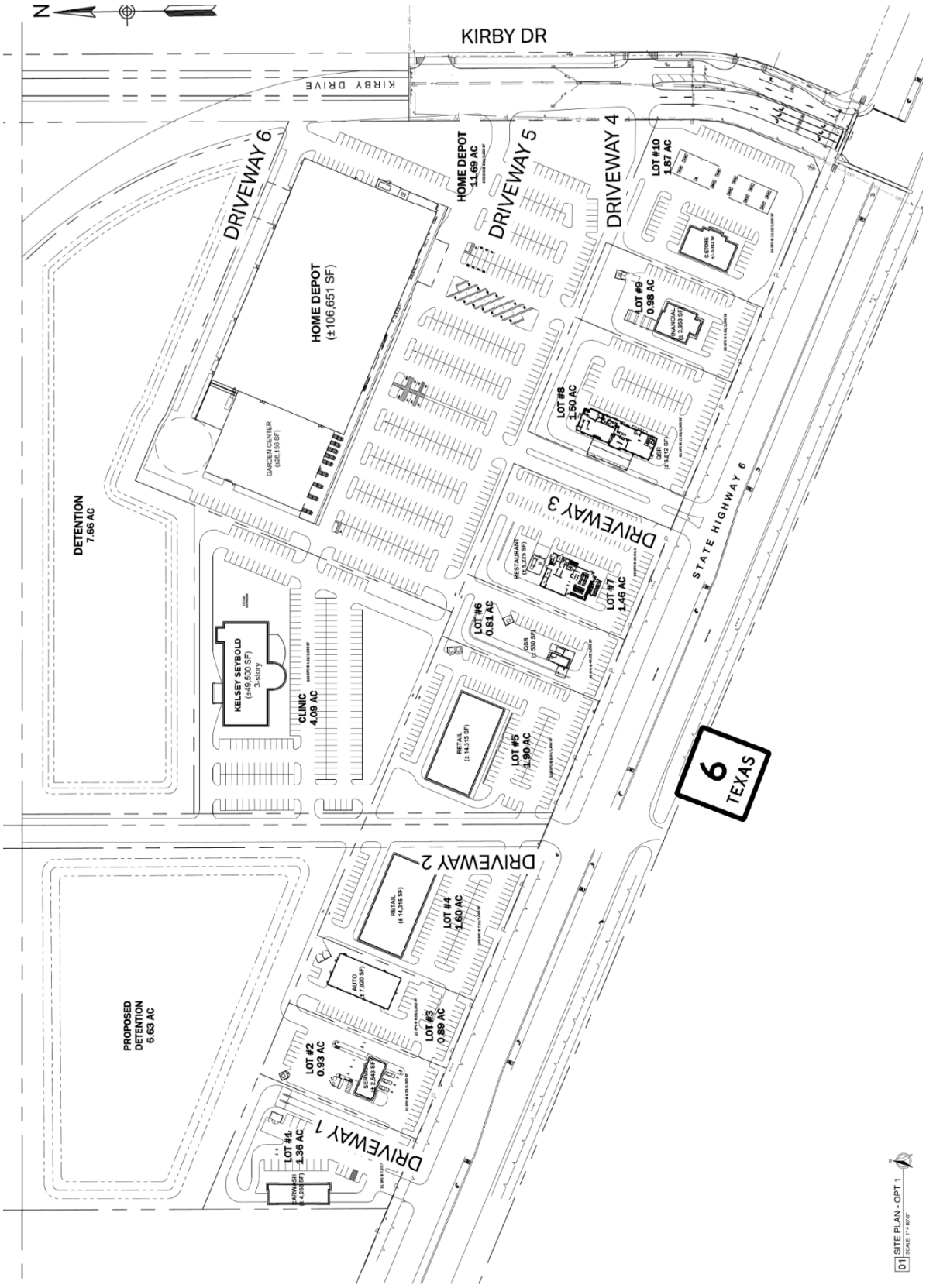


Figure 7: Manvel Commercial Proposed Site Plan

Critical Study Intersections

Critical existing study intersections included in the capacity analyses section of the study to follow include:

SH 6 at Kirby Drive

- This existing intersection is located adjacent to the development and is controlled by a traffic signal.
- The eastbound approach of SH 6 provides one left-turn lane and three through lanes. The westbound approach of SH 6 provides one U-turn lane, three through lanes, and one right-turn lane. The southbound approach of Kirby Drive provides two left-turn lanes and one right-turn lane.

SH 6 at County Road 48

- This existing intersection is located west of the development and is controlled by a traffic signal.
- The eastbound and westbound approaches of SH 6 provide one left-turn lane, three through lanes, and one right-turn lane. The northbound and southbound approaches of County Road 48 provide one left-turn lane, one shared left-turn/through lane, one through lane and one right-turn lane.

SH 6 at Proposed Driveways

- Driveway 1 and Driveway 3 will provide one lane for ingress and one lane for egress. Driveway 2 will provide one lane of ingress and two lanes of egress.

Kirby Drive at Proposed Driveways

- Driveway 4, Driveway 5, and Driveway 6 will provide one lane for ingress and one lane for egress.

Trip Generation

The *Institute of Transportation Engineers (ITE) Trip Generation, Latest Edition*, was utilized to best approximate the generated trips for Manvel Commercial development. **Table 1** displays the ITE trip generation for the proposed development as shown in **Figure 7**. The ITE trip generation worksheets can be found in **Appendix B**.

ITE Land Use Category	Size	Daily Weekday Trips			Weekday AM Peak Trips			Weekday PM Peak Trips		
		Total Trips	Trips Entering	Trips Exiting	Total Trips	Trips Entering	Trips Exiting	Total Trips	Trips Entering	Trips Exiting
Strip Retail Plaza (Code: 822)	28,630 SF	1,557	779	778	67	40	27	188	94	94
Fast-Food w/ Drive-Thru (Code: 934)	11,567 SF	5,423	2,711	2,712	517	264	253	383	199	184
Home Improvement (Code: 862)	106,651 SF	3,277	1,638	1,639	161	92	69	244	120	124
Convenience Store w/ Gas (Code: 945)	12 Fuel Stations	3,086	1,543	1,543	324	162	162	273	137	136
Drive-In Bank (C0de: 912)	3,950 SF	391	196	195	39	23	15	82	41	41
Automated Car Wash (Code: 948)	4,260 SF	122	62	60	-	-	-	61	31	30
Medical Clinic (Code: 630)	49,500 SF	1,861	931	930	136	110	26	183	55	128
Quick Lubrication (Code: 941)	2,549 SF	174	87	87	15	11	4	22	9	13
Automobile Parts (Code: 843)	7,020 SF	382	191	191	18	10	8	34	16	18
Passerby Trips (Code 822, 40% in PM):		-	-	-	-	-	-	76	38	38
Passerby Trips (Code 934, 50% AM, 55% PM):		-	-	-	259	132	127	210	109	101
Passerby Trips (Code 945, 76% AM, 75% PM):		-	-	-	246	123	123	204	102	102
Total Passerby Trips:		**-**	**-**	**-**	**505**	**255**	**250**	**490**	**249**	**241**
Total Generated Trips:					**772**	**457**	**314**	**980**	**453**	**527**

Table 1: ITE Trip Generation Manvel Commercial

Trip Distribution

Percentages for global trip distribution were assumed based on proposed origins and destinations of the development. Globally, the trip distribution percentages assumed are as follows:

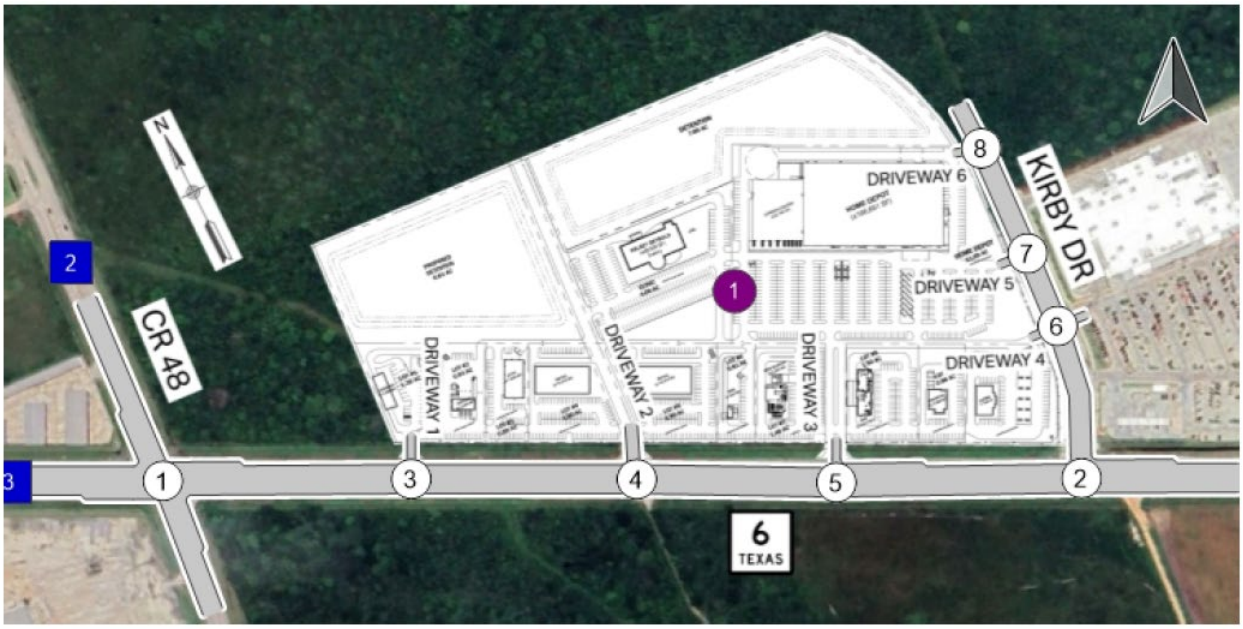
- 50% to/from the east of the development via SH 6
- 35% to/from the west of the development via SH 6
- 10% to/from the northwest of the development via County Road 48
- 5% to/from the southwest of the development via County Road 48

Traffic Model

VISTRO software was utilized to develop a traffic model of the study area. The network was designed with Manvel Commercial development as a "zone" that generates new trips and adds to the existing roadway network. The zone was then routed to the directional "gates" according to a gravity model and ease-of-access methodology. The *Highway Capacity Manual (HCM)* capacity analyses methodology is embedded within *VISTRO* and is utilized in this study for determinations of Levels-of-Service (LOS).

Peak Hour Generated Trips

The following **Figure 8 and Figure 9** graphically displays the trips generated at each critical intersection during the AM peak hour (7:00 AM to 8:00 AM) and during the PM peak hour (5:00 PM to 6:00 PM) respectively.



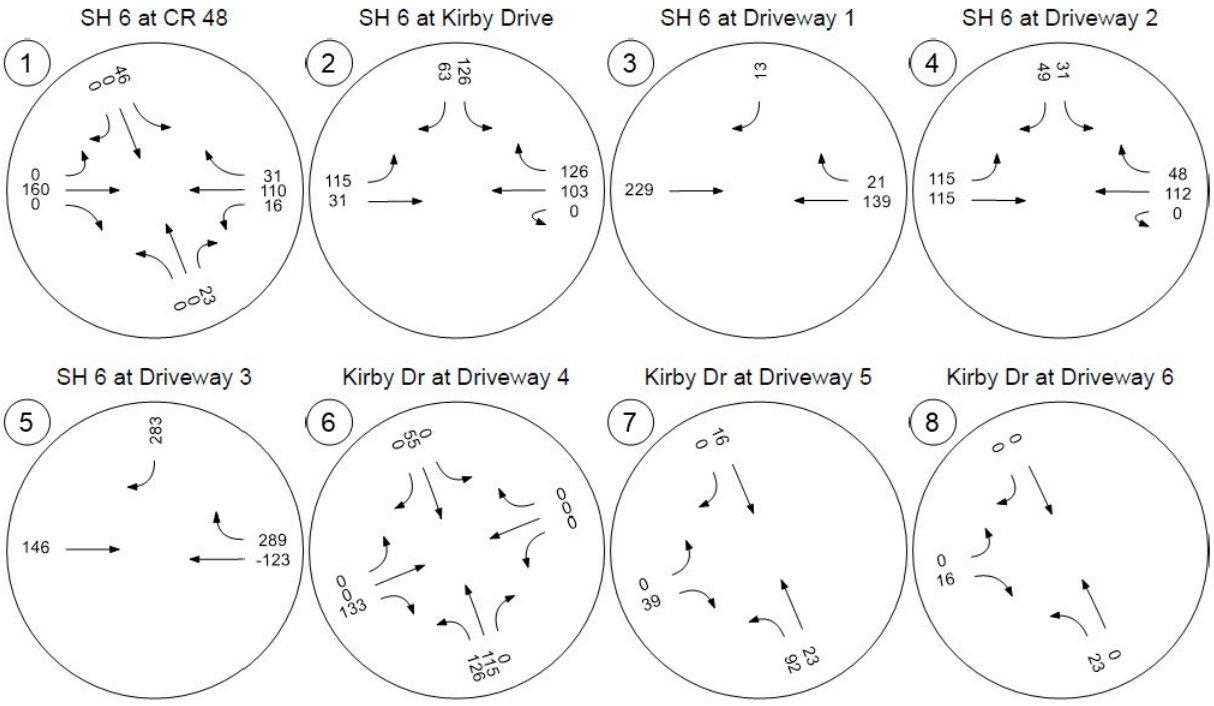
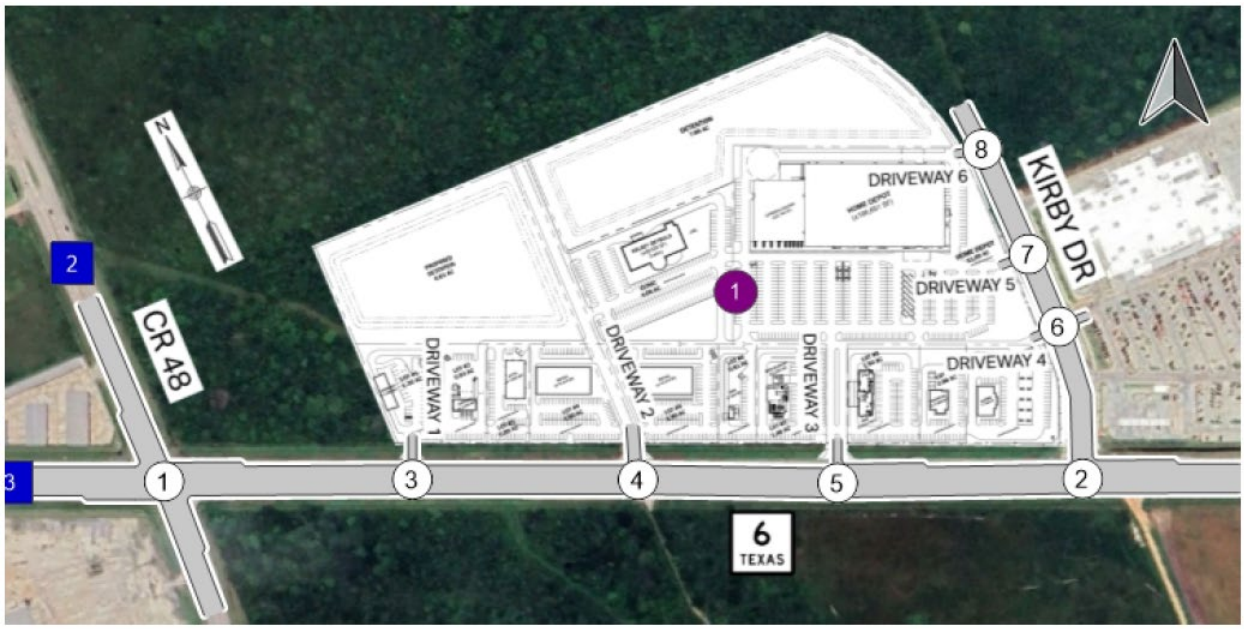


Figure 8: AM Peak Hour Generated Trips by Intersection



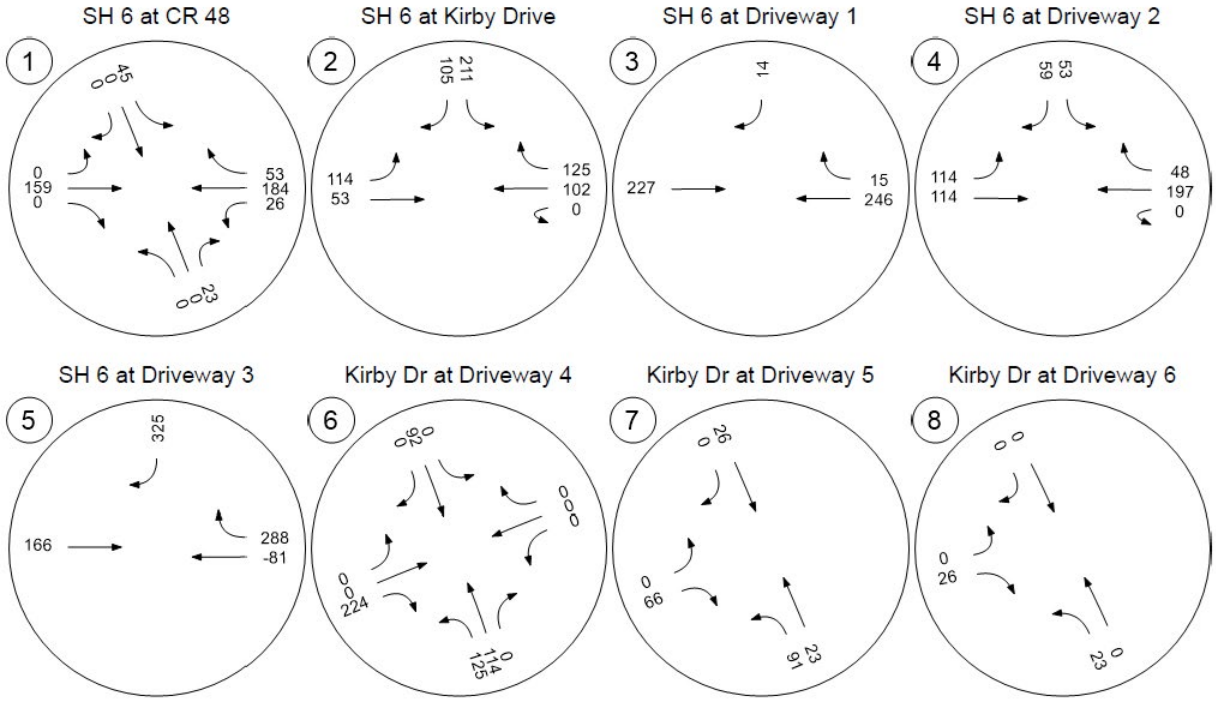


Figure 9: PM Peak Hour Generated Trips by Intersection

Proposed Intersection Lanes Assignments and Traffic Control

The following **Figure 10** graphically displays lane assignments and traffic control for the critical study intersections. Existing lane assignments are shown for intersections that currently exist, and proposed lane assignments are shown according to the proposed site plan and results of the forthcoming HCM capacity analyses.

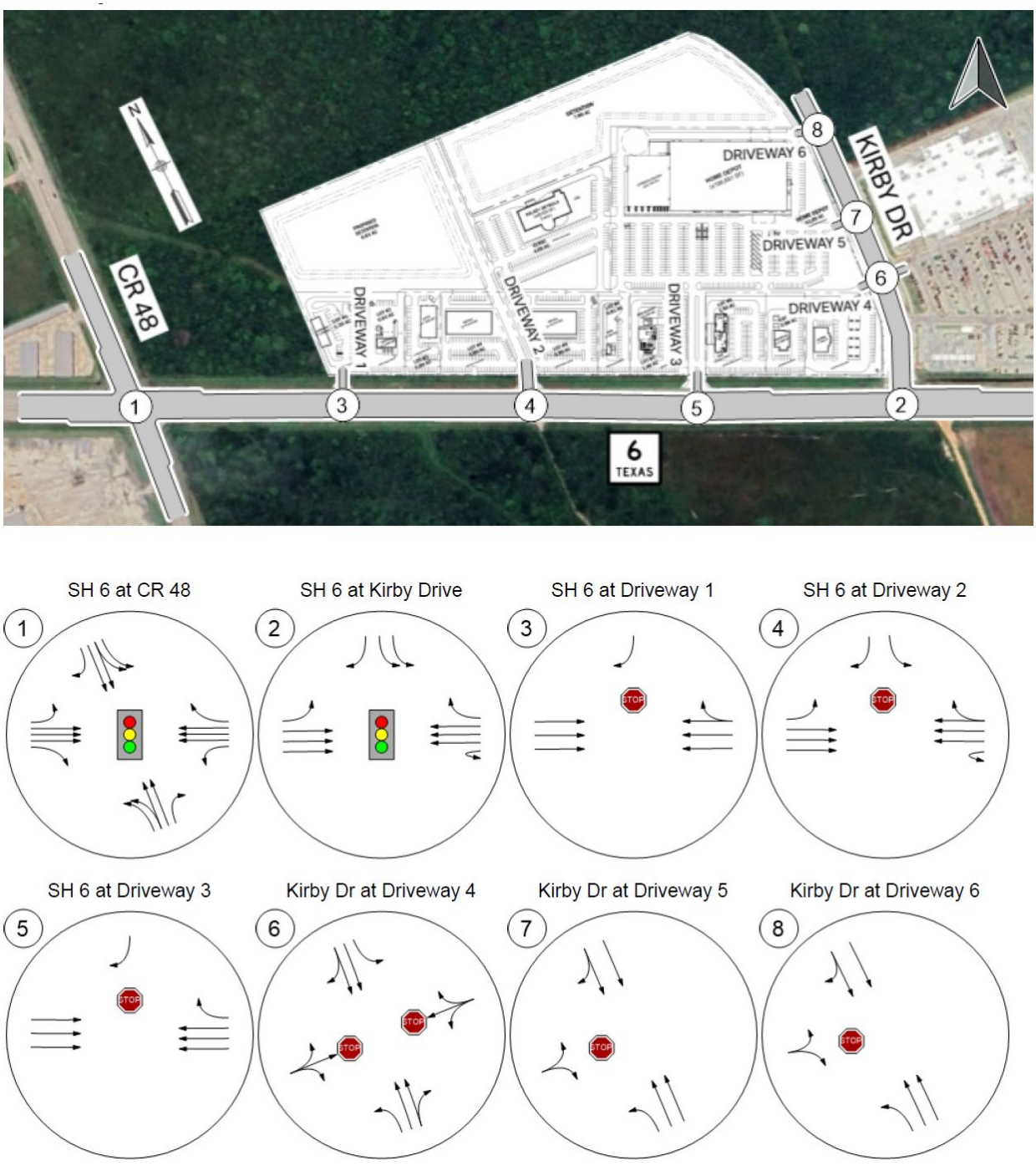
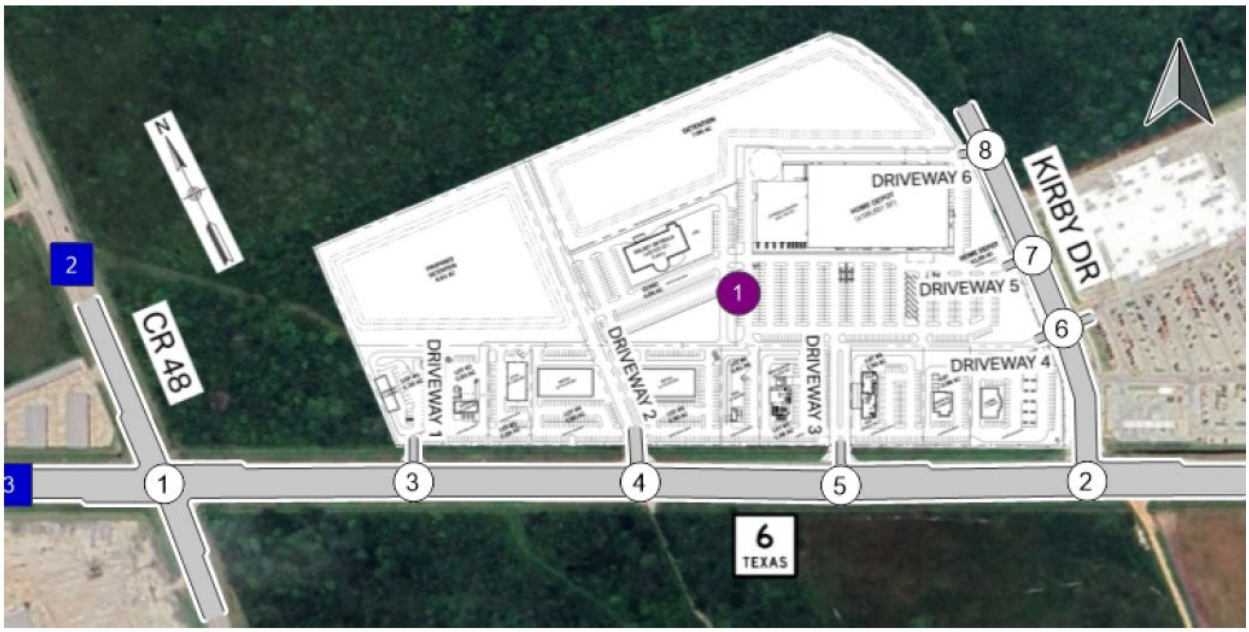


Figure 10: Lane Assignments and Traffic Control

Buildout Turning Movement Counts

Trips generated by Manvel Commercial development were distributed according to the trip distribution percentages listed earlier in the study and then combined with the baseline (no-build) traffic volumes. The buildout TMCs are summarized by AM Peak hour in **Figure 11** and PM peak hour in **Figure 12**.



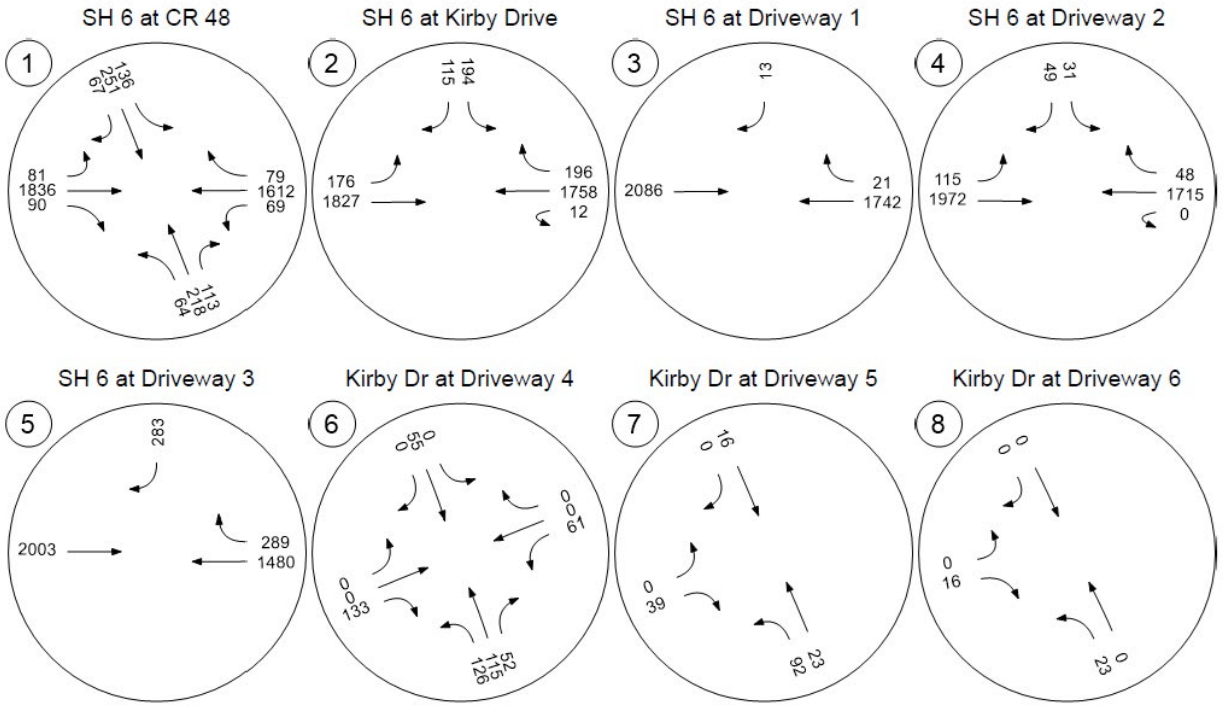
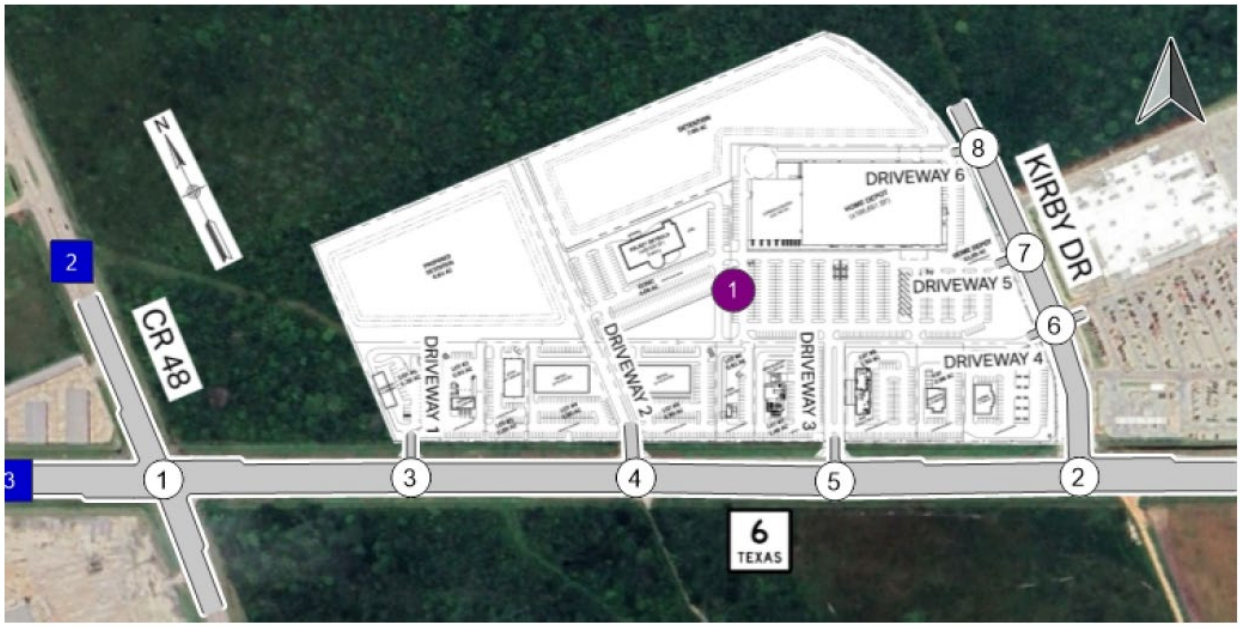


Figure 11: Buildout AM Peak Hour TMCs (2028)



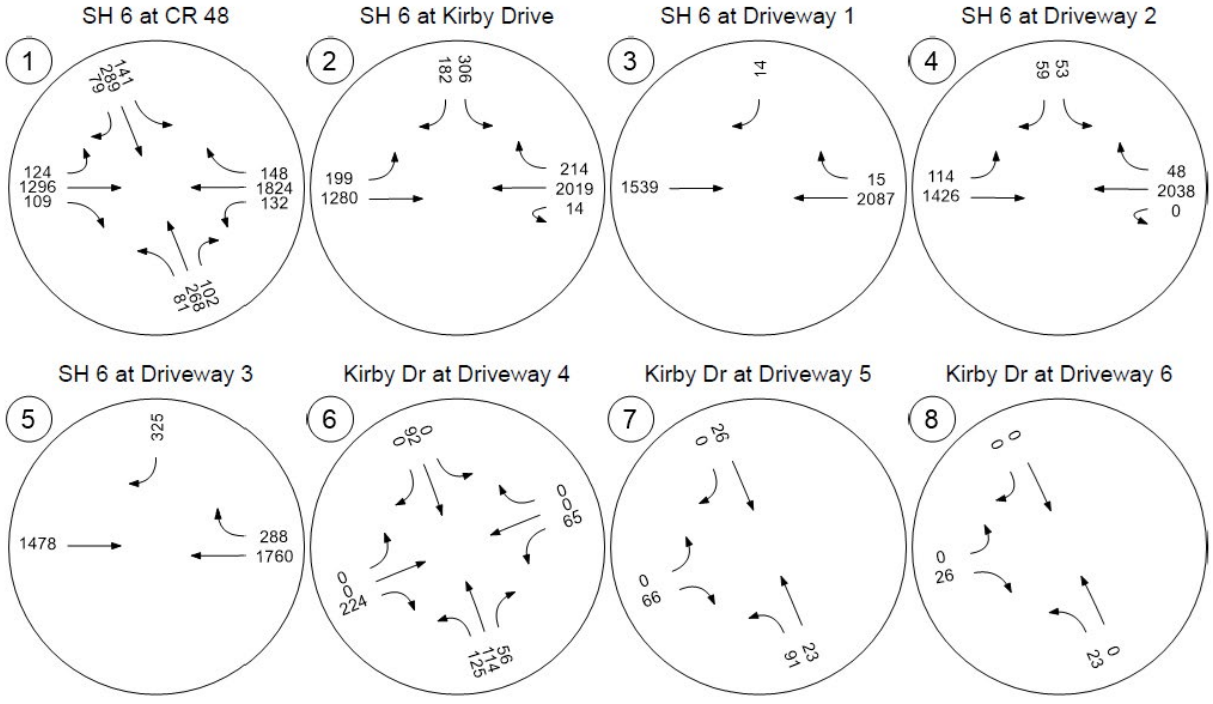


Figure 12: Buildout PM Peak Hour TMCs (2028)

Highway Capacity Manual Level-of-Service

Capacity analyses were conducted for existing (2025), no-build (2028) and buildout (2028) traffic conditions. The level-of-service indicates the average seconds of delay experienced by a motorist at a signalized intersection, or at the stop-controlled approaches of an unsignalized intersection. As a frame of reference, intersection levels-of- service range from A to F, with LOS A representing free flow conditions and LOS F representing congested conditions. In general, a signalized intersection or stop controlled approach at an unsignalized intersection operating at LOS D or better in an urban area is characterized by acceptable delays. Results of the capacity analyses are provided in **Appendices C and D** and **Tables 2 and 3** for the AM and PM peak hours, respectively.

INTERSECTION	APPROACH	AM Peak Hour					
		2025 Existing		2028 No-Build		2028 Build	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS							
SH 6 at CR 48	NB	37.4	D	40.1	D	45.3	D
	SB	37.6	D	40.3	D	45.3	D
	EB	37.4	D	58.5	E	85.4	F
	WB	33.4	D	36.6	D	37.2	D
	Intersection	**35.9**	**D**	**46.8**	**D**	**54.7**	**D**
SH 6 at Kirby Drive	NB	-	-	-	-	-	-
	SB	23.8	C	24.3	C	30.0	C
	EB	5.2	A	5.8	A	8.5	A
	WB	6.7	A	7.7	A	10.9	B
	Intersection	**6.5**	**A**	**7.3**	**A**	**11.2**	**B**
UNSIGNALIZED INTERSECTIONS							
SH 6 at Driveway 1	SB	-	-	-	-	20.3	C
SH 6 at Driveway 2	SB	-	-	-	-	91.8	F
SH 6 at Driveway 3	SB	-	-	-	-	70.1	F
Kirby Drive at Driveway 4	EB	-	-	-	-	9.0	A
Kirby Drive at Driveway 5	EB	-	-	-	-	8.5	A
Kirby Drive at Driveway 6	EB	-	-	-	-	8.4	A

Table 2: AM Peak Hour Capacity Analyses

INTERSECTION	APPROACH	PM Peak Hour					
		2025 Existing		2028 No-Build		2028 Build	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS							
SH 6 at CR 48	NB	40.2	D	43.8	D	45.2	D
	SB	40.6	D	44.3	D	46.3	D
	EB	32.8	C	33.5	C	35.7	C
	WB	40.7	D	69.3	E	104.1	F
	Intersection	**38.0**	**D**	**51.8**	**D**	**54.3**	**D**
SH 6 at Kirby Drive	NB	-	-	-	-	-	-
	SB	25.2	C	33.8	C	42.3	D
	EB	5.3	A	5.8	A	12.5	B
	WB	8.2	A	8.6	A	16.0	B
	Intersection	**7.9**	**A**	**8.8**	**A**	**17.8**	**B**
UNSIGNALIZED INTERSECTIONS							
SH 6 at Driveway 1	SB	-	-	-	-	25.1	D
SH 6 at Driveway 2	SB	-	-	-	-	>100	F
SH 6 at Driveway 3	SB	-	-	-	-	37.1	E
Kirby Drive at Driveway 4	EB	-	-	-	-	9.6	A
Kirby Drive at Driveway 5	EB	-	-	-	-	8.6	A
Kirby Drive at Driveway 6	EB	-	-	-	-	8.4	A

Table 3: PM Peak Hour Capacity Analyses

From the results of the capacity analyses, all approaches and critical existing intersections are expected to operate at acceptable levels-of-service (LOS) in both the no-build analysis and buildout analysis. The delay and LOS for the southbound approaches of Driveway 2 and Driveway 3 at SH 6 are to be expected due to the limitations of the traffic model for accurately modeling the two-stage gap acceptance that would be present for the southbound approaches. The LOS and delays for these southbound approaches are expected to operate better in the field than what the results of the capacity analyses are indicating.

Mitigation Analysis

A right-turn deceleration lane analysis was conducted for the westbound right-turn movements on SH 6 at Driveway 3. From the 2028 Buildout traffic volumes shown in **Figure 11** and **Figure 12**, the following westbound right-turn volumes are projected at the intersection:

- 2028 Buildout AM Peak Hour: 289 westbound right-turns
- 2028 Buildout PM Peak Hour: 288 westbound right-turns

Due to the projected number of peak hour right-turns being over 50 in number in both the 2028 Buildout AM and PM peak hours, a westbound right-turn deceleration lane is recommended on SH 6 at Driveway 3.

Summary of Findings and Recommendations

Based on the capacity analyses performed for the proposed Manvel Commercial development, the following findings and findings are made:

- Construct a westbound right-turn deceleration lane at the proposed intersection of SH 6 at Driveway 3. A minimum taper length of 100 feet with a minimum storage length of 200 feet will suffice for the right-turn lane based on the buildout queue length analysis.
- Construct an extension of Kirby Drive north from the current terminus at the HEB property line to the proposed property line of the Manvel Commercial tract.
- Construct northbound left-turn lanes for Driveway 5 and Driveway 6 at the intersections with Kirby Drive.
- No additional mitigation measures are recommended for the critical intersections of the study area.

Appendices

Appendix A – Traffic Counts

Summary of Turning Movement Counts - from Traffic Count on iOS

SH 6 at County Road 48

Observer Dustin Qualls

Weather Clear

Date: Wed, Sep 24th, 2025

	County Road 48				**County Road 48**				**SH 6**				**SH 6**			
	Northbound				Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn
7:00 AM	12	44	18	-	17	49	13	-	17	346	19	-	11	312	9	-
7:15 AM	13	46	18	-	17	55	13	-	17	355	21	-	12	322	9	-
7:30 AM	15	47	21	-	21	54	14	-	18	366	21	-	9	330	11	-
7:45 AM	15	51	21	-	23	58	18	-	18	378	17	-	14	331	12	-
Total:	***55***	***188***	***78***	***0***	***78***	***216***	***58***	***0***	***70***	***1445***	***78***	***0***	***46***	***1295***	***41***	***0***
8:00 AM	8	43	19	-	14	51	12	-	15	352	14	-	13	311	8	-
8:15 AM	8	41	18	-	14	40	12	-	15	342	14	-	13	299	8	-
8:30 AM	9	39	18	-	13	45	9	-	14	312	15	-	9	297	6	-
8:45 AM	11	39	14	-	11	41	11	-	16	322	16	-	9	291	6	-
Total:	***36***	***162***	***69***	***0***	***52***	***177***	***44***	***0***	***60***	***1328***	***59***	***0***	***44***	***1198***	***28***	***0***
PHF:	*0.92*	*0.92*	*0.93*		*0.85*	*0.93*	*0.81*		*0.97*	*0.96*	*0.93*		*0.82*	*0.98*	*0.85*	
4:00 PM	13	44	13	-	14	46	10	-	19	220	14	-	14	266	11	-
4:15 PM	13	45	9	-	13	46	10	-	21	204	14	-	14	267	12	-
4:30 PM	15	48	5	-	15	48	14	-	22	209	18	-	15	275	15	-
4:45 PM	15	49	11	-	17	55	13	-	24	221	19	-	19	281	15	-
Total:	***56***	***186***	***38***	***0***	***59***	***195***	***47***	***0***	***86***	***854***	***65***	***0***	***62***	***1089***	***53***	***0***
5:00 PM	15	55	14	-	21	56	15	-	25	222	21	-	21	334	18	-
5:15 PM	16	57	14	-	17	59	14	-	26	245	22	-	22	355	18	-
5:30 PM	18	58	17	-	22	66	18	-	28	255	25	-	24	356	22	-
5:45 PM	21	61	23	-	23	68	21	-	28	258	26	-	24	369	24	-
Total:	***70***	***231***	***68***	***0***	***83***	***249***	***68***	***0***	***107***	***980***	***94***	***0***	***91***	***1414***	***82***	***0***
PHF:	*0.83*	*0.95*	*0.74*		*0.90*	*0.92*	*0.81*		*0.96*	*0.95*	*0.90*		*0.95*	*0.96*	*0.85*	

Summary of Turning Movement Counts - from Traffic Count on iOS

SH 6 at Kirby Drive

Observer Dustin Qualls

Weather Clear

Date: Wed, Sep 24th, 2025

					Kirby Drive				**SH 6**				**SH 6**			
	Northbound				Southbound				Eastbound				Westbound			
Start Time	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn
7:00 AM	-	-	-	-	14	-	11	-	14	367	-	-	-	343	13	-
7:15 AM	-	-	-	-	14	-	12	-	14	376	-	-	-	355	14	-
7:30 AM	-	-	-	-	15	-	9	-	16	392	-	-	-	359	15	-
7:45 AM	-	-	-	-	16	-	13	-	9	413	-	-	-	370	18	-
Total:	***0***	***0***	***0***	***0***	***59***	***0***	***45***	***0***	***53***	***1548***	***0***	***0***	***0***	***1427***	***60***	***0***
8:00 AM	-	-	-	-	15	-	9	-	8	377	-	-	-	341	11	-
8:15 AM	-	-	-	-	15	-	9	-	11	363	-	-	-	329	12	-
8:30 AM	-	-	-	-	14	-	11	-	12	331	-	-	-	323	9	-
8:45 AM	-	-	-	-	11	-	10	-	9	338	-	-	-	316	9	-
Total:	***0***	***0***	***0***	***0***	***55***	***0***	***39***	***0***	***40***	***1409***	***0***	***0***	***0***	***1309***	***41***	***0***
PHF:					*0.92*		*0.87*		*0.83*	*0.94*				*0.96*	*0.83*	
4:00 PM	-	-	-	-	9	-	10	-	14	233	-	-	-	301	13	-
4:15 PM	-	-	-	-	13	-	14	-	13	213	-	-	-	307	13	-
4:30 PM	-	-	-	-	14	-	14	-	9	220	-	-	-	319	14	-
4:45 PM	-	-	-	-	15	-	15	-	16	233	-	-	-	330	15	-
Total:	***0***	***0***	***0***	***0***	***51***	***0***	***53***	***0***	***52***	***899***	***0***	***0***	***0***	***1257***	***55***	***0***
5:00 PM	-	-	-	-	16	-	14	-	16	241	-	-	-	387	18	-
5:15 PM	-	-	-	-	22	-	15	-	17	259	-	-	-	410	18	-
5:30 PM	-	-	-	-	23	-	16	-	18	276	-	-	-	418	21	-
5:45 PM	-	-	-	-	21	-	21	-	22	282	-	-	-	438	20	-
Total:	***0***	***0***	***0***	***0***	***82***	***0***	***66***	***0***	***73***	***1058***	***0***	***0***	***0***	***1653***	***77***	***0***
PHF:					*0.89*		*0.79*		*0.83*	*0.94*				*0.94*	*0.92*	

Appendix B – ITE Trip Generation Worksheets

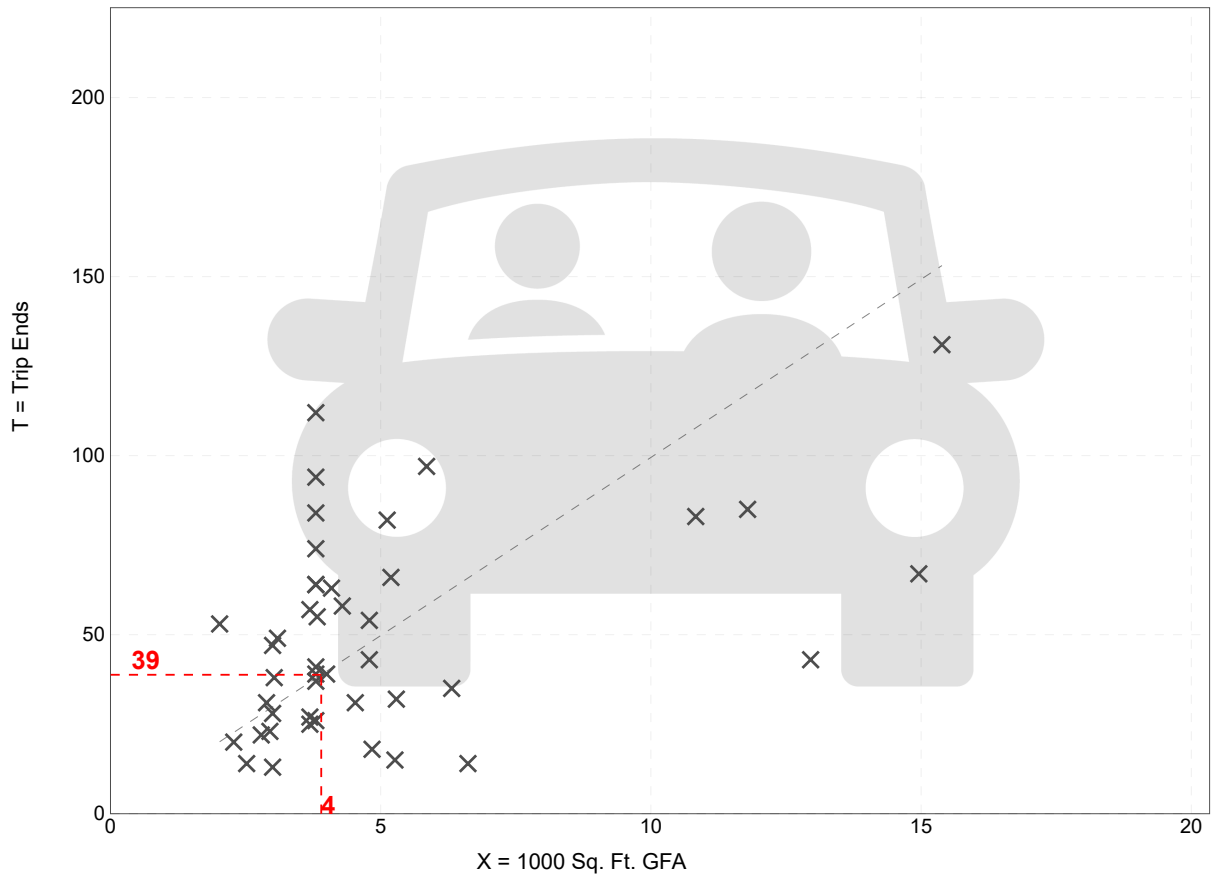
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

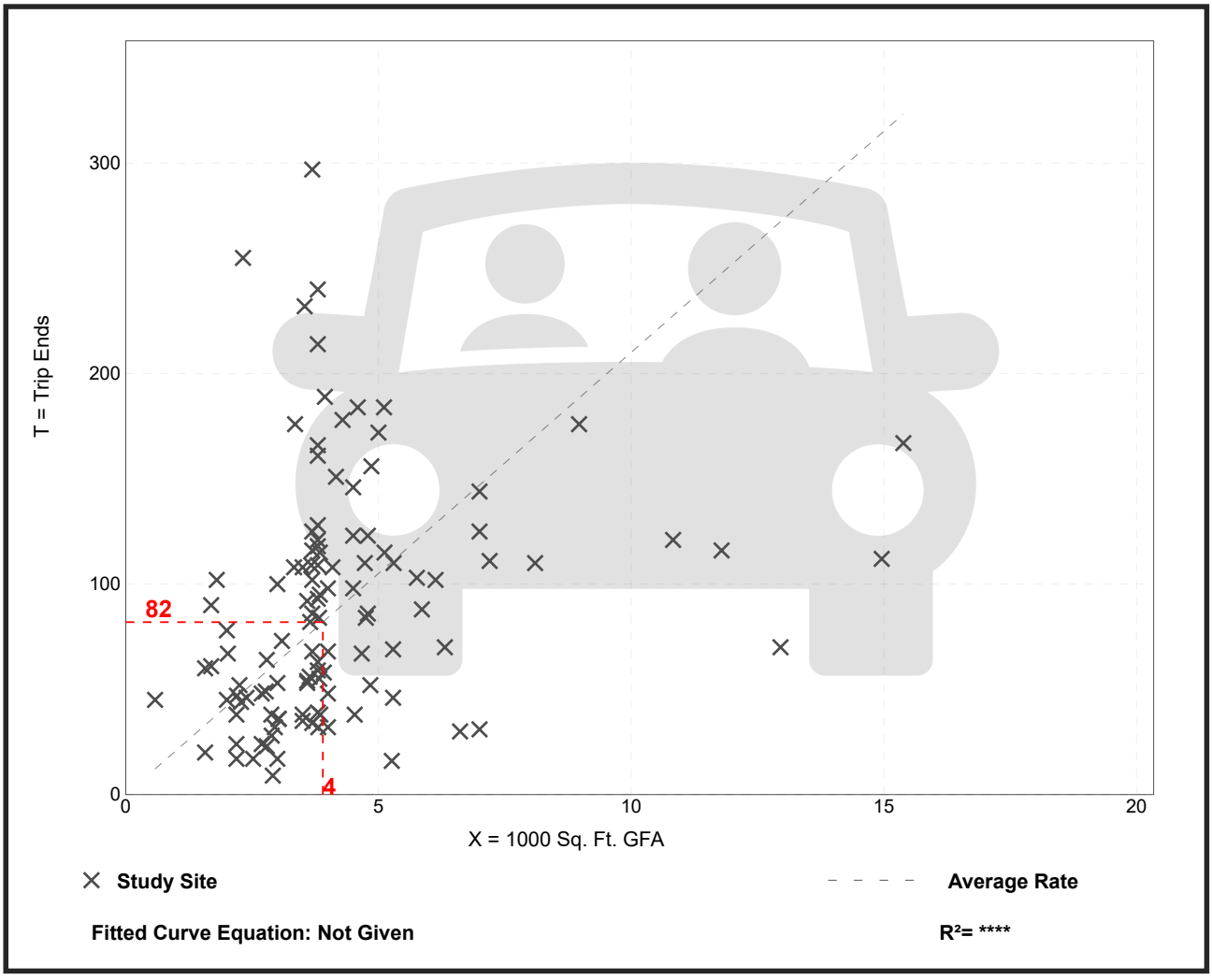
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 114
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Automated Car Wash
(948)

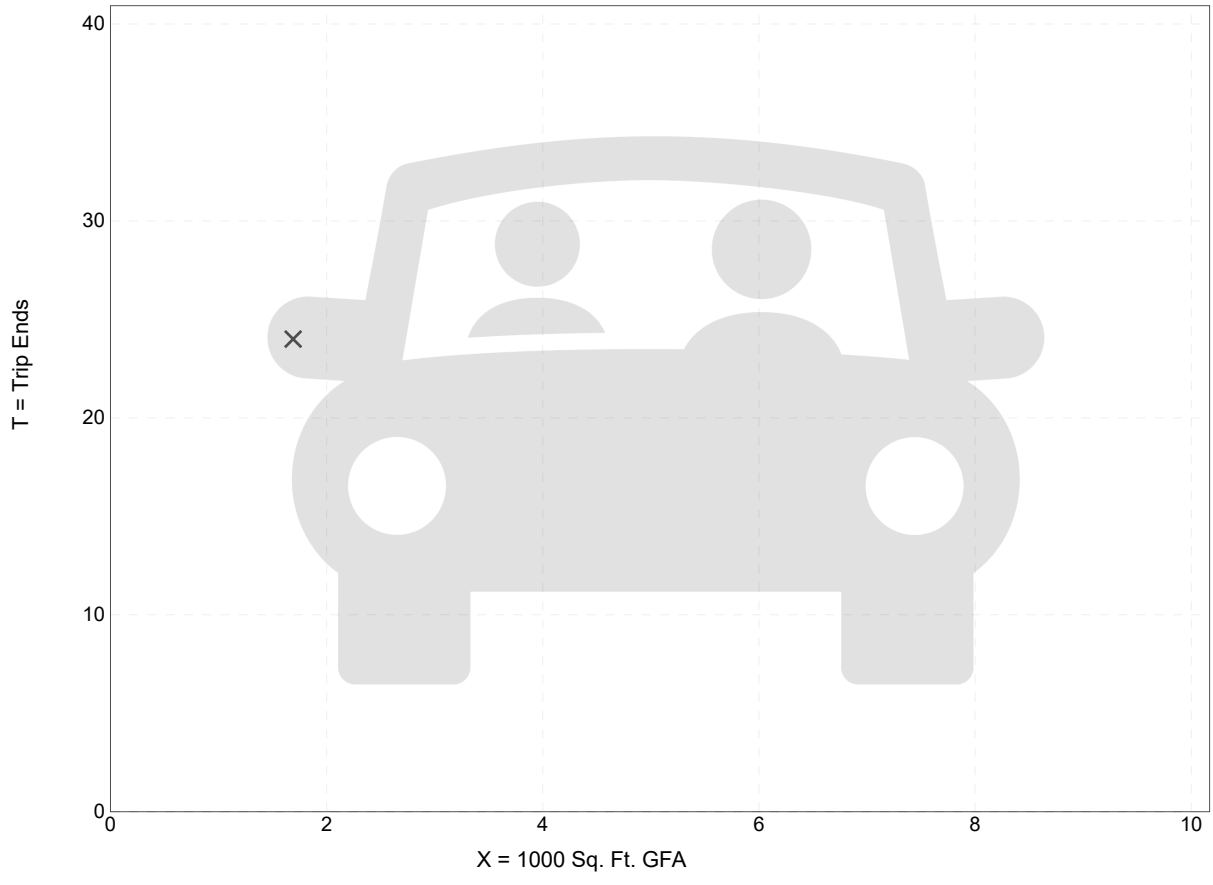
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.20	14.20 - 14.20	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

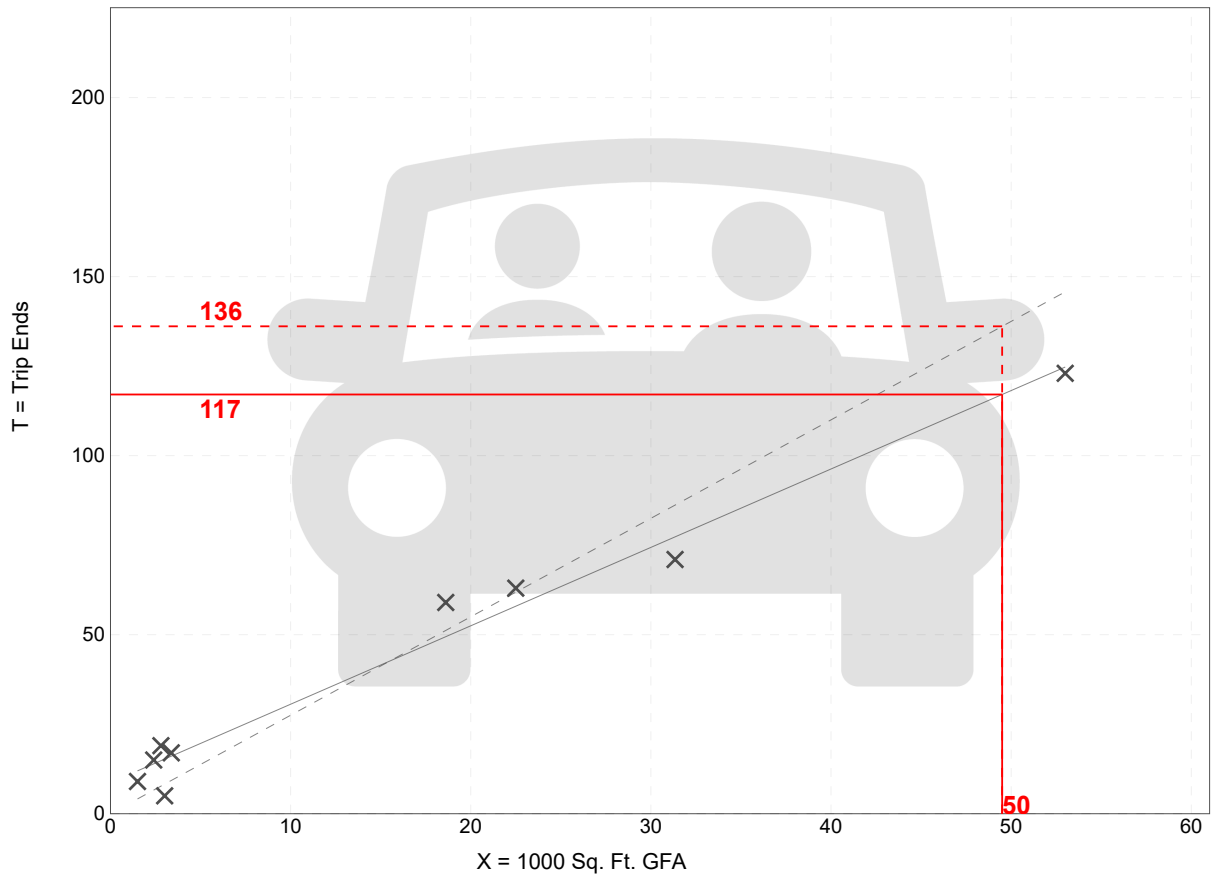
Clinic
(630)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.75	1.66 - 6.79	1.04

Data Plot and Equation



Fitted Curve Equation: T = 2.19(X) + 8.68

R^2= 0.98

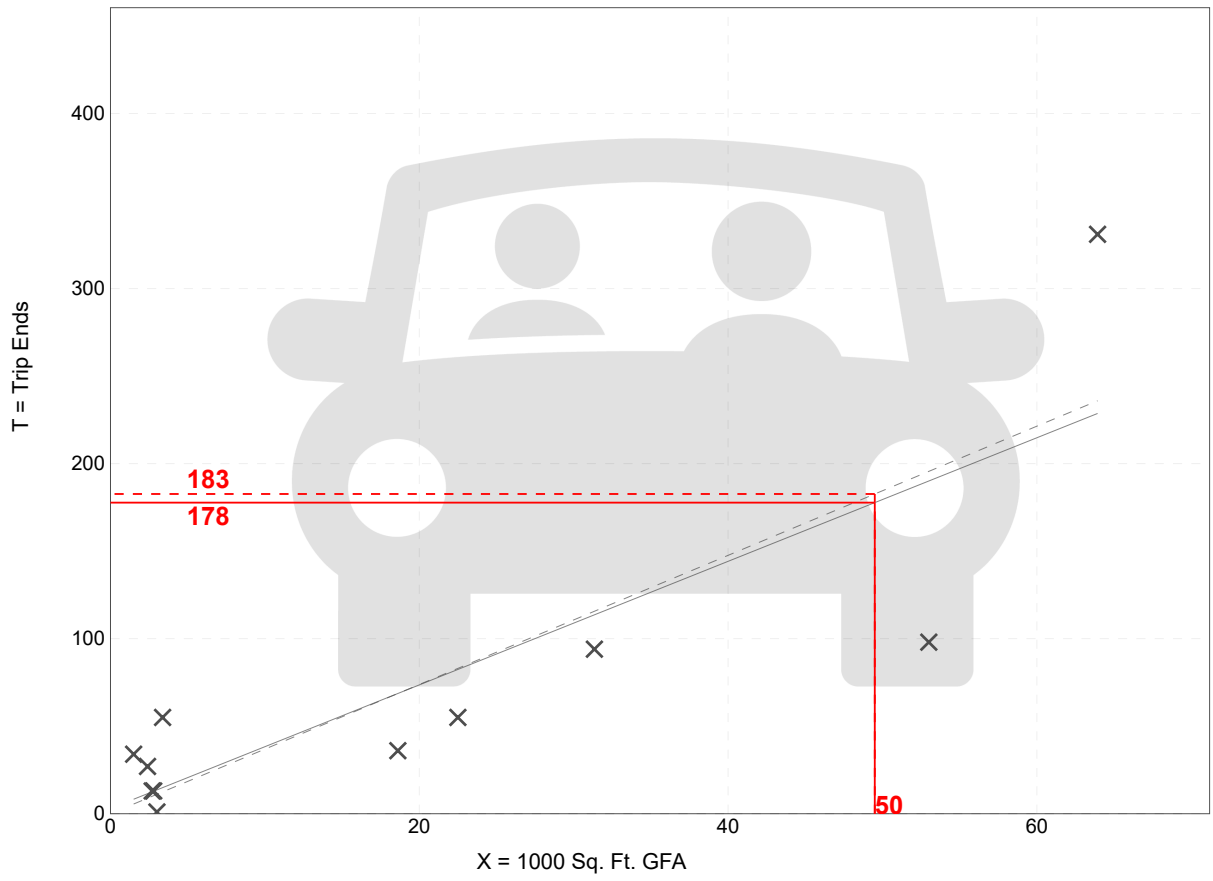
Clinic
(630)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	11
Avg. 1000 Sq. Ft. GFA:	19
Directional Distribution:	30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.69	0.33 - 22.67	3.00

Data Plot and Equation



Fitted Curve Equation: T = 3.53(X) + 2.98

R^2= 0.72

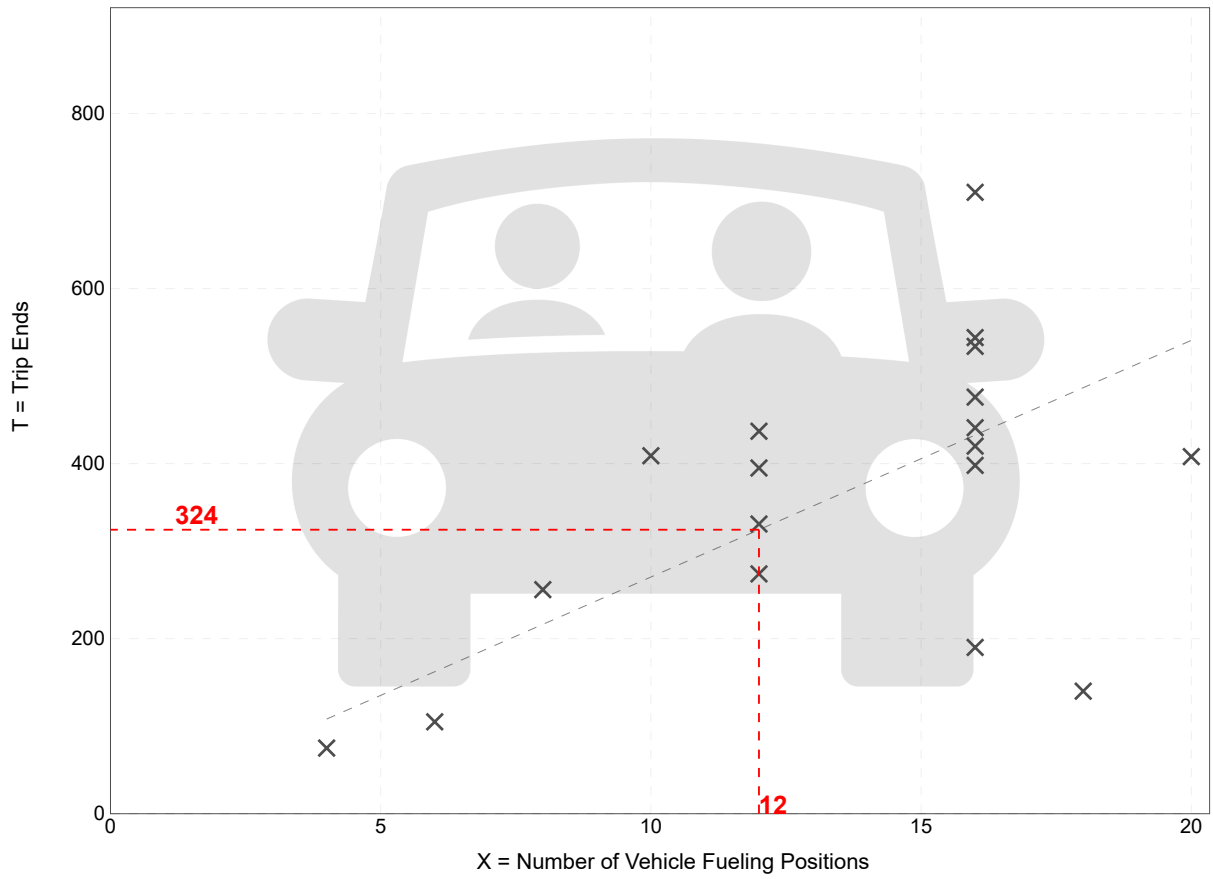
Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	18
Avg. Num. of Vehicle Fueling Positions:	13
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

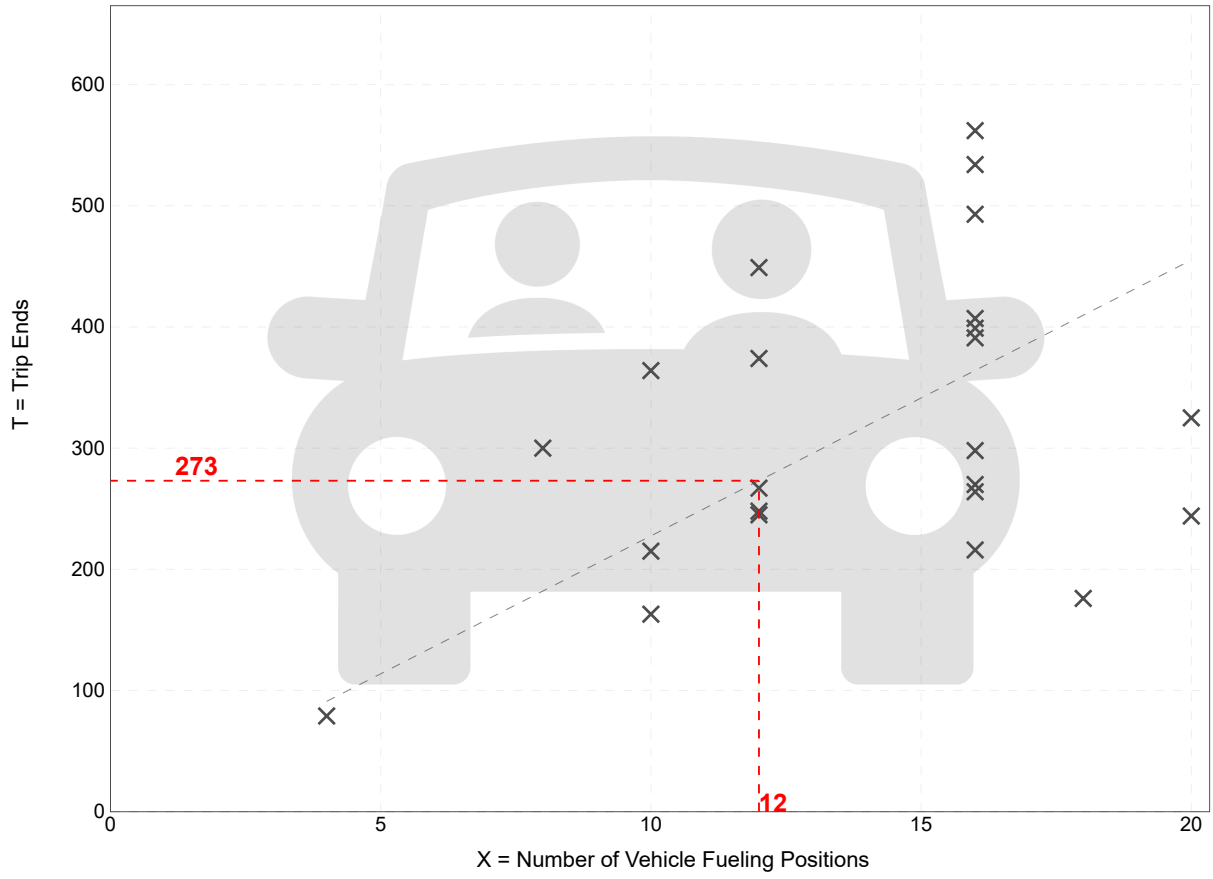
Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	23
Avg. Num. of Vehicle Fueling Positions:	14
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

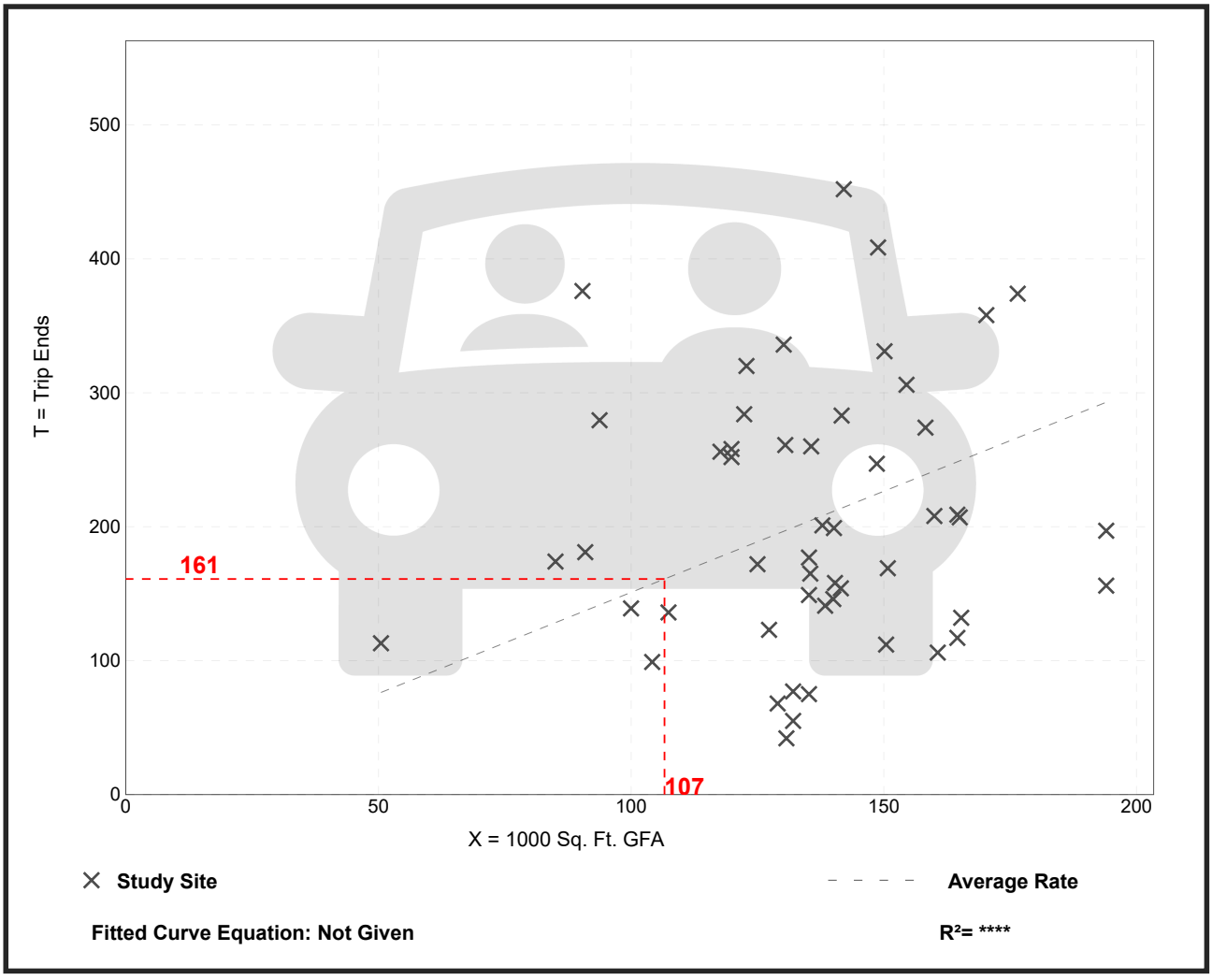
Home Improvement Superstore
(862)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. 1000 Sq. Ft. GFA: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.51	0.32 - 4.16	0.76

Data Plot and Equation



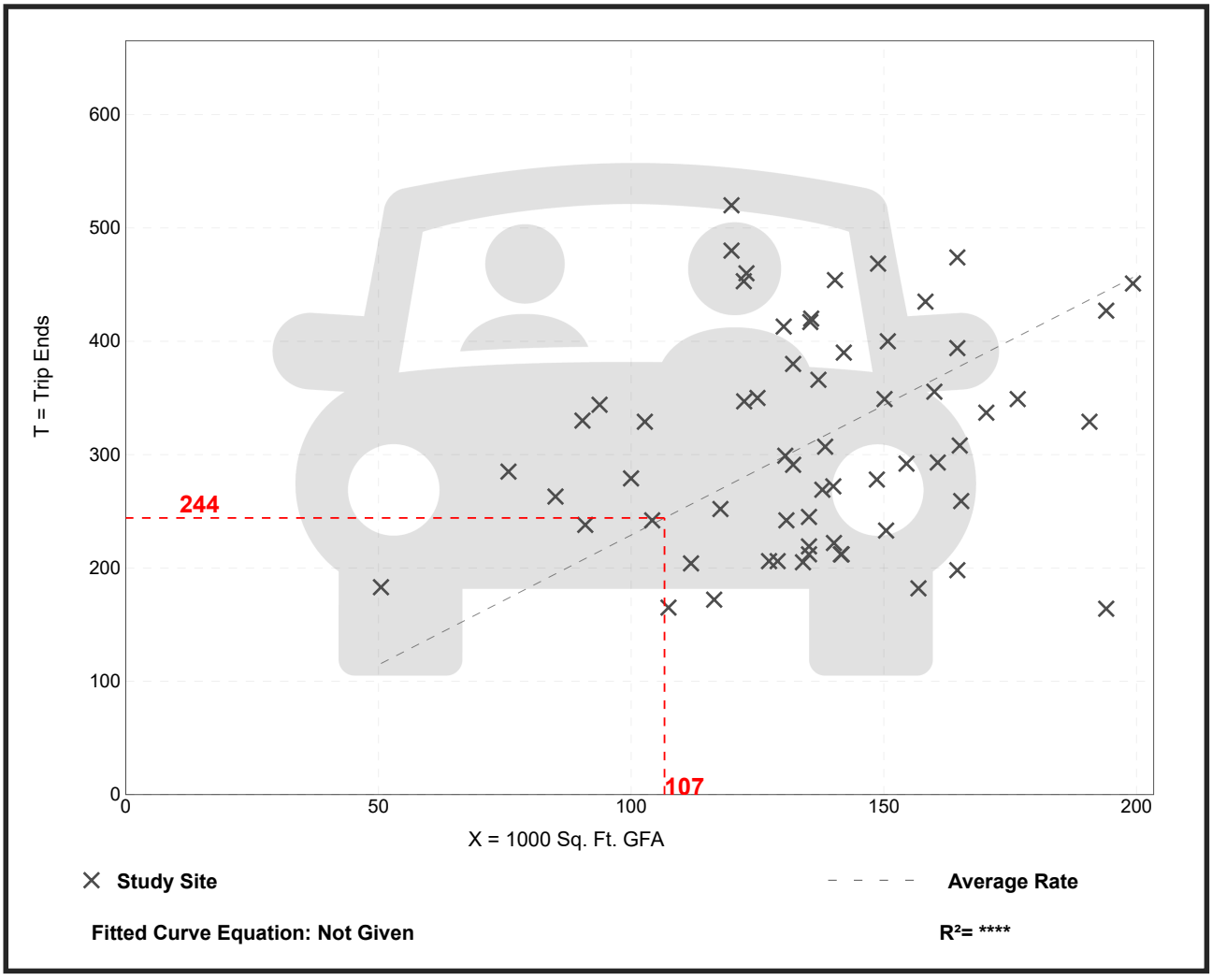
Home Improvement Superstore
(862)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 62
Avg. 1000 Sq. Ft. GFA: 136
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.29	0.85 - 4.34	0.77

Data Plot and Equation



Quick Lubrication Vehicle Shop
(941)

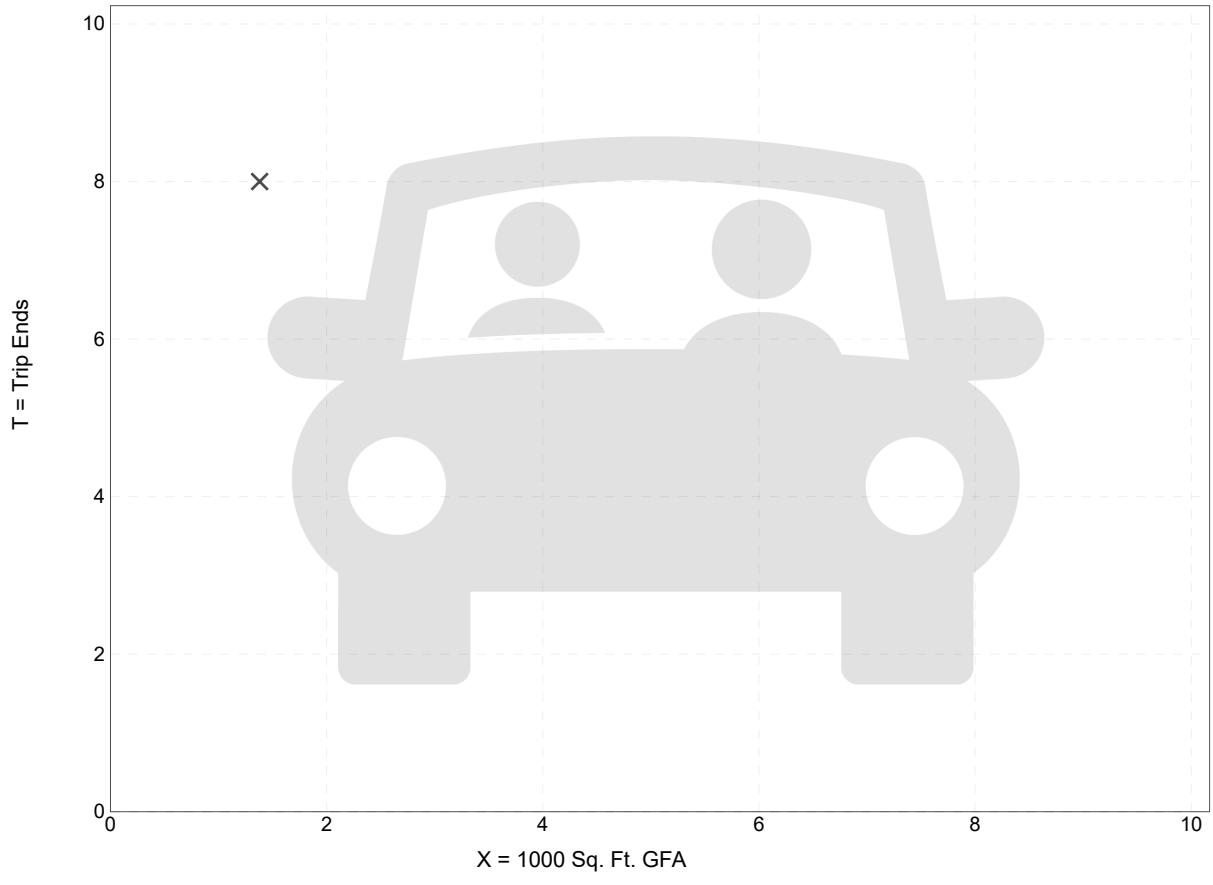
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.80	5.80 - 5.80	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Quick Lubrication Vehicle Shop
(941)

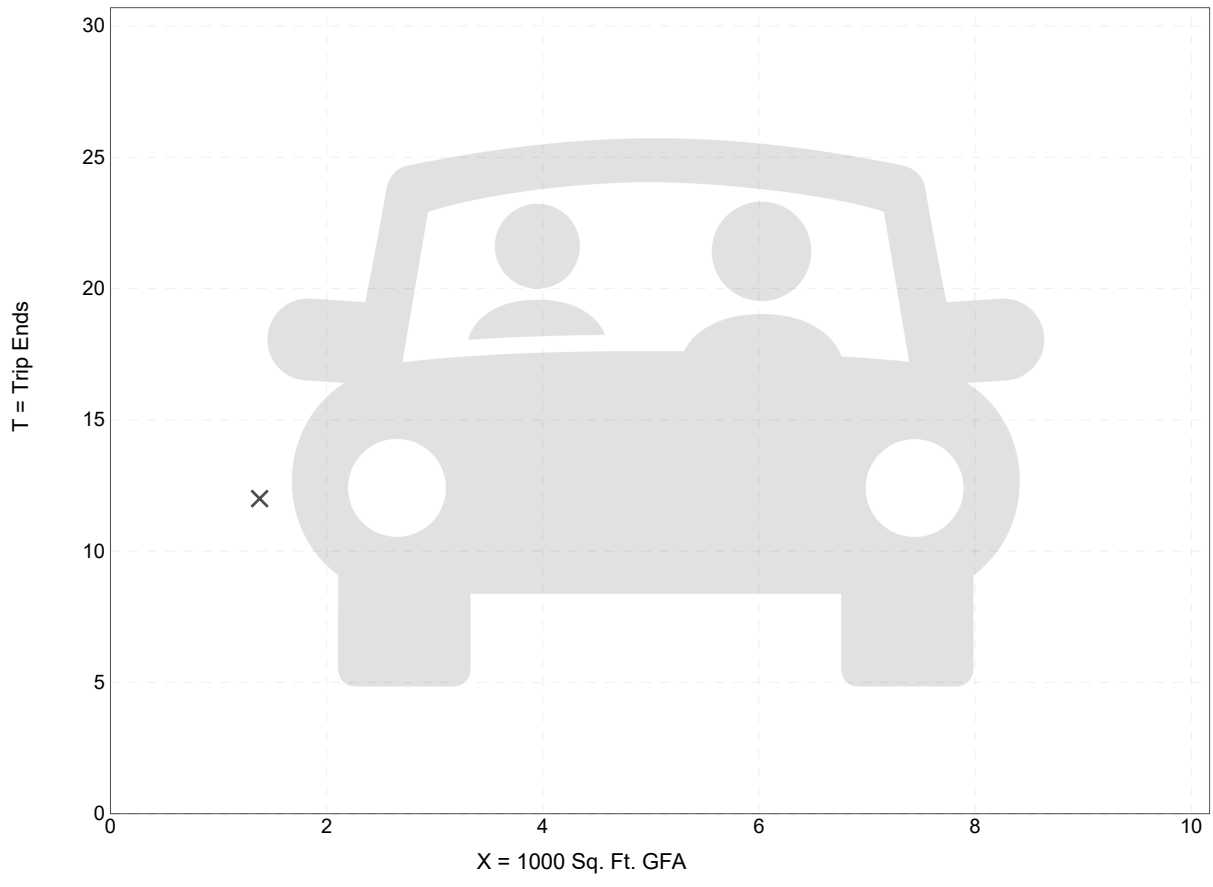
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.70	8.70 - 8.70	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

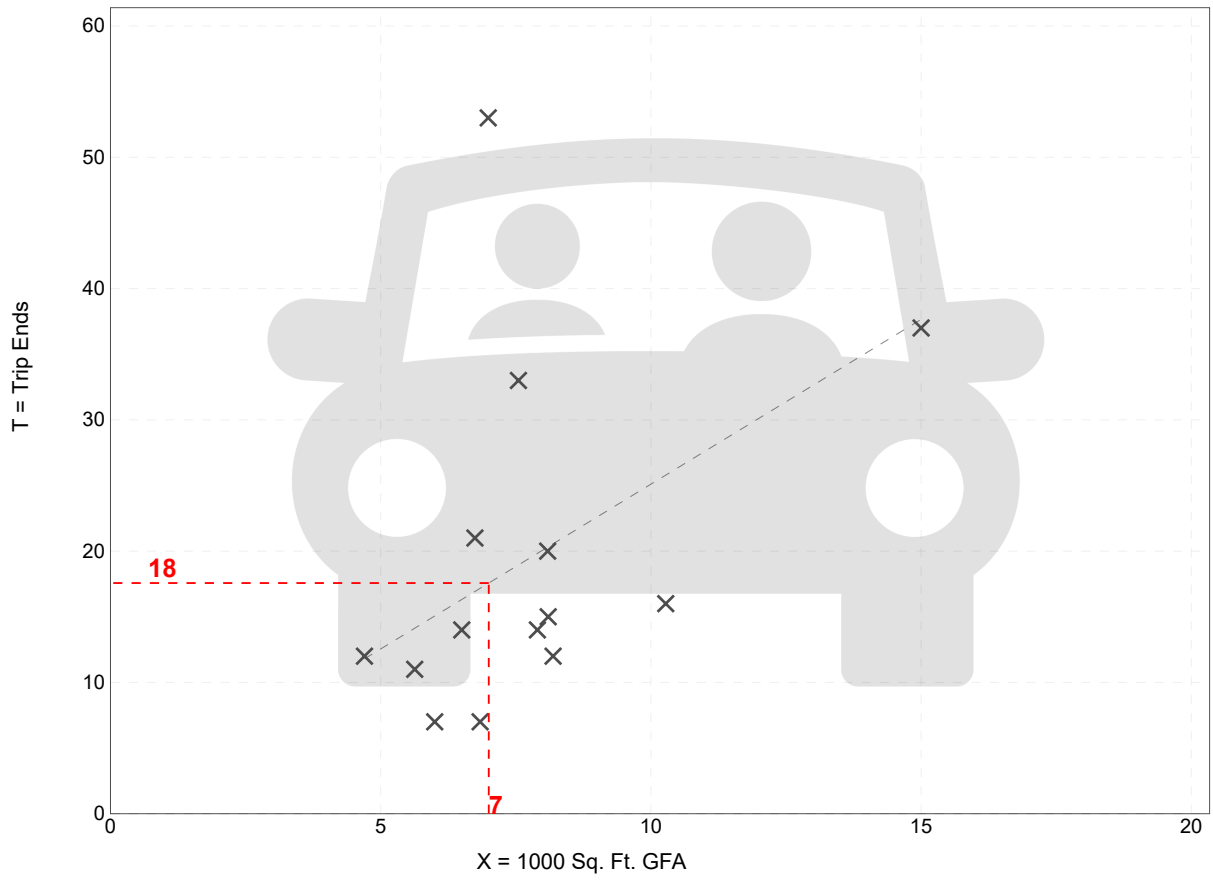
Automobile Parts Sales
(843)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. 1000 Sq. Ft. GFA:	8
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.51	1.02 - 7.58	1.62

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

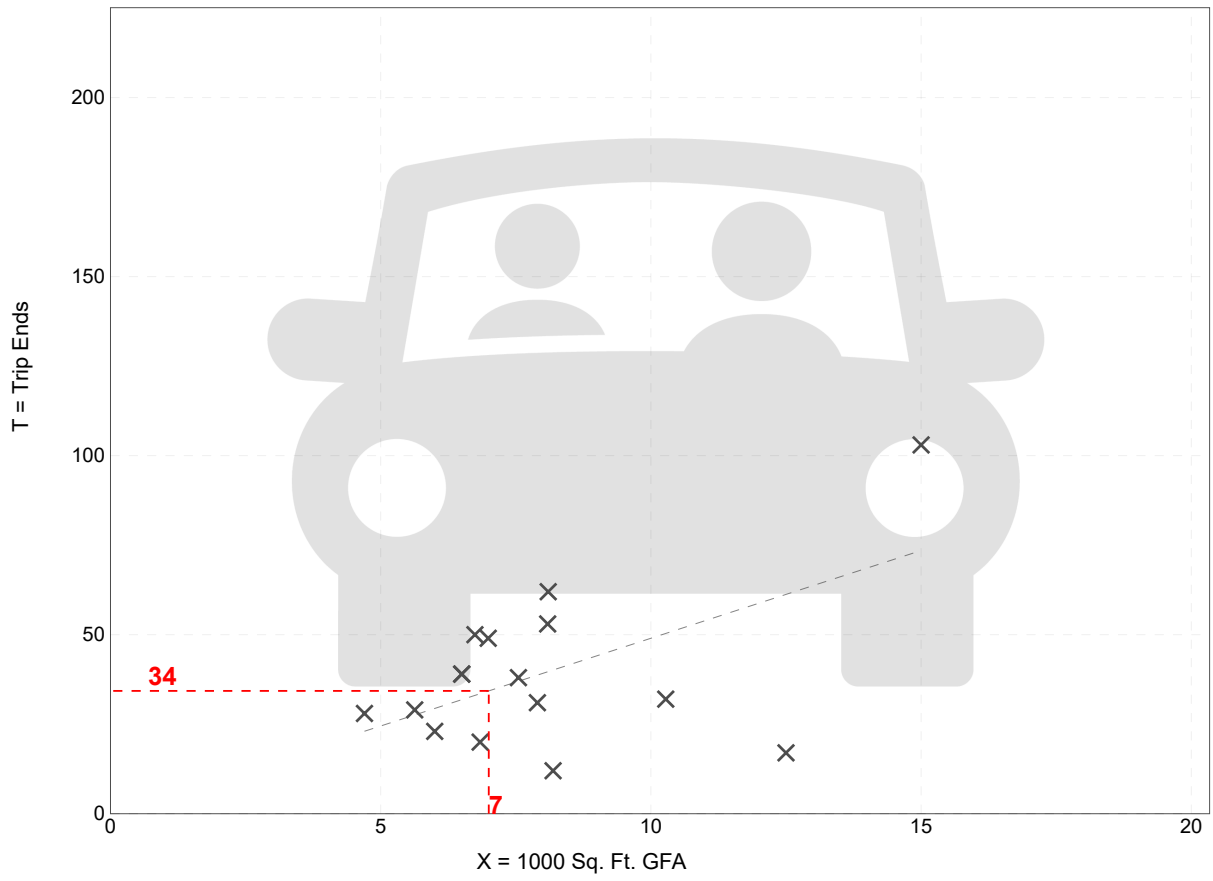
Automobile Parts Sales
(843)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.90	1.36 - 7.65	2.17

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

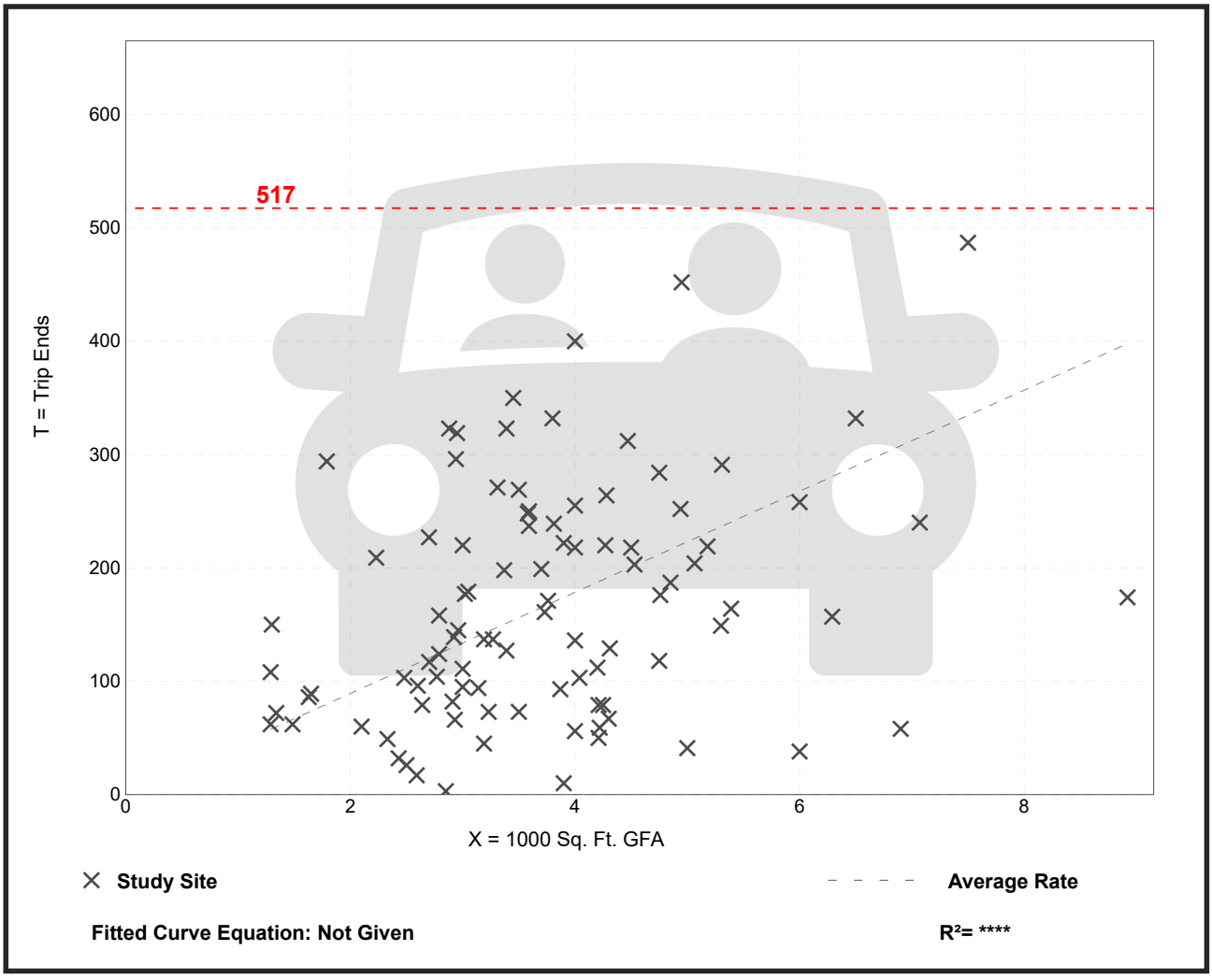
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	96
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



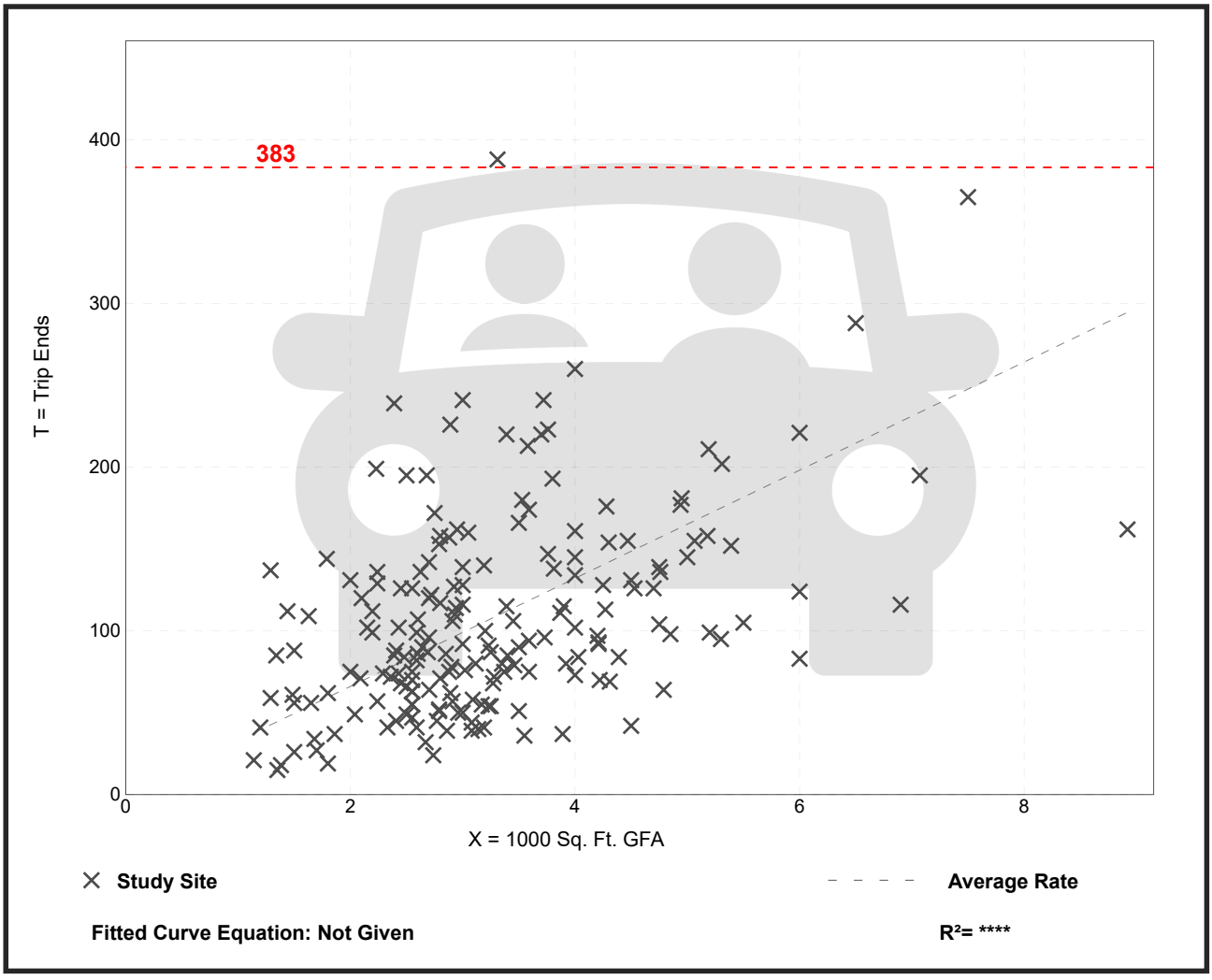
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

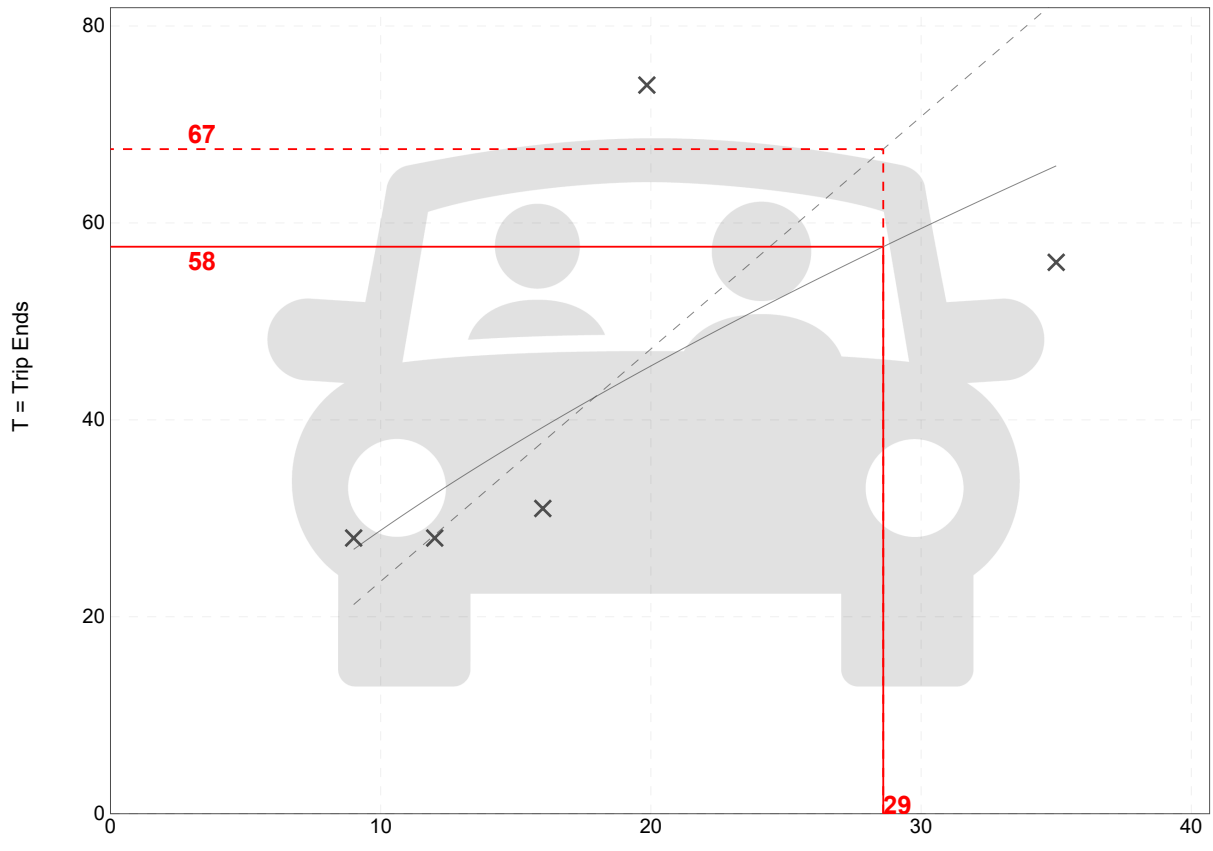
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

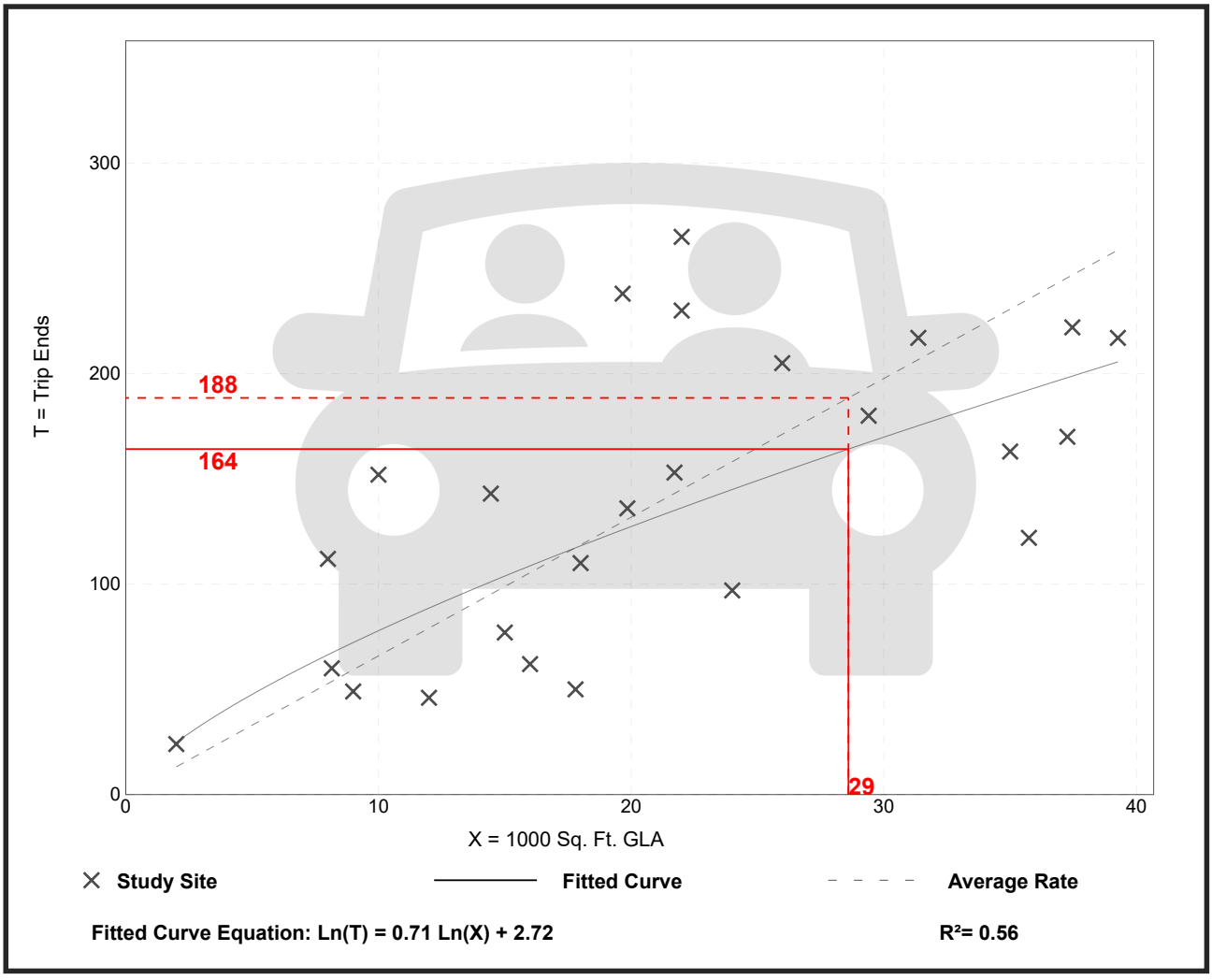
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. 1000 Sq. Ft. GLA:	21
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Appendix C – AM Peak Hour Capacity Analyses

Intersection Level Of Service Report
Intersection 1: SH 6 at CR 48

Control Type:	Signalized	Delay (sec / veh):	35.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	CR 48			CR 48			SH 6			SH 6		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			60.00			60.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	CR 48			CR 48			SH 6			SH 6		
Base Volume Input [veh/h]	55	188	78	78	216	58	70	1445	78	46	1295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	188	78	78	216	58	70	1445	78	46	1295	41
Peak Hour Factor	0.9200	0.9200	0.9200	0.9300	0.9300	0.9300	0.9600	0.9600	0.9600	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	51	21	21	58	16	18	376	20	12	330	10
Total Analysis Volume [veh/h]	60	204	85	84	232	62	73	1505	81	47	1321	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	40	0	0	40	0	10	30	0	10	30	0
Maximum Green [s]	0	60	0	0	60	0	30	60	0	30	60	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		Yes			Yes		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	161	161	161	161	161	161	161	161	161	161	161	161	161	161
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	40	40	10	56	56	9	55	55
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.06	0.35	0.35	0.05	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.04	0.07	0.06	0.06	0.05	0.07	0.07	0.04	0.05	0.33	0.06	0.03	0.29	0.03
s, saturation flow rate [veh/h]	1603	1683	1532	1431	1603	1683	1532	1431	1603	4584	1431	1603	4584	1431
c, Capacity [veh/h]	399	419	381	356	399	419	381	356	96	1594	497	88	1571	490
d1, Uniform Delay [s]	36.45	37.48	37.12	37.17	36.93	37.70	37.51	36.64	71.23	32.36	22.94	71.09	30.89	23.14
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.35	0.31	0.34	0.26	0.40	0.39	0.23	11.42	3.60	0.15	4.93	1.29	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.27	0.23	0.24	0.21	0.30	0.28	0.17	0.76	0.94	0.16	0.53	0.84	0.09
d, Delay for Lane Group [s/veh]	36.62	37.83	37.43	37.51	37.19	38.09	37.91	36.87	82.65	35.96	23.09	76.02	32.17	23.21
Lane Group LOS	D	D	D	D	D	D	D	D	F	D	C	E	C	C
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.46	2.88	2.20	2.11	2.07	3.16	2.67	1.52	3.06	13.49	1.37	1.88	10.43	0.71
50th-Percentile Queue Length [ft/ln]	36.53	71.98	55.10	52.84	51.81	78.94	66.67	38.00	76.54	337.30	34.24	47.12	260.67	17.80
95th-Percentile Queue Length [veh/ln]	2.63	5.18	3.97	3.80	3.73	5.68	4.80	2.74	5.51	19.52	2.47	3.39	15.72	1.28
95th-Percentile Queue Length [ft/ln]	65.75	129.5	99.18	95.11	93.25	142.0	120.0	68.40	137.77	487.90	61.63	84.82	393.06	32.05

Movement, Approach, & Intersection Results

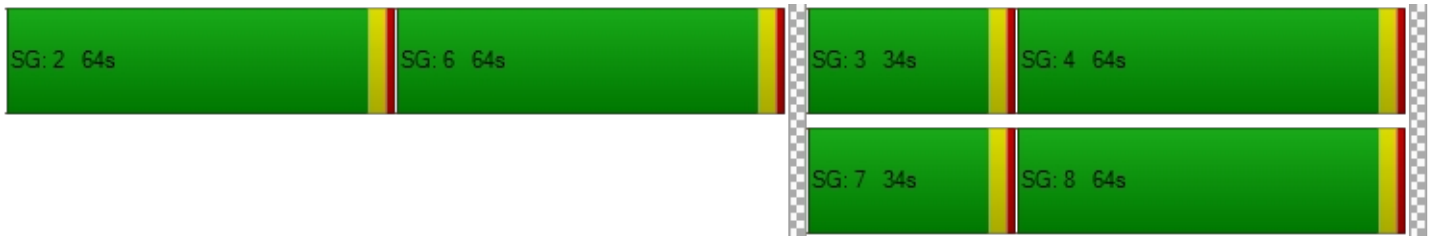
d_M, Delay for Movement [s/veh]	36.62	37.65	37.51	37.19	38.01	36.87	82.65	35.96	23.09	76.02	32.17	23.21
Movement LOS	D	D	D	D	D	D	F	D	C	E	C	C
d_A, Approach Delay [s/veh]	37.44			37.64			37.38			33.37		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	35.92											
Intersection LOS	D											
Intersection V/C	0.501											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	747	747	747	747
d_b, Bicycle Delay [s]	31.55	31.55	31.55	31.55
l_b,int, Bicycle LOS Score for Intersection	1.848	1.871	2.472	2.335
Bicycle LOS	A	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: SH 6 at Kirby Drive

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Kirby Drive		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	600.00	100.00	225.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Curb Present	No		No		No		
Crosswalk	Yes		Yes		No		

Volumes

Name	Kirby Drive		SH 6		SH 6		
Base Volume Input [veh/h]	59	45	53	1548	10	1427	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	45	53	1548	10	1427	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	11	13	387	3	357	15
Total Analysis Volume [veh/h]	59	45	53	1548	10	1427	60
Presence of On-Street Parking	No	No	No	No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0		
v_di, Inbound Pedestrian Volume crossing m	0		0		0		
v_co, Outbound Pedestrian Volume crossing	0		0		0		
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0		
Bicycle Volume [bicycles/h]	0		0		0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Protected	Permissive	Permissive
Signal Group	7	0	5	2	1	6	0
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	Lead	-	-
Minimum Green [s]	5	0	10	30	10	30	0
Maximum Green [s]	40	0	30	60	30	60	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	0	5	0
Pedestrian Clearance [s]	24	0	0	10	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	Yes	No	Yes	
Maximum Recall	No		No	No	No	No	
Pedestrian Recall	No		No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	L	C	R
C, Cycle Length [s]	51	51	51	51	51	51	51
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	5	34	1	30	30
g / C, Green / Cycle	0.08	0.08	0.11	0.66	0.03	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.03	0.03	0.34	0.01	0.31	0.04
s, saturation flow rate [veh/h]	3113	1431	1603	4584	1603	4584	1431
c, Capacity [veh/h]	241	111	171	3035	45	2674	834
d1, Uniform Delay [s]	22.38	22.67	21.30	4.45	24.54	6.51	4.68
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	2.37	1.02	0.13	2.48	0.17	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.41	0.31	0.51	0.22	0.53	0.07
d, Delay for Lane Group [s/veh]	22.90	25.04	22.32	4.59	27.01	6.67	4.71
Lane Group LOS	C	C	C	A	C	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.31	0.53	0.52	0.48	0.13	1.20	0.11
50th-Percentile Queue Length [ft/ln]	7.84	13.26	12.89	11.93	3.20	30.07	2.84
95th-Percentile Queue Length [veh/ln]	0.56	0.95	0.93	0.86	0.23	2.17	0.20
95th-Percentile Queue Length [ft/ln]	14.11	23.87	23.21	21.47	5.75	54.13	5.12

Movement, Approach, & Intersection Results

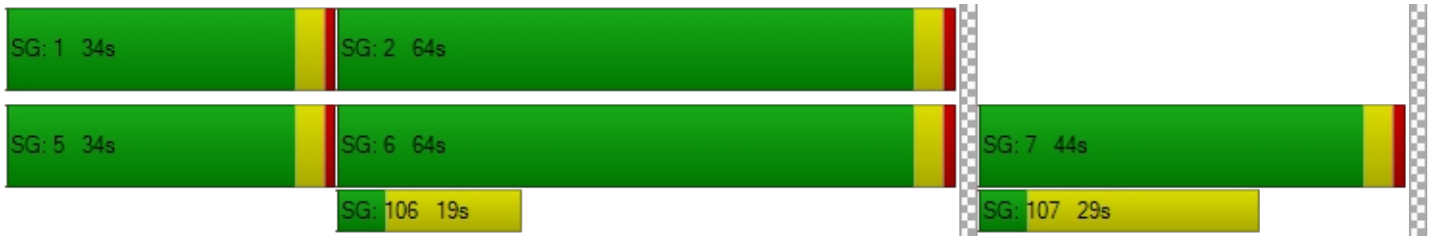
d_M, Delay for Movement [s/veh]	22.90	25.04	22.32	4.59	27.01	6.67	4.71
Movement LOS	C	C	C	A	C	A	A
d_A, Approach Delay [s/veh]	23.83		5.17		6.73		
Approach LOS	C		A		A		
d_I, Intersection Delay [s/veh]	6.51						
Intersection LOS	A						
Intersection V/C	0.376						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	17.49	17.49	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.328	3.422	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1556	2334	2334
d_b, Bicycle Delay [s]	1.26	0.72	0.72
l_b,int, Bicycle LOS Score for Intersection	1.560	2.440	2.383
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: SH 6 at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Driveway 1		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 1		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1601	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1601	1382	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	400	346	0
Total Analysis Volume [veh/h]	0	0	0	1601	1382	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	15.85	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.85		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: SH 6 at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Driveway 2		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	415.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	No		No		No		

Volumes

Name	Driveway 2		SH 6		SH 6		
Base Volume Input [veh/h]	0	0	0	1601	0	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1601	0	1382	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	400	0	346	0
Total Analysis Volume [veh/h]	0	0	0	1601	0	1382	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	34.35	15.85	19.13	0.00	15.17	0.00	0.00
Movement LOS	D	C	C	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.10		0.00		0.00		
Approach LOS	D		A		A		
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: SH 6 at Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Driveway 3		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 3		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1601	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1601	1382	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	400	346	0
Total Analysis Volume [veh/h]	0	0	0	1601	1382	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	15.85	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.85		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Kirby Dr at Driveway 4

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Base Volume Input [veh/h]	0	0	45	0	0	0	0	0	0	53	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	45	0	0	0	0	0	0	53	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	11	0	0	0	0	0	0	13	0	0
Total Analysis Volume [veh/h]	0	0	45	0	0	0	0	0	0	53	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.31	0.00	0.00	8.52	9.25	8.32	8.86	9.34	8.64
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.25	4.25	4.25
d_A, Approach Delay [s/veh]	0.00			2.44			8.70			8.86		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.79											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Kirby Dr at Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Drive		Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Drive		Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 8: Kirby Dr at Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Dr		Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Dr		Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

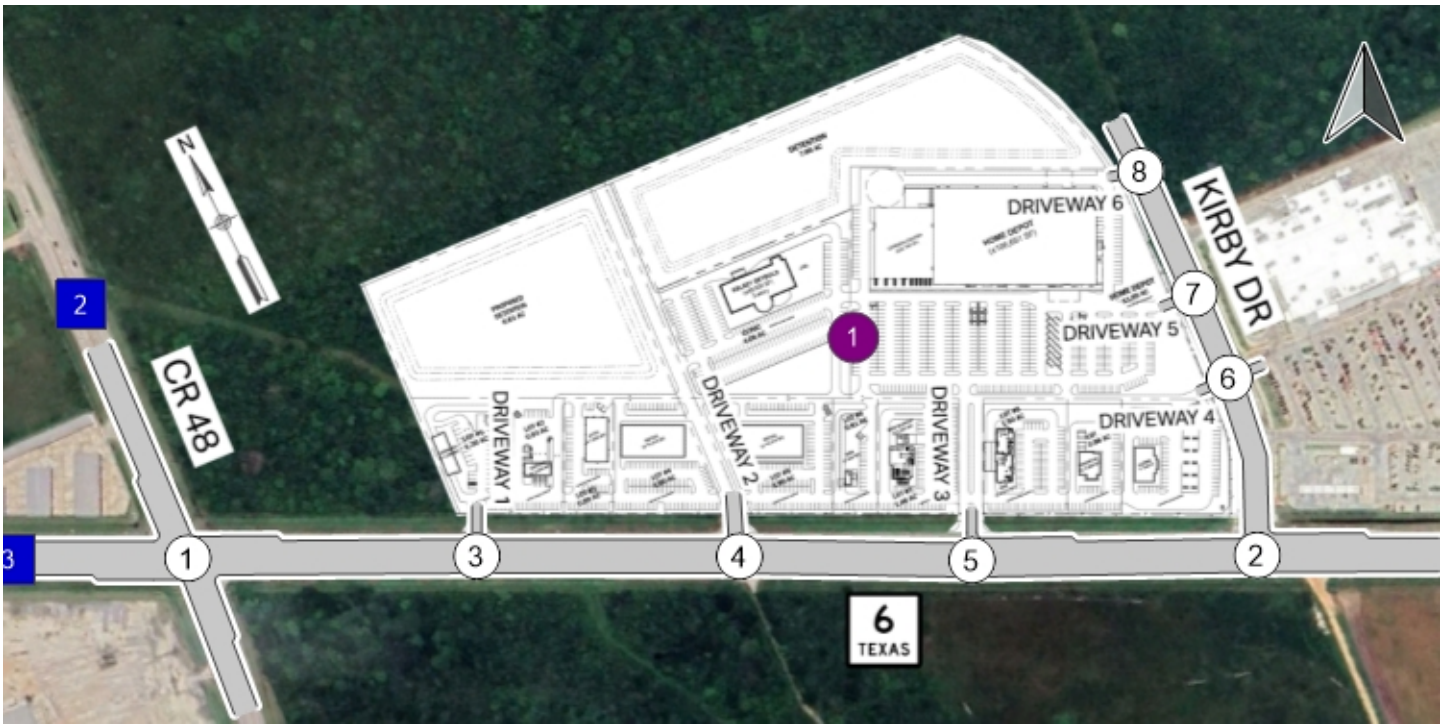
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

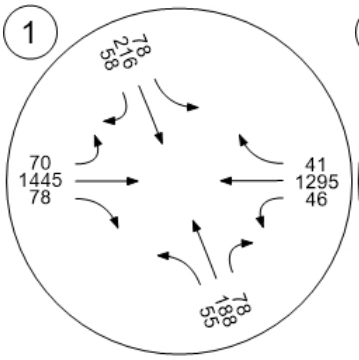
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

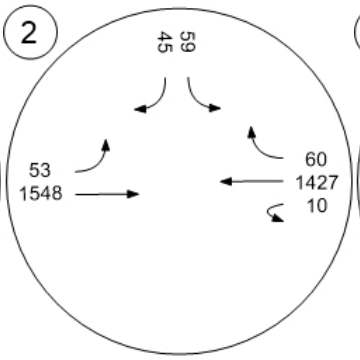
Traffic Volume - Base Volume



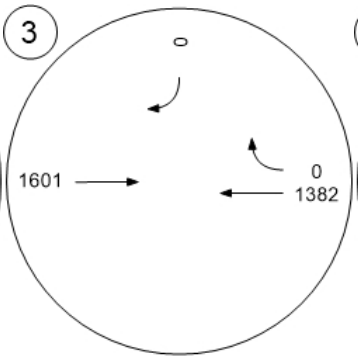
SH 6 at CR 48



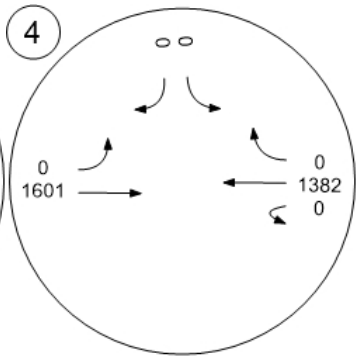
SH 6 at Kirby Drive



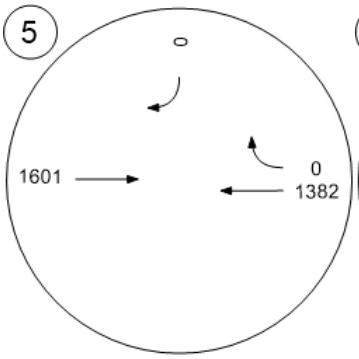
SH 6 at Driveway 1



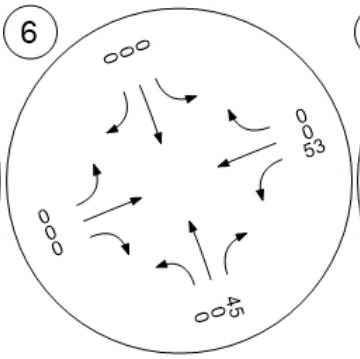
SH 6 at Driveway 2



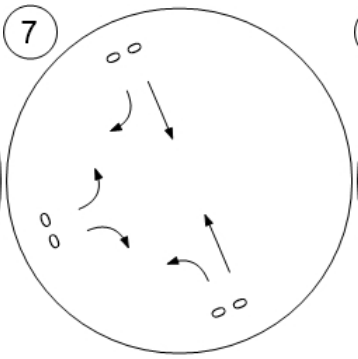
SH 6 at Driveway 3



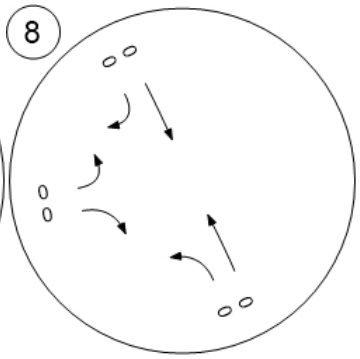
Kirby Dr at Driveway 4



Kirby Dr at Driveway 5



Kirby Dr at Driveway 6



Intersection Level Of Service Report
Intersection 1: SH 6 at CR 48

Control Type:	Signalized	Delay (sec / veh):	46.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	CR 48			CR 48			SH 6			SH 6		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			60.00			60.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	CR 48			CR 48			SH 6			SH 6		
Base Volume Input [veh/h]	55	188	78	78	216	58	70	1445	78	46	1295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	218	90	90	251	67	81	1676	90	53	1502	48
Peak Hour Factor	0.9200	0.9200	0.9200	0.9300	0.9300	0.9300	0.9600	0.9600	0.9600	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	59	24	24	67	18	21	436	23	14	383	12
Total Analysis Volume [veh/h]	70	237	98	97	270	72	84	1746	94	54	1533	49
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	40	0	0	40	0	10	30	0	10	30	0
Maximum Green [s]	0	60	0	0	60	0	30	60	0	30	60	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		Yes			Yes		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	165	165	165	165	165	165	165	165	165	165	165	165	165	165
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	40	40	10	60	60	9	59	59
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.36	0.36	0.06	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.08	0.07	0.07	0.06	0.09	0.08	0.05	0.05	0.38	0.07	0.03	0.33	0.03
s, saturation flow rate [veh/h]	1603	1683	1532	1431	1603	1683	1532	1431	1603	4584	1431	1603	4584	1431
c, Capacity [veh/h]	388	408	371	346	388	408	371	346	102	1664	519	90	1629	508
d1, Uniform Delay [s]	38.79	40.09	39.64	39.68	39.38	40.39	40.15	39.02	73.06	32.69	21.77	73.25	32.14	22.25
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.46	0.41	0.44	0.33	0.53	0.52	0.29	14.95	26.33	0.17	6.32	3.38	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.33	0.28	0.28	0.25	0.36	0.33	0.21	0.82	1.05	0.18	0.60	0.94	0.10
d, Delay for Lane Group [s/veh]	39.01	40.56	40.05	40.12	39.72	40.93	40.67	39.31	88.01	59.02	21.94	79.57	35.52	22.33
Lane Group LOS	D	D	D	D	D	D	D	D	F	F	C	E	D	C
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.81	3.55	2.73	2.59	2.54	3.92	3.30	1.87	3.70	19.57	1.54	2.25	13.93	0.81
50th-Percentile Queue Length [ft/ln]	45.15	88.87	68.18	64.73	63.50	98.01	82.55	46.78	92.43	489.32	38.56	56.36	348.30	20.35
95th-Percentile Queue Length [veh/ln]	3.25	6.40	4.91	4.66	4.57	7.06	5.94	3.37	6.66	27.72	2.78	4.06	20.05	1.47
95th-Percentile Queue Length [ft/ln]	81.26	159.9	122.7	116.5	114.2	176.4	148.6	84.21	166.38	692.88	69.41	101.46	501.34	36.63

Movement, Approach, & Intersection Results

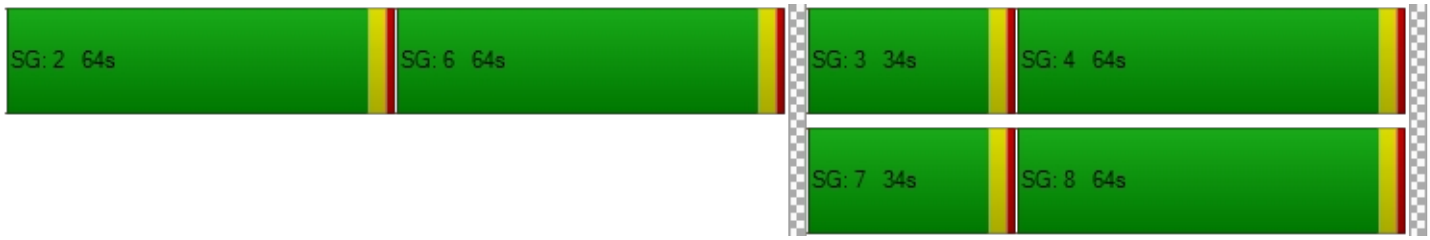
d_M, Delay for Movement [s/veh]	39.01	40.33	40.12	39.72	40.81	39.31	88.01	59.02	21.94	79.57	35.52	22.33
Movement LOS	D	D	D	D	D	D	F	F	C	E	D	C
d_A, Approach Delay [s/veh]	40.05			40.32			58.47			36.58		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	46.84											
Intersection LOS	D											
Intersection V/C	0.581											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	726	726	726	726
d_b, Bicycle Delay [s]	33.55	33.55	33.55	33.55
l_b,int, Bicycle LOS Score for Intersection	1.894	1.922	2.618	2.459
Bicycle LOS	A	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: SH 6 at Kirby Drive

Control Type:	Signalized	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Kirby Drive		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	600.00	100.00	225.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Curb Present	No		No		No		
Crosswalk	Yes		Yes		No		

Volumes

Name	Kirby Drive		SH 6		SH 6		
Base Volume Input [veh/h]	59	45	53	1548	10	1427	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	52	61	1796	12	1655	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	13	15	449	3	414	18
Total Analysis Volume [veh/h]	68	52	61	1796	12	1655	70
Presence of On-Street Parking	No	No	No	No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0		
v_di, Inbound Pedestrian Volume crossing m	0		0		0		
v_co, Outbound Pedestrian Volume crossing	0		0		0		
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0		
Bicycle Volume [bicycles/h]	0		0		0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Protected	Permissive	Permissive
Signal Group	7	0	5	2	1	6	0
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	Lead	-	-
Minimum Green [s]	5	0	10	30	10	30	0
Maximum Green [s]	40	0	30	60	30	60	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	0	5	0
Pedestrian Clearance [s]	24	0	0	10	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	Yes	No	Yes	
Maximum Recall	No		No	No	No	No	
Pedestrian Recall	No		No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	L	C	R
C, Cycle Length [s]	52	52	52	52	52	52	52
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	6	34	2	30	30
g / C, Green / Cycle	0.08	0.08	0.11	0.66	0.03	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.04	0.04	0.39	0.01	0.36	0.05
s, saturation flow rate [veh/h]	3113	1431	1603	4584	1603	4584	1431
c, Capacity [veh/h]	250	115	184	3018	51	2638	823
d1, Uniform Delay [s]	22.63	22.97	21.31	5.02	24.71	7.38	4.96
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.58	2.76	1.04	0.19	2.29	0.25	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.45	0.33	0.60	0.23	0.63	0.09
d, Delay for Lane Group [s/veh]	23.21	25.73	22.36	5.21	27.00	7.63	5.01
Lane Group LOS	C	C	C	A	C	A	A
Critical Lane Group	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.37	0.63	0.60	0.74	0.15	1.70	0.15
50th-Percentile Queue Length [ft/ln]	9.19	15.69	14.95	18.49	3.78	42.41	3.74
95th-Percentile Queue Length [veh/ln]	0.66	1.13	1.08	1.33	0.27	3.05	0.27
95th-Percentile Queue Length [ft/ln]	16.55	28.25	26.92	33.28	6.80	76.34	6.73

Movement, Approach, & Intersection Results

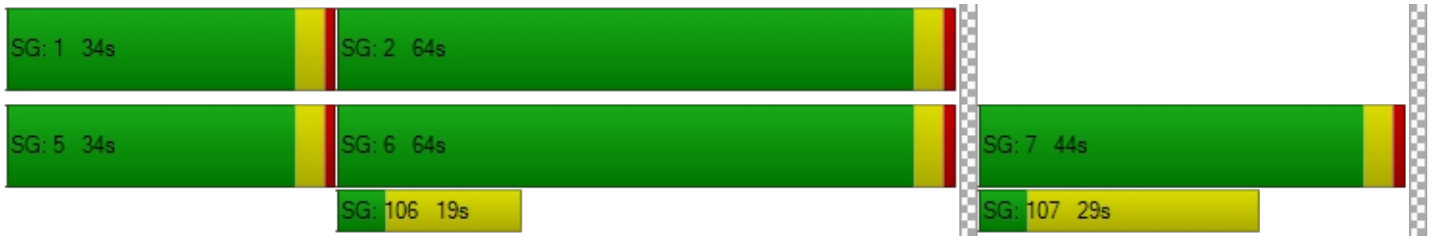
d_M, Delay for Movement [s/veh]	23.21	25.73	22.36	5.21	27.00	7.63	5.01
Movement LOS	C	C	C	A	C	A	A
d_A, Approach Delay [s/veh]	24.30		5.78		7.66		
Approach LOS	C		A		A		
d_I, Intersection Delay [s/veh]	7.26						
Intersection LOS	A						
Intersection V/C	0.436						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	17.87	17.87	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.338	3.560	0.000
Crosswalk LOS	B	D	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1533	2300	2300
d_b, Bicycle Delay [s]	1.42	0.59	0.59
l_b,int, Bicycle LOS Score for Intersection	1.560	2.581	2.515
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: SH 6 at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Driveway 1		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 1		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1601	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1857	1603	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	464	401	0
Total Analysis Volume [veh/h]	0	0	0	1857	1603	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.82	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.82		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: SH 6 at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Driveway 2		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	415.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	No		No		No		

Volumes

Name	Driveway 2		SH 6		SH 6		
Base Volume Input [veh/h]	0	0	0	1601	0	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1857	0	1603	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	464	0	401	0
Total Analysis Volume [veh/h]	0	0	0	1857	0	1603	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	45.50	17.82	23.18	0.00	17.94	0.00	0.00
Movement LOS	E	C	C	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.66		0.00		0.00		
Approach LOS	D		A		A		
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: SH 6 at Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Driveway 3		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 3		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1601	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1857	1603	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	464	401	0
Total Analysis Volume [veh/h]	0	0	0	1857	1603	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.82	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.82		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Kirby Dr at Driveway 4

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Base Volume Input [veh/h]	0	0	45	0	0	0	0	0	0	53	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	52	0	0	0	0	0	0	61	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	13	0	0	0	0	0	0	15	0	0
Total Analysis Volume [veh/h]	0	0	52	0	0	0	0	0	0	61	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.32	0.00	0.00	8.52	9.29	8.32	8.91	9.40	8.69
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.96	4.96	4.96
d_A, Approach Delay [s/veh]	0.00			2.44			8.71			8.91		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.81											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Kirby Dr at Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Drive		Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Drive		Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 8: Kirby Dr at Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Dr		Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Dr		Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

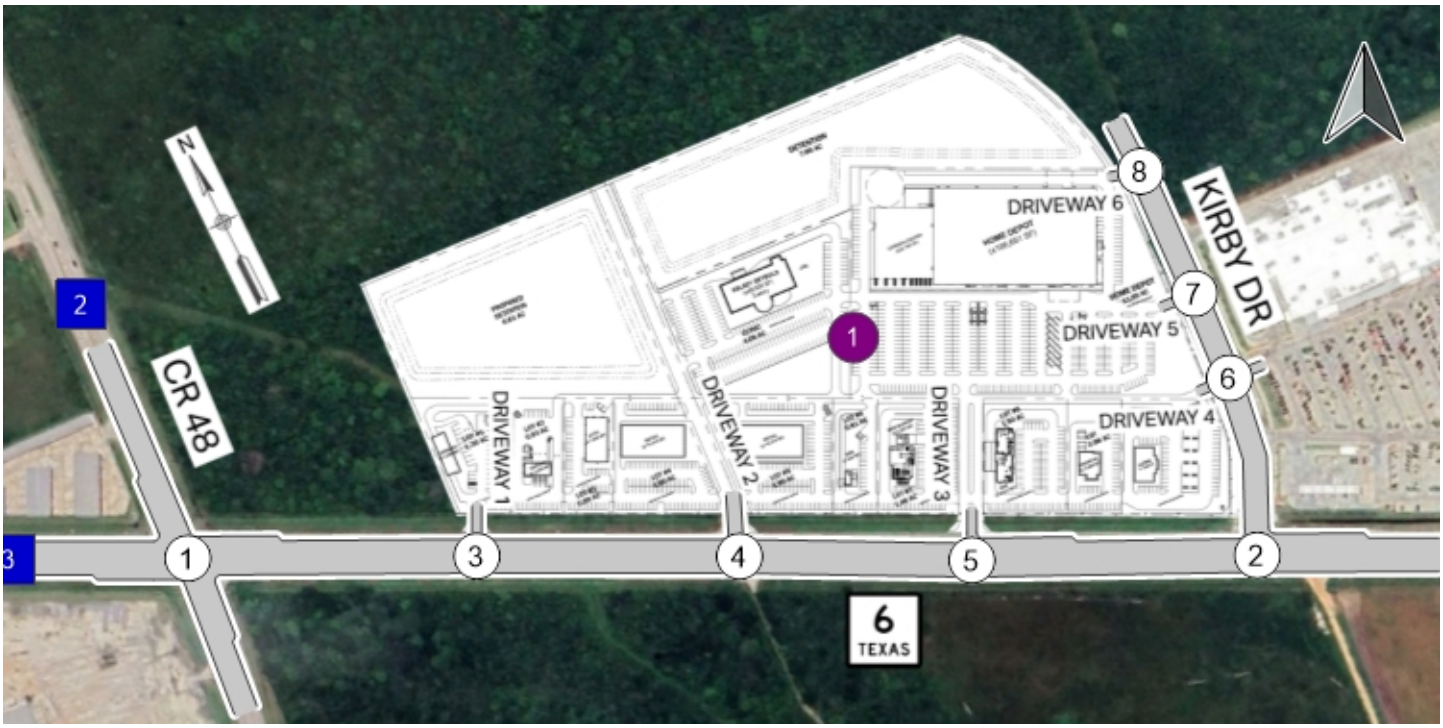
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

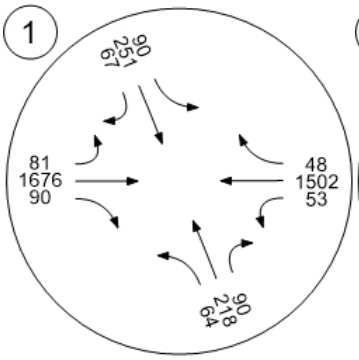
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

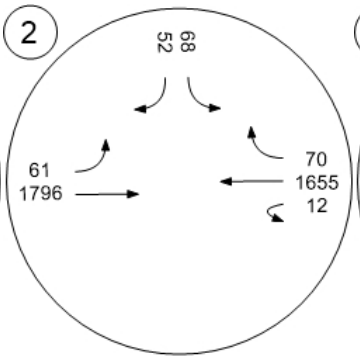
Traffic Volume - Future Background Volume



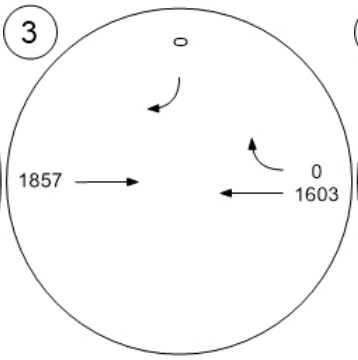
SH 6 at CR 48



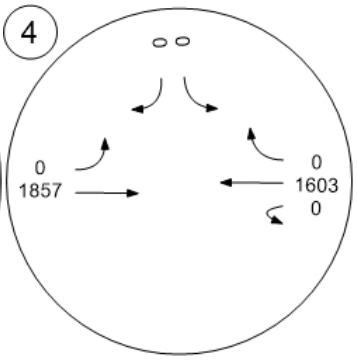
SH 6 at Kirby Drive



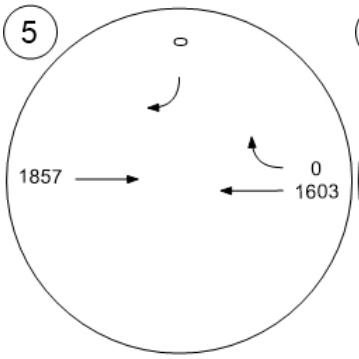
SH 6 at Driveway 1



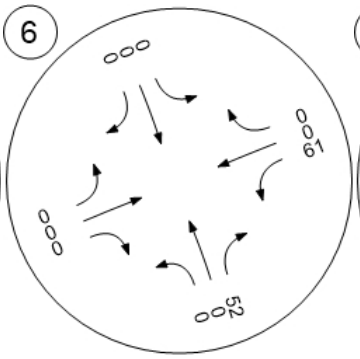
SH 6 at Driveway 2



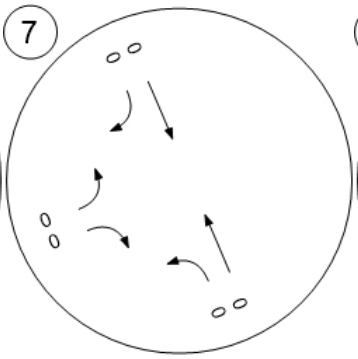
SH 6 at Driveway 3



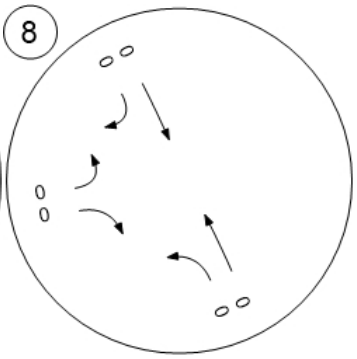
Kirby Dr at Driveway 4



Kirby Dr at Driveway 5



Kirby Dr at Driveway 6



Intersection Level Of Service Report
Intersection 1: SH 6 at CR 48

Control Type:	Signalized	Delay (sec / veh):	54.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	CR 48			CR 48			SH 6			SH 6		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			60.00			60.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	CR 48			CR 48			SH 6			SH 6		
Base Volume Input [veh/h]	55	188	78	78	216	58	70	1445	78	46	1295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	23	46	0	0	0	160	0	16	110	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	218	113	136	251	67	81	1836	90	69	1612	79
Peak Hour Factor	0.9200	0.9200	0.9200	0.9300	0.9300	0.9300	0.9600	0.9600	0.9600	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	59	31	37	67	18	21	478	23	18	411	20
Total Analysis Volume [veh/h]	70	237	123	146	270	72	84	1913	94	70	1645	81
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	40	0	0	40	0	10	30	0	10	30	0
Maximum Green [s]	0	60	0	0	60	0	30	60	0	30	60	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		Yes			Yes		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	167	167	167	167	167	167	167	167	167	167	167	167	167	167
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	40	40	10	61	61	10	60	60
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.37	0.37	0.06	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.08	0.07	0.09	0.08	0.08	0.09	0.05	0.05	0.42	0.07	0.04	0.36	0.06
s, saturation flow rate [veh/h]	1603	1683	1532	1431	1603	1677	1532	1431	1603	4584	1431	1603	4584	1431
c, Capacity [veh/h]	385	405	368	344	385	403	368	344	101	1673	522	93	1650	515
d1, Uniform Delay [s]	33.94	34.99	34.62	35.20	35.15	35.12	35.39	34.13	71.92	22.51	14.75	72.48	23.26	15.36
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.47	0.41	0.63	0.55	0.51	0.65	0.30	15.44	66.27	0.16	11.39	9.62	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.33	0.28	0.36	0.35	0.35	0.38	0.21	0.83	1.14	0.18	0.75	1.00	0.16
d, Delay for Lane Group [s/veh]	34.17	35.46	35.04	35.83	35.70	35.64	36.04	34.43	87.36	88.78	14.91	83.87	32.88	15.50
Lane Group LOS	C	D	D	D	D	D	D	C	F	F	B	F	C	B
Critical Lane Group	No	No	No	Yes	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.58	3.10	2.38	2.88	3.16	3.27	3.30	1.64	3.66	18.48	1.06	2.99	10.09	0.94
50th-Percentile Queue Length [ft/ln]	39.54	77.52	59.61	72.03	79.02	81.63	82.56	40.96	91.41	461.89	26.38	74.74	252.17	23.51
95th-Percentile Queue Length [veh/ln]	2.85	5.58	4.29	5.19	5.69	5.88	5.94	2.95	6.58	27.76	1.90	5.38	15.30	1.69
95th-Percentile Queue Length [ft/ln]	71.17	139.5	107.2	129.6	142.2	146.9	148.6	73.72	164.54	693.88	47.48	134.54	382.39	42.31

Movement, Approach, & Intersection Results

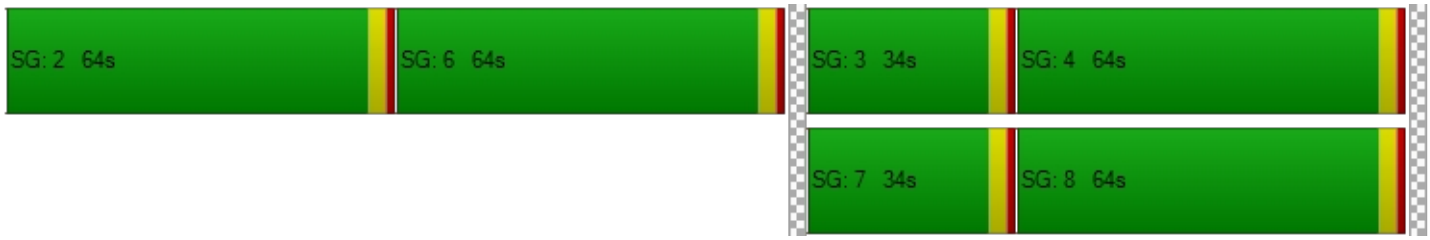
d_M, Delay for Movement [s/veh]	34.17	35.28	35.83	35.70	35.85	34.43	87.36	88.78	14.91	83.87	32.88	15.50
Movement LOS	C	D	D	D	D	C	F	F	B	F	C	B
d_A, Approach Delay [s/veh]	35.25			35.59			85.40			34.08		
Approach LOS	D			D			F			C		
d_I, Intersection Delay [s/veh]	54.67											
Intersection LOS	D											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	720	720	720
d_b, Bicycle Delay [s]	34.09	34.09	34.09	34.09
l_b,int, Bicycle LOS Score for Intersection	1.914	1.962	2.710	2.547
Bicycle LOS	A	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 2: SH 6 at Kirby Drive

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Kirby Drive		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	600.00	100.00	225.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Curb Present	No		No		No		
Crosswalk	Yes		Yes		No		

Volumes

Name	Kirby Drive		SH 6		SH 6		
Base Volume Input [veh/h]	59	45	53	1548	10	1427	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	63	115	31	0	103	126
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	115	176	1827	12	1758	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	29	44	457	3	440	49
Total Analysis Volume [veh/h]	194	115	176	1827	12	1758	196
Presence of On-Street Parking	No	No	No	No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0		
v_di, Inbound Pedestrian Volume crossing m	0		0		0		
v_co, Outbound Pedestrian Volume crossing	0		0		0		
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0		
Bicycle Volume [bicycles/h]	0		0		0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Protected	Permissive	Permissive
Signal Group	7	0	5	2	1	6	0
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	Lead	-	-
Minimum Green [s]	5	0	10	30	10	30	0
Maximum Green [s]	40	0	30	60	30	60	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	0	5	0
Pedestrian Clearance [s]	24	0	0	10	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	Yes	No	Yes	
Maximum Recall	No		No	No	No	No	
Pedestrian Recall	No		No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	L	C	R
C, Cycle Length [s]	66	66	66	66	66	66	66
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	10	44	2	37	37
g / C, Green / Cycle	0.12	0.12	0.15	0.67	0.03	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.11	0.40	0.01	0.38	0.14
s, saturation flow rate [veh/h]	3113	1431	1603	4584	1603	4584	1431
c, Capacity [veh/h]	374	172	232	3067	49	2541	793
d1, Uniform Delay [s]	27.44	27.98	27.30	6.06	31.49	10.71	7.65
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.11	4.43	4.99	0.19	2.61	0.34	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.67	0.76	0.60	0.25	0.69	0.25
d, Delay for Lane Group [s/veh]	28.55	32.41	32.29	6.24	34.10	11.05	7.81
Lane Group LOS	C	C	C	A	C	B	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.39	1.82	2.60	1.93	0.20	3.85	0.94
50th-Percentile Queue Length [ft/ln]	34.76	45.56	64.93	48.19	5.00	96.33	23.42
95th-Percentile Queue Length [veh/ln]	2.50	3.28	4.67	3.47	0.36	6.94	1.69
95th-Percentile Queue Length [ft/ln]	62.56	82.01	116.87	86.73	8.99	173.40	42.16

Movement, Approach, & Intersection Results

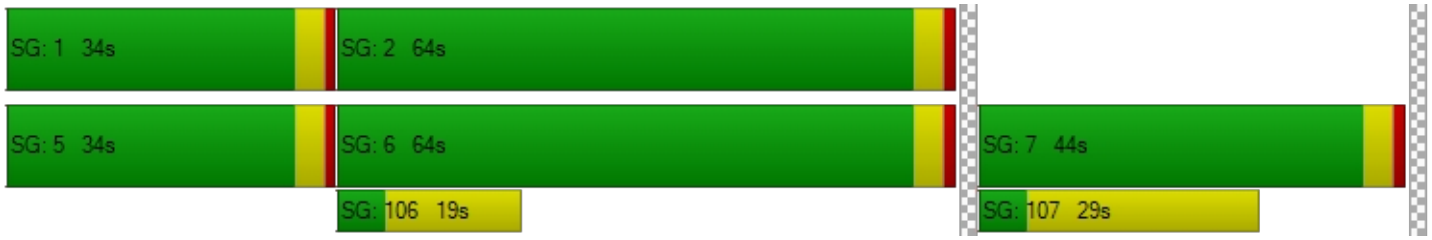
d_M, Delay for Movement [s/veh]	28.55	32.41	32.29	6.24	34.10	11.05	7.81
Movement LOS	C	C	C	A	C	B	A
d_A, Approach Delay [s/veh]	29.99		8.53		10.87		
Approach LOS	C		A		B		
d_I, Intersection Delay [s/veh]	11.16						
Intersection LOS	B						
Intersection V/C	0.574						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.78	24.78	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.463	3.660	0.000
Crosswalk LOS	B	D	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1206	1809	1809
d_b, Bicycle Delay [s]	5.23	0.30	0.30
l_b,int, Bicycle LOS Score for Intersection	1.560	2.661	2.641
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: SH 6 at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Driveway 1		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 1		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1601	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	229	149	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	5	0	0	-10	10
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	13	0	2086	1742	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	522	436	5
Total Analysis Volume [veh/h]	0	13	0	2086	1742	21
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	20.27	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.11	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.27		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: SH 6 at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	200.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Driveway 2		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	415.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	No		No		No		

Volumes

Name	Driveway 2		SH 6		SH 6		
Base Volume Input [veh/h]	0	0	0	1601	0	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	24	115	115	0	137	23
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	25	0	0	0	-25	25
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	49	115	1972	0	1715	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	12	29	493	0	429	12
Total Analysis Volume [veh/h]	31	49	115	1972	0	1715	48
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.72	0.20	0.70	0.02	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	200.46	23.00	66.08	0.00	19.42	0.00	0.00
Movement LOS	F	C	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	2.73	0.72	4.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	68.24	17.89	103.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	91.76		3.64		0.00		
Approach LOS	F		A		A		
d_I, Intersection Delay [s/veh]	3.80						
Intersection LOS	F						

Intersection Level Of Service Report
Intersection 5: SH 6 at Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	70.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Driveway 3		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 3		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1601	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	63	0	146	97	69
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	220	0	0	-220	220
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	283	0	2003	1480	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	71	0	501	370	72
Total Analysis Volume [veh/h]	0	283	0	2003	1480	289
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.92	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	70.11	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	8.84	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	221.09	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	70.11		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	4.89					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 6: Kirby Dr at Driveway 4

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Base Volume Input [veh/h]	0	0	45	0	0	0	0	0	0	53	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	115	0	0	55	0	0	0	133	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	115	52	0	55	0	0	0	133	61	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	29	13	0	14	0	0	0	33	15	0	0
Total Analysis Volume [veh/h]	126	115	52	0	55	0	0	0	133	61	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.15	0.00	0.00
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	7.56	0.00	0.00	12.42	13.54	8.96	15.18	14.26	10.25
Movement LOS	A	A	A	A	A	A	B	B	A	C	B	B
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.44	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	6.63	0.00	0.00	0.00	0.00	0.00	10.94	10.94	10.94	12.80	12.80	12.80
d_A, Approach Delay [s/veh]	3.24			0.00			8.96			15.18		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	5.66											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: Kirby Dr at Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	Kirby Drive		Kirby Drive		Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Drive		Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	92	23	16	0	0	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	23	16	0	0	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	6	4	0	0	10
Total Analysis Volume [veh/h]	92	23	16	0	0	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	7.39	0.00	0.00	0.00	10.17	8.49
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	4.57	0.00	0.00	0.00	2.83	2.83
d_A, Approach Delay [s/veh]	5.91		0.00		8.49	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.94					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Kirby Dr at Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Kirby Drive		Kirby Dr		Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Dr		Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	0	0	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	0	0	0	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	0	0	4
Total Analysis Volume [veh/h]	23	0	0	0	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.86	8.37
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.08	0.00	0.00	0.00	1.12	1.12
d_A, Approach Delay [s/veh]	7.25		0.00		8.37	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.71					
Intersection LOS	A					

Buildout Conditions (2028)

Vistro File: C:\...\vistro-manvel commercial.vistro
Report File: C:\...\vistro-03-am-buildout.pdf

Scenario 1 AM Peak Hour
10/9/2025

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Manvel Commercial				1.000	0.000	50.00	50.00	457	314	771	100.00
					Added Trips Total			**457**	**314**	**771**	**100.00**

Buildout Conditions (2028)

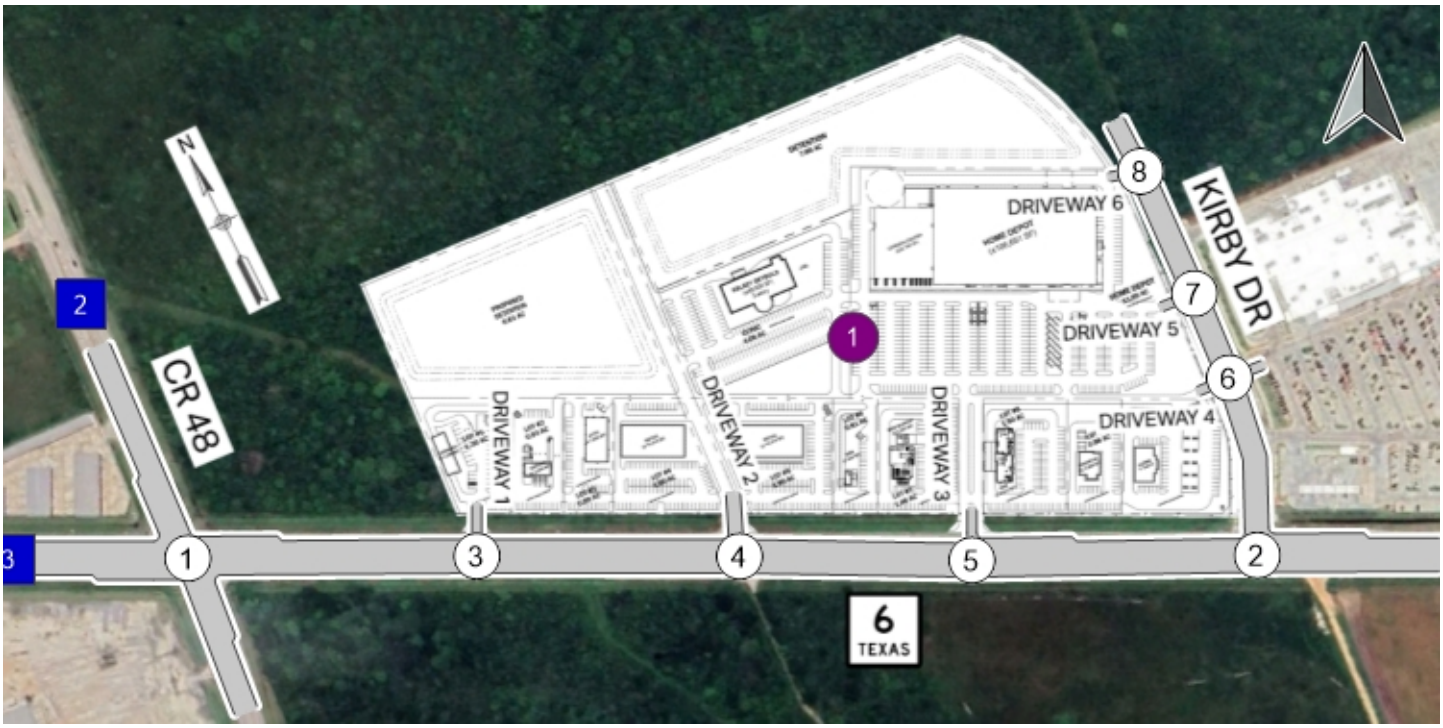
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Report File: C:\...\vistro-03-am-buildout.pdf

Scenario 1 AM Peak Hour
10/9/2025

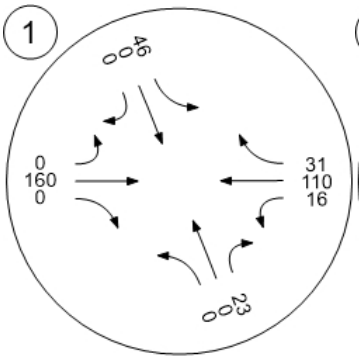
Trip Distribution summary

Zone / Gate	Zone 1: Manvel Commercial			
	To Manvel Commercial:		From Manvel Commercial:	
	Share %	Trips	Share %	Trips
2: Gate	10.00	46	10.00	31
3: Gate	35.00	160	35.00	110
4: Gate	5.00	23	5.00	16
5: Gate	50.00	229	50.00	157
Total	**100.00**	**458**	**100.00**	**314**

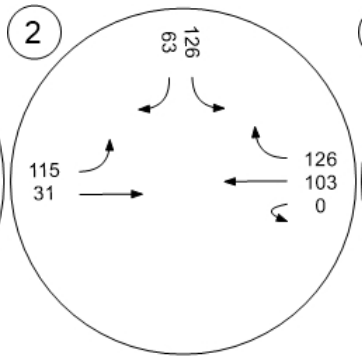
Traffic Volume - Net New Site Trips



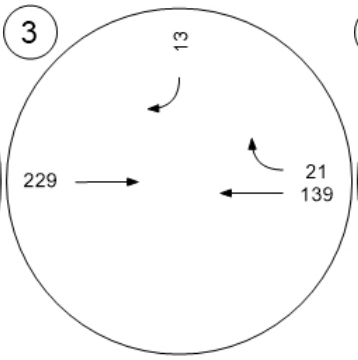
SH 6 at CR 48



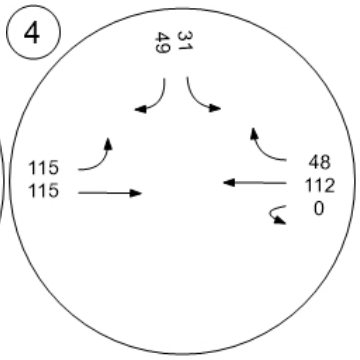
SH 6 at Kirby Drive



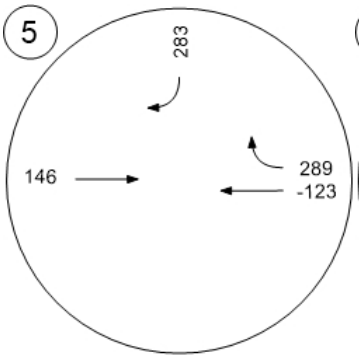
SH 6 at Driveway 1



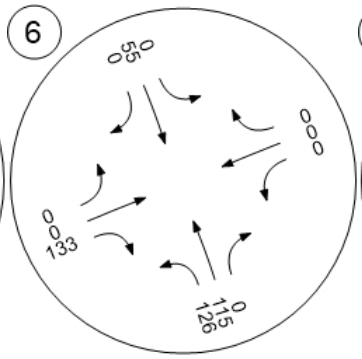
SH 6 at Driveway 2



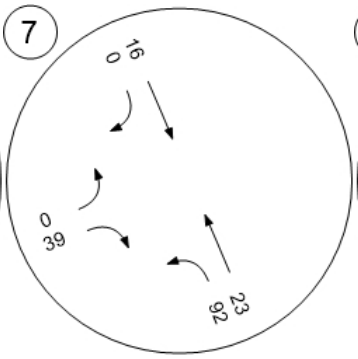
SH 6 at Driveway 3



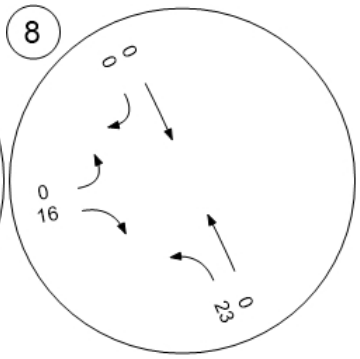
Kirby Dr at Driveway 4



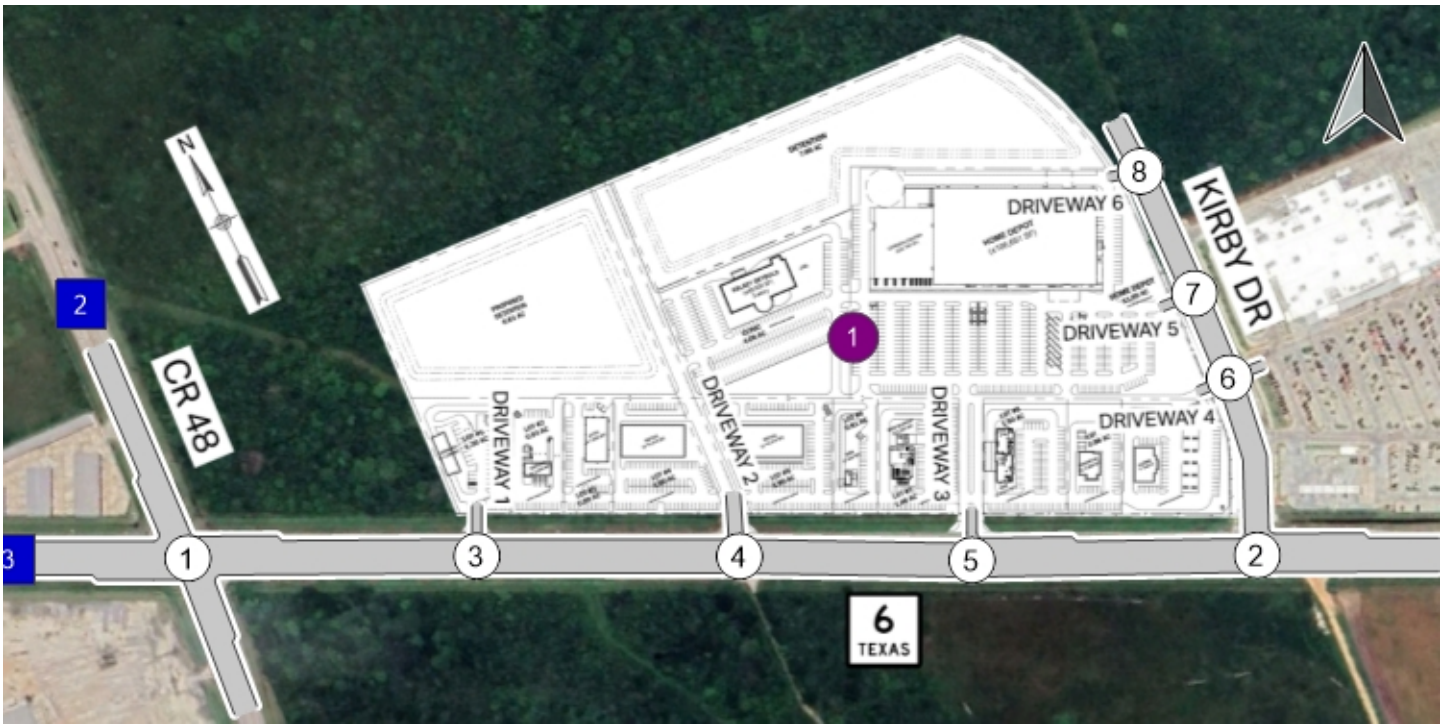
Kirby Dr at Driveway 5



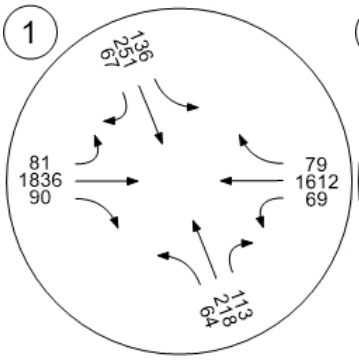
Kirby Dr at Driveway 6



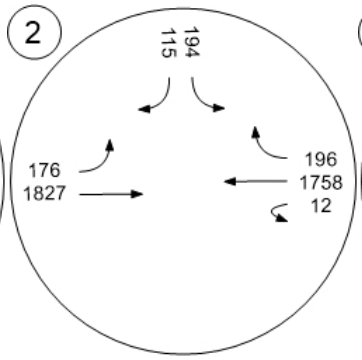
Traffic Volume - Future Total Volume



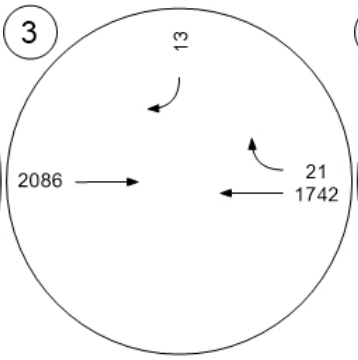
SH 6 at CR 48



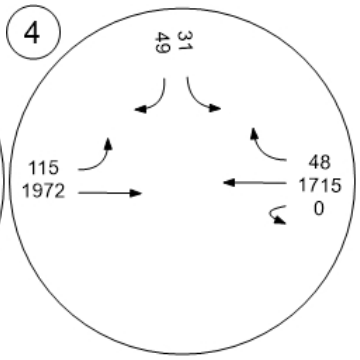
SH 6 at Kirby Drive



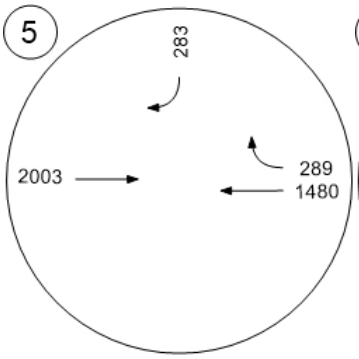
SH 6 at Driveway 1



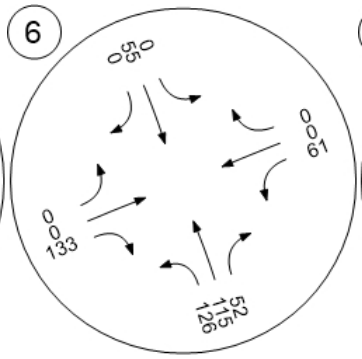
SH 6 at Driveway 2



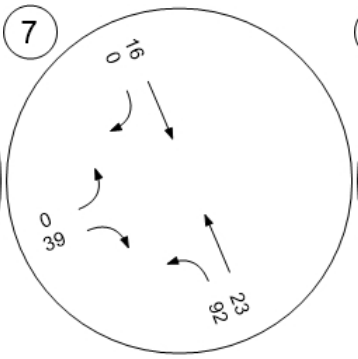
SH 6 at Driveway 3



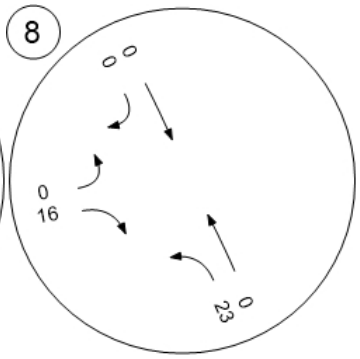
Kirby Dr at Driveway 4



Kirby Dr at Driveway 5



Kirby Dr at Driveway 6



Appendix D – PM Peak Hour Capacity Analyses

Intersection Level Of Service Report
Intersection 1: SH 6 at CR 48

Control Type:	Signalized	Delay (sec / veh):	38.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	CR 48			CR 48			SH 6			SH 6		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			60.00			60.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	CR 48			CR 48			SH 6			SH 6		
Base Volume Input [veh/h]	70	231	68	83	249	68	107	980	94	91	1414	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	231	68	83	249	68	107	980	94	91	1414	82
Peak Hour Factor	0.9500	0.9500	0.9500	0.9200	0.9200	0.9200	0.9500	0.9500	0.9500	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	61	18	23	68	18	28	258	25	24	368	21
Total Analysis Volume [veh/h]	74	243	72	90	271	74	113	1032	99	95	1473	85
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	40	0	0	40	0	10	30	0	10	30	0
Maximum Green [s]	0	60	0	0	60	0	30	60	0	30	60	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		Yes			Yes		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	166	166	166	166	166	166	166	166	166	166	166	166	166	166
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	40	40	14	58	58	12	56	56
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.08	0.35	0.35	0.07	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.05	0.08	0.07	0.05	0.06	0.09	0.08	0.05	0.07	0.23	0.07	0.06	0.32	0.06
s, saturation flow rate [veh/h]	1603	1683	1532	1431	1603	1683	1532	1431	1603	4584	1431	1603	4584	1431
c, Capacity [veh/h]	387	406	369	345	387	406	369	345	131	1608	502	113	1555	485
d1, Uniform Delay [s]	39.13	40.42	39.99	39.28	39.48	40.73	40.36	39.32	70.69	27.54	23.50	72.31	34.68	24.87
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.48	0.43	0.30	0.30	0.56	0.52	0.31	14.69	0.43	0.19	15.07	3.87	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.34	0.29	0.21	0.23	0.37	0.33	0.21	0.86	0.64	0.20	0.84	0.95	0.18
d, Delay for Lane Group [s/veh]	39.37	40.90	40.41	39.57	39.79	41.29	40.88	39.63	85.38	27.97	23.69	87.38	38.55	25.04
Lane Group LOS	D	D	D	D	D	D	D	D	F	C	C	F	D	C
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.92	3.65	2.84	1.88	2.36	4.03	3.26	1.94	4.87	6.71	1.73	4.16	14.25	1.55
50th-Percentile Queue Length [ft/ln]	48.11	91.31	70.94	47.06	59.03	100.8	81.58	48.43	121.66	167.65	43.20	103.99	356.18	38.69
95th-Percentile Queue Length [veh/ln]	3.46	6.57	5.11	3.39	4.25	7.26	5.87	3.49	8.48	10.95	3.11	7.49	20.44	2.79
95th-Percentile Queue Length [ft/ln]	86.60	164.3	127.6	84.70	106.2	181.4	146.8	87.17	212.11	273.83	77.76	187.19	510.93	69.65

Movement, Approach, & Intersection Results

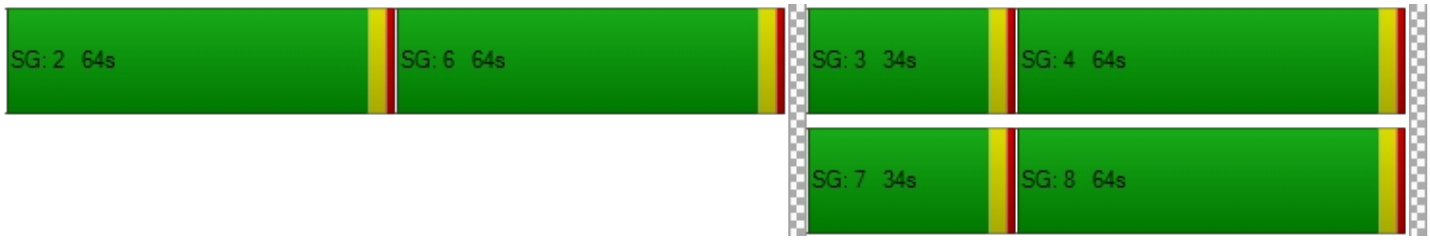
d_M, Delay for Movement [s/veh]	39.37	40.69	39.57	39.79	41.11	39.63	85.38	27.97	23.69	87.38	38.55	25.04
Movement LOS	D	D	D	D	D	D	F	C	C	F	D	C
d_A, Approach Delay [s/veh]	40.23			40.58			32.84			40.66		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.99											
Intersection LOS	D											
Intersection V/C	0.561											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	724	724	724	724
d_b, Bicycle Delay [s]	33.76	33.76	33.76	33.76
l_b,int, Bicycle LOS Score for Intersection	1.881	1.918	2.244	2.469
Bicycle LOS	A	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: SH 6 at Kirby Drive

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name	Kirby Drive		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	600.00	100.00	225.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Curb Present	No		No		No		
Crosswalk	Yes		Yes		No		

Volumes

Name	Kirby Drive		SH 6		SH 6		
Base Volume Input [veh/h]	82	66	73	1058	12	1653	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	66	73	1058	12	1653	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	17	18	265	3	413	19
Total Analysis Volume [veh/h]	82	66	73	1058	12	1653	77
Presence of On-Street Parking	No	No	No	No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0		
v_di, Inbound Pedestrian Volume crossing m	0		0		0		
v_co, Outbound Pedestrian Volume crossing	0		0		0		
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0		
Bicycle Volume [bicycles/h]	0		0		0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Protected	Permissive	Permissive
Signal Group	7	0	5	2	1	6	0
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	Lead	-	-
Minimum Green [s]	5	0	10	30	10	30	0
Maximum Green [s]	40	0	30	60	30	60	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	0	5	0
Pedestrian Clearance [s]	24	0	0	10	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	Yes	No	Yes	
Maximum Recall	No		No	No	No	No	
Pedestrian Recall	No		No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	L	C	R
C, Cycle Length [s]	53	53	53	53	53	53	53
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	7	35	2	30	30
g / C, Green / Cycle	0.08	0.08	0.13	0.66	0.03	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.03	0.05	0.05	0.23	0.01	0.36	0.05
s, saturation flow rate [veh/h]	3113	1431	1603	4584	1603	4584	1431
c, Capacity [veh/h]	262	121	201	3021	50	2589	808
d1, Uniform Delay [s]	22.93	23.40	21.33	4.03	25.17	7.89	5.33
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.67	3.82	1.10	0.07	2.40	0.26	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.55	0.36	0.35	0.24	0.64	0.10
d, Delay for Lane Group [s/veh]	23.60	27.23	22.42	4.10	27.57	8.15	5.38
Lane Group LOS	C	C	C	A	C	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.45	0.83	0.72	0.38	0.16	1.93	0.19
50th-Percentile Queue Length [ft/ln]	11.33	20.82	18.10	9.46	3.88	48.34	4.70
95th-Percentile Queue Length [veh/ln]	0.82	1.50	1.30	0.68	0.28	3.48	0.34
95th-Percentile Queue Length [ft/ln]	20.40	37.48	32.59	17.02	6.98	87.02	8.46

Movement, Approach, & Intersection Results

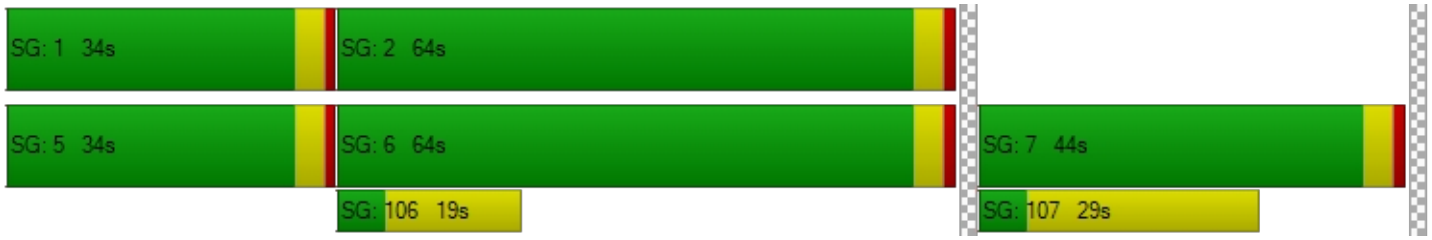
d_M, Delay for Movement [s/veh]	23.60	27.23	22.42	4.10	27.57	8.15	5.38
Movement LOS	C	C	C	A	C	A	A
d_A, Approach Delay [s/veh]	25.22		5.28		8.16		
Approach LOS	C		A		A		
d_I, Intersection Delay [s/veh]	7.92						
Intersection LOS	A						
Intersection V/C	0.452						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	18.34	18.34	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.351	3.362	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1505	2258	2258
d_b, Bicycle Delay [s]	1.63	0.44	0.44
l_b,int, Bicycle LOS Score for Intersection	1.560	2.182	2.518
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: SH 6 at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Driveway 1		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 1		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1131	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1131	1587	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	283	397	0
Total Analysis Volume [veh/h]	0	0	0	1131	1587	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.66	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.66		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: SH 6 at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Driveway 2		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	415.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	No		No		No		

Volumes

Name	Driveway 2		SH 6		SH 6		
Base Volume Input [veh/h]	0	0	0	1131	0	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1131	0	1587	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	283	0	397	0
Total Analysis Volume [veh/h]	0	0	0	1131	0	1587	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	42.97	17.66	22.85	0.00	11.56	0.00	0.00
Movement LOS	E	C	C	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	30.32		0.00		0.00		
Approach LOS	D		A		A		
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: SH 6 at Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Driveway 3		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 3		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1131	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1131	1587	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	283	397	0
Total Analysis Volume [veh/h]	0	0	0	1131	1587	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	17.66	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.66		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Kirby Dr at Driveway 4

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.057

Intersection Setup

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Base Volume Input [veh/h]	0	0	48	0	0	0	0	0	0	56	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	48	0	0	0	0	0	0	56	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	12	0	0	0	0	0	0	14	0	0
Total Analysis Volume [veh/h]	0	0	48	0	0	0	0	0	0	56	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.31	0.00	0.00	8.52	9.27	8.32	8.88	9.36	8.66
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.52	4.52	4.52
d_A, Approach Delay [s/veh]	0.00			2.44			8.70			8.88		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.78											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Kirby Dr at Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Drive		Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Drive		Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 8: Kirby Dr at Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Dr		Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Dr		Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

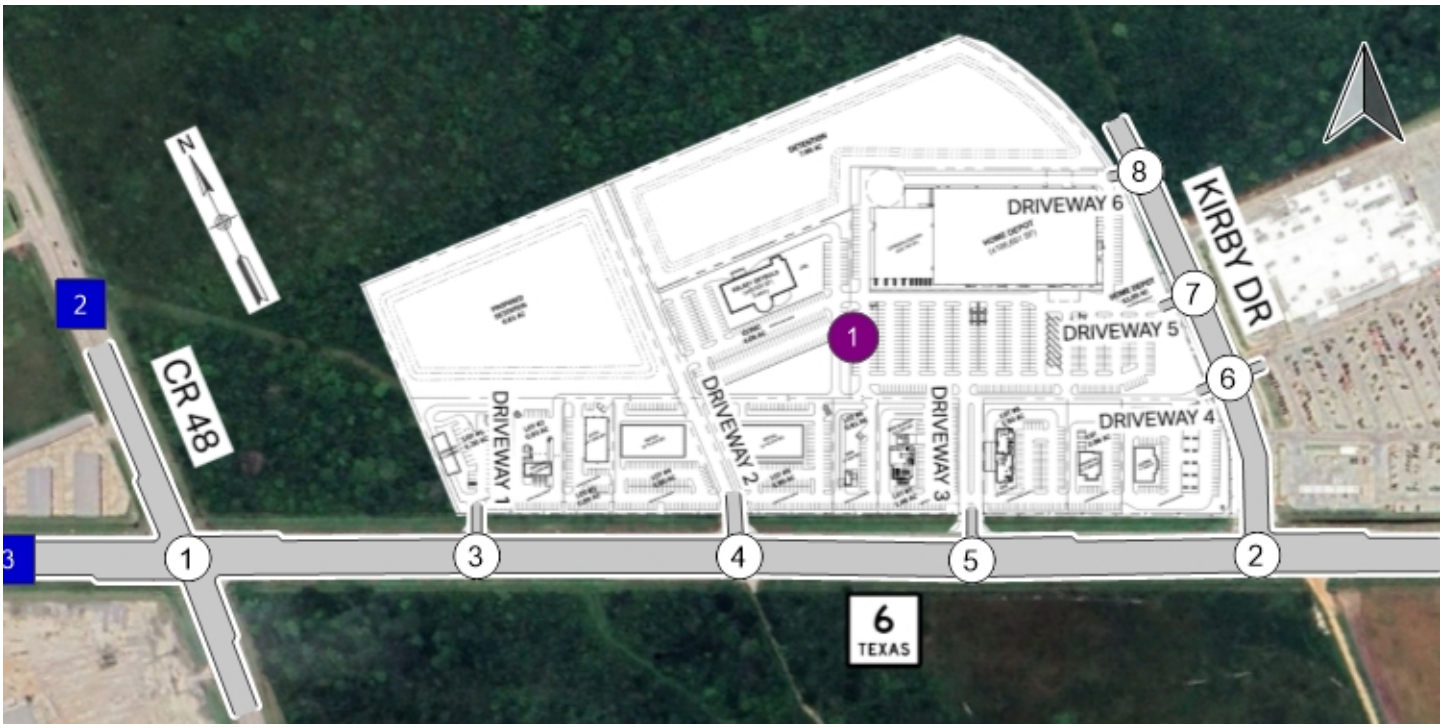
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

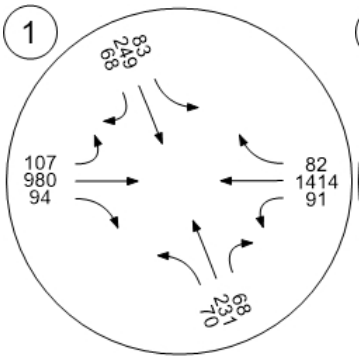
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

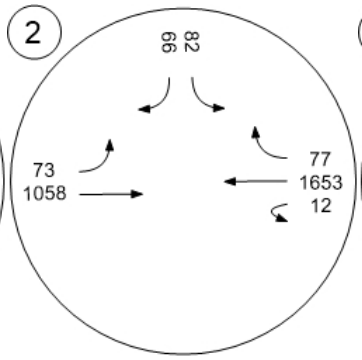
Traffic Volume - Base Volume



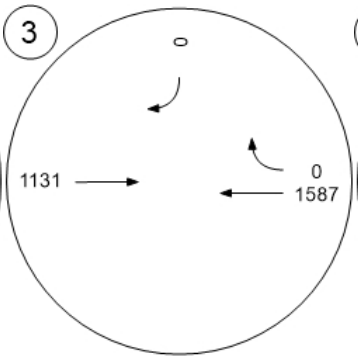
SH 6 at CR 48



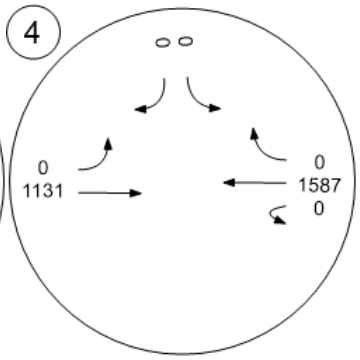
SH 6 at Kirby Drive



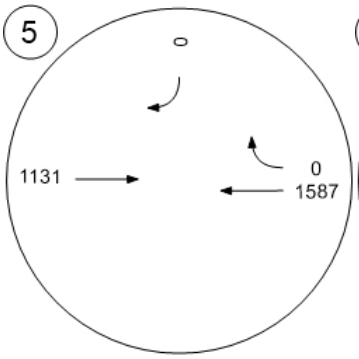
SH 6 at Driveway 1



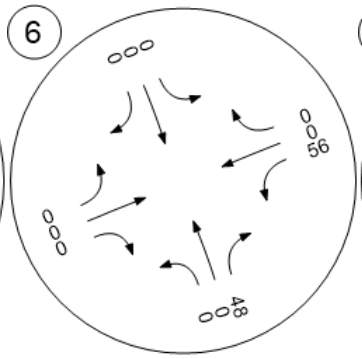
SH 6 at Driveway 2



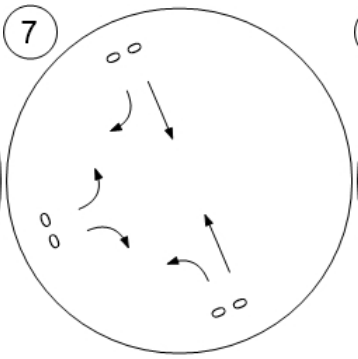
SH 6 at Driveway 3



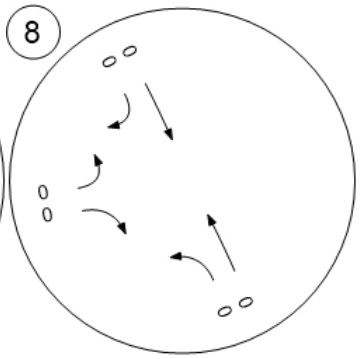
Kirby Dr at Driveway 4



Kirby Dr at Driveway 5



Kirby Dr at Driveway 6



Intersection Level Of Service Report
Intersection 1: SH 6 at CR 48

Control Type:	Signalized	Delay (sec / veh):	51.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	CR 48			CR 48			SH 6			SH 6		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			60.00			60.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	CR 48			CR 48			SH 6			SH 6		
Base Volume Input [veh/h]	70	231	68	83	249	68	107	980	94	91	1414	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	268	79	96	289	79	124	1137	109	106	1640	95
Peak Hour Factor	0.9500	0.9500	0.9500	0.9200	0.9200	0.9200	0.9500	0.9500	0.9500	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	71	21	26	79	21	33	299	29	28	427	25
Total Analysis Volume [veh/h]	85	282	83	104	314	86	131	1197	115	110	1708	99
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	40	0	0	40	0	10	30	0	10	30	0
Maximum Green [s]	0	60	0	0	60	0	30	60	0	30	60	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		Yes			Yes		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	172	172	172	172	172	172	172	172	172	172	172	172	172	172
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	40	40	16	62	62	14	60	60
g / C, Green / Cycle	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.09	0.36	0.36	0.08	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.08	0.06	0.06	0.10	0.09	0.06	0.08	0.26	0.08	0.07	0.37	0.07
s, saturation flow rate [veh/h]	1603	1683	1532	1431	1603	1683	1532	1431	1603	4584	1431	1603	4584	1431
c, Capacity [veh/h]	373	392	356	333	373	392	356	333	149	1658	517	128	1597	498
d1, Uniform Delay [s]	42.32	44.04	43.45	42.51	42.79	44.44	43.95	42.60	71.76	28.12	23.10	73.66	36.10	24.71
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.67	0.58	0.39	0.40	0.78	0.71	0.41	14.65	0.61	0.21	14.83	34.58	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.40	0.35	0.25	0.28	0.44	0.40	0.26	0.88	0.72	0.22	0.86	1.07	0.20
d, Delay for Lane Group [s/veh]	42.62	44.71	44.03	42.90	43.19	45.22	44.66	43.00	86.41	28.73	23.32	88.49	70.68	24.90
Lane Group LOS	D	D	D	D	D	D	D	D	F	C	C	F	F	C
Critical Lane Group	No	Yes	No	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.38	4.59	3.55	2.33	2.94	5.06	4.09	2.42	5.77	8.49	2.01	4.93	21.54	1.82
50th-Percentile Queue Length [ft/ln]	59.41	114.8	88.79	58.37	73.47	126.5	102.3	60.60	144.36	212.25	50.18	123.29	538.55	45.45
95th-Percentile Queue Length [veh/ln]	4.28	8.11	6.39	4.20	5.29	8.75	7.37	4.36	9.72	13.27	3.61	8.57	30.48	3.27
95th-Percentile Queue Length [ft/ln]	106.9	202.6	159.8	105.0	132.2	218.7	184.1	109.0	242.88	331.71	90.32	214.34	762.12	81.80

Movement, Approach, & Intersection Results

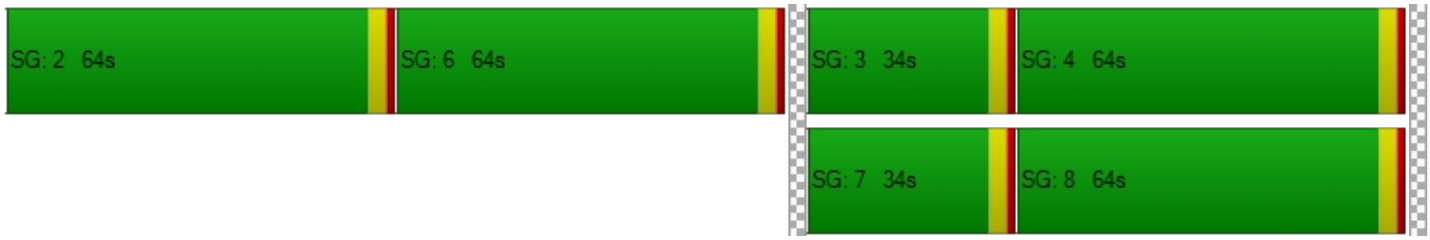
d_M, Delay for Movement [s/veh]	42.62	44.41	42.90	43.19	44.97	43.00	86.41	28.73	23.32	88.49	70.68	24.90
Movement LOS	D	D	D	D	D	D	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	43.79			44.27			33.54			69.34		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	51.77											
Intersection LOS	D											
Intersection V/C	0.651											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	697	697	697	697
d_b, Bicycle Delay [s]	36.50	36.50	36.50	36.50
l_b,int, Bicycle LOS Score for Intersection	1.931	1.975	2.353	2.614
Bicycle LOS	A	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: SH 6 at Kirby Drive

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Kirby Drive		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	600.00	100.00	225.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Curb Present	No		No		No		
Crosswalk	Yes		Yes		No		

Volumes

Name	Kirby Drive		SH 6		SH 6		
Base Volume Input [veh/h]	82	66	73	1058	12	1653	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	77	85	1227	14	1917	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	19	21	307	4	479	22
Total Analysis Volume [veh/h]	95	77	85	1227	14	1917	89
Presence of On-Street Parking	No	No	No	No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0		
v_di, Inbound Pedestrian Volume crossing m	0		0		0		
v_co, Outbound Pedestrian Volume crossing	0		0		0		
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0		
Bicycle Volume [bicycles/h]	0		0		0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Protected	Permissive	Permissive
Signal Group	7	0	5	2	1	6	0
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	Lead	-	-
Minimum Green [s]	5	0	10	30	10	30	0
Maximum Green [s]	40	0	30	60	30	60	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	0	5	0
Pedestrian Clearance [s]	24	0	0	10	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	Yes	No	Yes	
Maximum Recall	No		No	No	No	No	
Pedestrian Recall	No		No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	L	C	R
C, Cycle Length [s]	71	71	71	71	71	71	71
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	8	50	2	44	44
g / C, Green / Cycle	0.08	0.08	0.12	0.71	0.03	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.03	0.05	0.05	0.27	0.01	0.42	0.06
s, saturation flow rate [veh/h]	3113	1431	1603	4584	1603	4584	1431
c, Capacity [veh/h]	263	121	185	3261	55	2890	902
d1, Uniform Delay [s]	30.56	31.31	29.21	4.02	33.24	8.30	5.15
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.83	5.47	1.78	0.07	2.38	0.26	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.64	0.46	0.38	0.25	0.66	0.10
d, Delay for Lane Group [s/veh]	31.40	36.79	30.99	4.09	35.62	8.56	5.20
Lane Group LOS	C	D	C	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.75	1.37	1.27	0.81	0.24	3.36	0.30
50th-Percentile Queue Length [ft/ln]	18.66	34.32	31.66	20.20	6.10	84.02	7.40
95th-Percentile Queue Length [veh/ln]	1.34	2.47	2.28	1.45	0.44	6.05	0.53
95th-Percentile Queue Length [ft/ln]	33.59	61.78	57.00	36.36	10.97	151.24	13.33

Movement, Approach, & Intersection Results

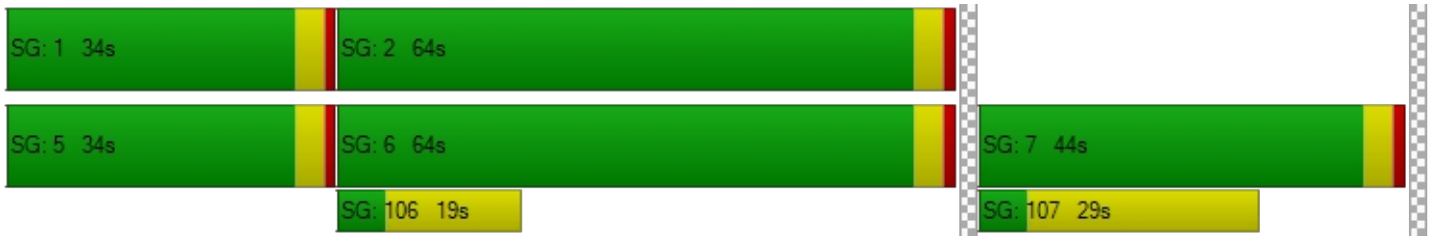
d_M, Delay for Movement [s/veh]	31.40	36.79	30.99	4.09	35.62	8.56	5.20
Movement LOS	C	D	C	A	D	A	A
d_A, Approach Delay [s/veh]	33.81		5.84		8.60		
Approach LOS	C		A		A		
d_I, Intersection Delay [s/veh]	8.80						
Intersection LOS	A						
Intersection V/C	0.525						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.86	26.86	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.379	3.504	0.000
Crosswalk LOS	B	D	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1134	1700	1700
d_b, Bicycle Delay [s]	6.62	0.79	0.79
l_b,int, Bicycle LOS Score for Intersection	1.560	2.281	2.671
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: SH 6 at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Driveway 1		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 1		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1131	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1312	1841	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	328	460	0
Total Analysis Volume [veh/h]	0	0	0	1312	1841	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	20.37	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.37		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: SH 6 at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Driveway 2		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	415.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	No		No		No		

Volumes

Name	Driveway 2		SH 6		SH 6		
Base Volume Input [veh/h]	0	0	0	1131	0	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1312	0	1841	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	328	0	460	0
Total Analysis Volume [veh/h]	0	0	0	1312	0	1841	0
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	60.12	20.37	28.92	0.00	12.76	0.00	0.00
Movement LOS	F	C	D	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	40.24		0.00		0.00		
Approach LOS	E		A		A		
d_I, Intersection Delay [s/veh]	0.00						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: SH 6 at Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Driveway 3		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 3		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1131	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1312	1841	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	328	460	0
Total Analysis Volume [veh/h]	0	0	0	1312	1841	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	20.37	0.00	0.00	0.00	0.00
Movement LOS		C		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.37		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Kirby Dr at Driveway 4

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Base Volume Input [veh/h]	0	0	48	0	0	0	0	0	0	56	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	56	0	0	0	0	0	0	65	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	14	0	0	0	0	0	0	16	0	0
Total Analysis Volume [veh/h]	0	0	56	0	0	0	0	0	0	65	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.33	0.00	0.00	8.52	9.31	8.32	8.94	9.43	8.72
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.33	5.33	5.33
d_A, Approach Delay [s/veh]	0.00			2.44			8.72			8.94		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.80											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Kirby Dr at Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Drive		Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Drive		Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

Intersection Level Of Service Report
Intersection 8: Kirby Dr at Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Kirby Drive		Kirby Dr		Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Dr		Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

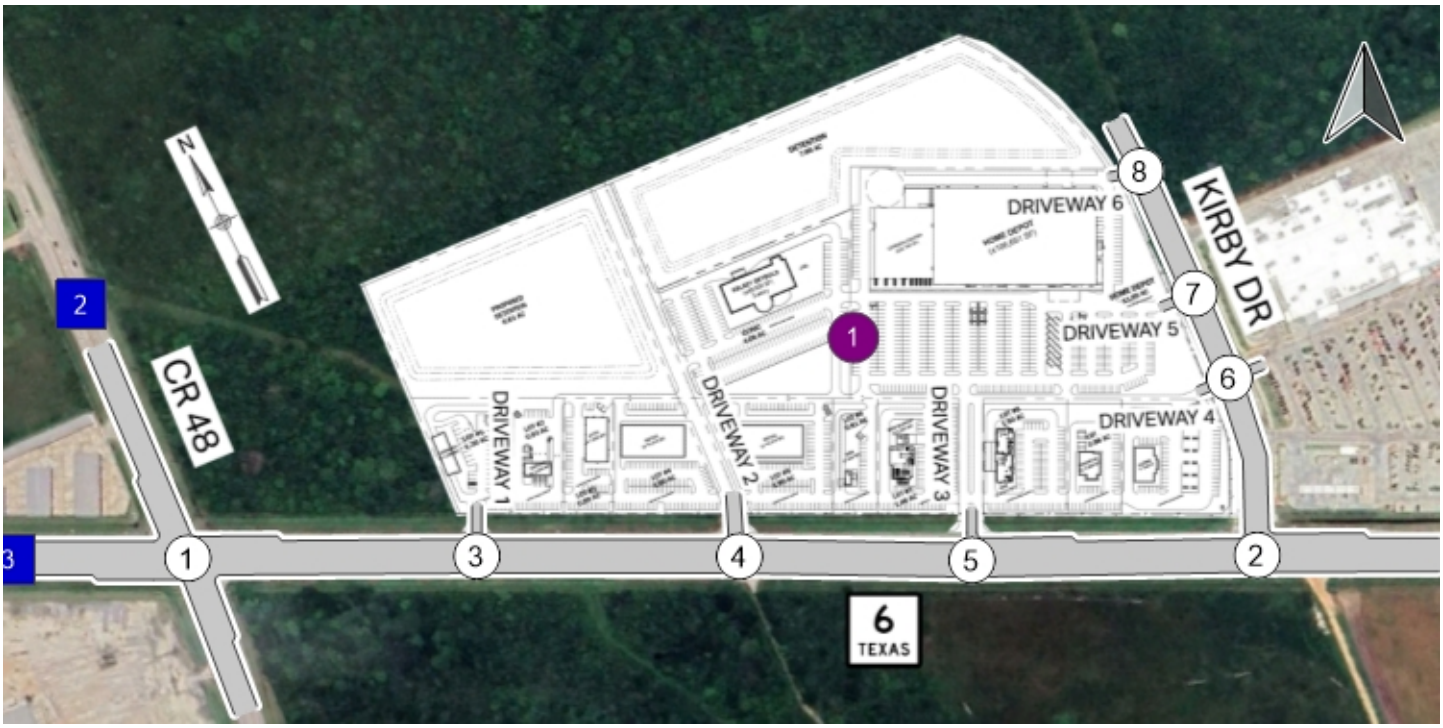
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

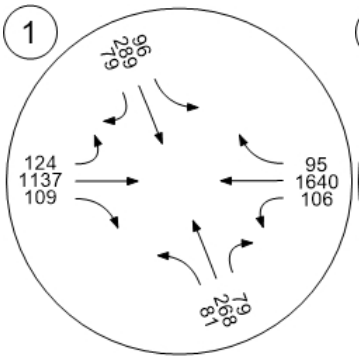
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.61		0.00		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS						

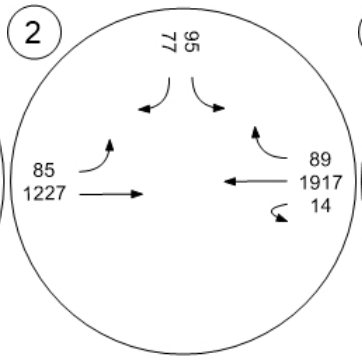
Traffic Volume - Future Background Volume



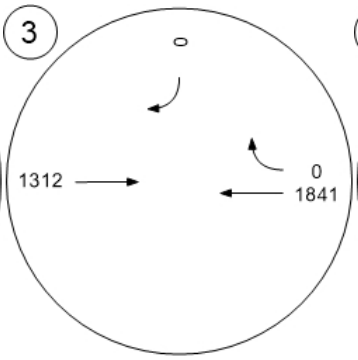
SH 6 at CR 48



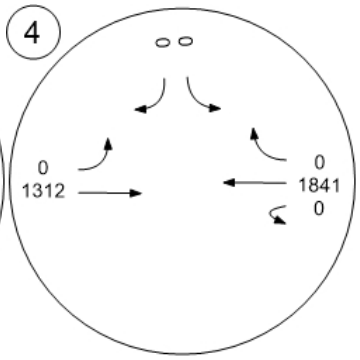
SH 6 at Kirby Drive



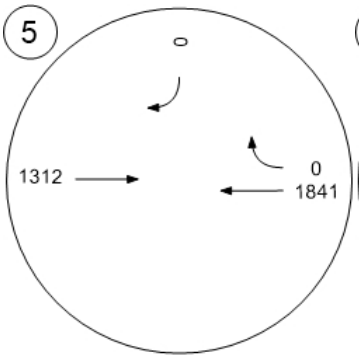
SH 6 at Driveway 1



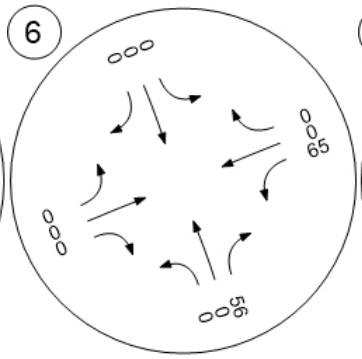
SH 6 at Driveway 2



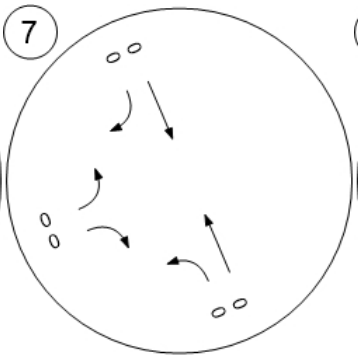
SH 6 at Driveway 3



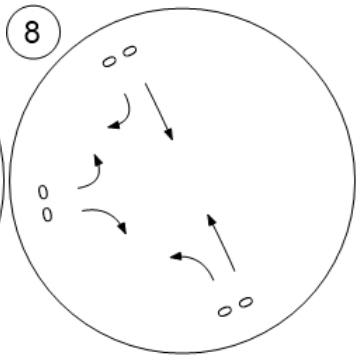
Kirby Dr at Driveway 4



Kirby Dr at Driveway 5



Kirby Dr at Driveway 6



Intersection Level Of Service Report
Intersection 1: SH 6 at CR 48

Control Type:	Signalized	Delay (sec / veh):	54.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	CR 48			CR 48			SH 6			SH 6		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			60.00			60.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	CR 48			CR 48			SH 6			SH 6		
Base Volume Input [veh/h]	70	231	68	83	249	68	107	980	94	91	1414	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	23	45	0	0	0	159	0	26	184	53
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	268	102	141	289	79	124	1296	109	132	1824	148
Peak Hour Factor	0.9500	0.9500	0.9500	0.9200	0.9200	0.9200	0.9500	0.9500	0.9500	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	71	27	38	79	21	33	341	29	34	475	39
Total Analysis Volume [veh/h]	85	282	107	153	314	86	131	1364	115	138	1900	154
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	40	0	0	40	0	10	30	0	10	30	0
Maximum Green [s]	0	60	0	0	60	0	30	60	0	30	60	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		Yes			Yes		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	172	172	172	172	172	172	172	172	172	172	172	172	172	172
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	40	40	16	59	59	17	60	60
g / C, Green / Cycle	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.09	0.34	0.34	0.10	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.08	0.07	0.09	0.09	0.10	0.06	0.08	0.30	0.08	0.09	0.41	0.11
s, saturation flow rate [veh/h]	1603	1683	1532	1431	1603	1682	1532	1431	1603	4584	1431	1603	4584	1431
c, Capacity [veh/h]	373	392	357	333	373	392	357	333	149	1578	492	156	1598	499
d1, Uniform Delay [s]	36.74	38.13	37.66	37.45	38.15	38.12	38.47	36.97	69.17	23.71	18.38	68.42	26.06	18.06
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.67	0.58	0.55	0.71	0.67	0.86	0.41	15.05	1.53	0.24	15.04	86.49	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.40	0.35	0.32	0.41	0.40	0.44	0.26	0.88	0.86	0.23	0.89	1.19	0.31
d, Delay for Lane Group [s/veh]	37.05	38.80	38.24	38.00	38.86	38.79	39.34	37.37	84.22	25.24	18.62	83.46	112.56	18.41
Lane Group LOS	D	D	D	D	D	D	D	D	F	C	B	F	F	B
Critical Lane Group	No	Yes	No	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.07	3.98	3.08	2.65	3.81	3.96	4.00	2.11	5.59	7.36	1.57	5.84	23.26	2.07
50th-Percentile Queue Length [ft/ln]	51.66	99.38	77.04	66.33	95.35	99.04	100.0	52.67	139.68	184.09	39.20	146.04	581.46	51.74
95th-Percentile Queue Length [veh/ln]	3.72	7.16	5.55	4.78	6.87	7.13	7.20	3.79	9.46	11.81	2.82	9.81	34.66	3.73
95th-Percentile Queue Length [ft/ln]	92.99	178.8	138.6	119.3	171.6	178.2	180.1	94.80	236.59	295.34	70.57	245.14	866.50	93.13

Movement, Approach, & Intersection Results

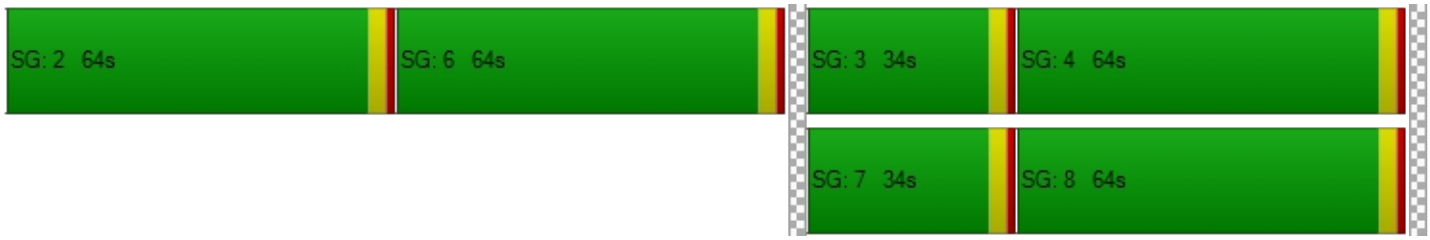
d_M, Delay for Movement [s/veh]	37.05	38.55	38.00	38.86	39.06	37.37	84.22	25.24	18.62	83.46	112.56	18.41
Movement LOS	D	D	D	D	D	D	F	C	B	F	F	B
d_A, Approach Delay [s/veh]	38.16			38.75			29.57			104.11		
Approach LOS	D			D			C			F		
d_I, Intersection Delay [s/veh]	54.30											
Intersection LOS	D											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	698	698	698	698
d_b, Bicycle Delay [s]	36.47	36.47	36.47	36.47
l_b,int, Bicycle LOS Score for Intersection	1.951	2.016	2.445	2.765
Bicycle LOS	A	B	B	C

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: SH 6 at Kirby Drive

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Kirby Drive		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	600.00	100.00	225.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Curb Present	No		No		No		
Crosswalk	Yes		Yes		No		

Volumes

Name	Kirby Drive		SH 6		SH 6		
Base Volume Input [veh/h]	82	66	73	1058	12	1653	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	211	105	114	53	0	102	125
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	182	199	1280	14	2019	214
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	46	50	320	4	505	54
Total Analysis Volume [veh/h]	306	182	199	1280	14	2019	214
Presence of On-Street Parking	No	No	No	No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0		
v_di, Inbound Pedestrian Volume crossing m	0		0		0		
v_co, Outbound Pedestrian Volume crossing	0		0		0		
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0		
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0		
Bicycle Volume [bicycles/h]	0		0		0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Protected	Permissive	Permissive
Signal Group	7	0	5	2	1	6	0
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	Lead	-	-
Minimum Green [s]	5	0	10	30	10	30	0
Maximum Green [s]	40	0	30	60	30	60	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	0	5	0
Pedestrian Clearance [s]	24	0	0	10	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	Yes	No	Yes	
Maximum Recall	No		No	No	No	No	
Pedestrian Recall	No		No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	L	C	R
C, Cycle Length [s]	98	98	98	98	98	98	98
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	15	14	67	3	56	56
g / C, Green / Cycle	0.16	0.16	0.15	0.69	0.03	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.10	0.13	0.12	0.28	0.01	0.44	0.15
s, saturation flow rate [veh/h]	3113	1431	1603	4584	1603	4584	1431
c, Capacity [veh/h]	492	226	233	3149	52	2632	821
d1, Uniform Delay [s]	38.50	39.78	40.82	6.66	46.21	15.88	10.45
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.30	6.64	8.58	0.08	2.68	0.48	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.81	0.85	0.41	0.27	0.77	0.26
d, Delay for Lane Group [s/veh]	39.80	46.42	49.39	6.75	48.90	16.36	10.61
Lane Group LOS	D	D	D	A	D	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.40	4.49	4.86	2.54	0.35	8.91	1.88
50th-Percentile Queue Length [ft/ln]	85.09	112.27	121.61	63.53	8.75	222.79	46.95
95th-Percentile Queue Length [veh/ln]	6.13	7.97	8.48	4.57	0.63	13.81	3.38
95th-Percentile Queue Length [ft/ln]	153.17	199.15	212.04	114.35	15.75	345.18	84.51

Movement, Approach, & Intersection Results

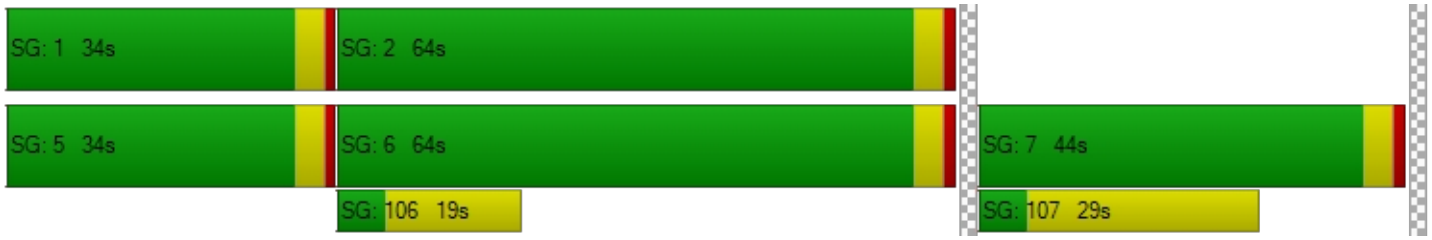
d_M, Delay for Movement [s/veh]	39.80	46.42	49.39	6.75	48.90	16.36	10.61
Movement LOS	D	D	D	A	D	B	B
d_A, Approach Delay [s/veh]	42.27		12.48		16.02		
Approach LOS	D		B		B		
d_I, Intersection Delay [s/veh]	17.82						
Intersection LOS	B						
Intersection V/C	0.692						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	40.30	40.30	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.540	3.625	0.000
Crosswalk LOS	B	D	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	1227	1227
d_b, Bicycle Delay [s]	17.07	7.30	7.30
l_b,int, Bicycle LOS Score for Intersection	1.560	2.373	2.795
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: SH 6 at Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Driveway 1		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 1		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1131	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	227	250	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	0	0	-4	4
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	0	1539	2087	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	385	522	4
Total Analysis Volume [veh/h]	0	14	0	1539	2087	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	25.24	0.00	0.00	0.00	0.00
Movement LOS		D		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.84	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.24		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 4: SH 6 at Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Driveway 2		SH 6		SH 6		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	415.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	No		No		No		

Volumes

Name	Driveway 2		SH 6		SH 6		
Base Volume Input [veh/h]	0	0	0	1131	0	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	53	39	114	114	0	222	23
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	20	0	0	0	-25	25
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	59	114	1426	0	2038	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	15	29	357	0	510	12
Total Analysis Volume [veh/h]	53	59	114	1426	0	2038	48
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.30	1.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	10000.00	31.44	158.93	0.00	13.63	0.00	0.00
Movement LOS	F	D	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	8.87	1.22	6.60	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	221.66	30.53	164.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	4748.70		11.77		0.00		
Approach LOS	F		B		A		
d_I, Intersection Delay [s/veh]	147.13						
Intersection LOS	F						

Intersection Level Of Service Report
Intersection 5: SH 6 at Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	202.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.304

Intersection Setup

Name	Driveway 3		SH 6		SH 6	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	225.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		60.00		60.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Driveway 3		SH 6		SH 6	
Base Volume Input [veh/h]	0	0	0	1131	1587	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	105	0	166	139	68
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	220	0	0	-220	220
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	325	0	1478	1760	288
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	81	0	370	440	72
Total Analysis Volume [veh/h]	0	325	0	1478	1760	288
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.30	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	202.53	0.00	0.00	0.00	0.00
Movement LOS		F		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	16.75	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	418.69	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	202.53		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	17.09					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 6: Kirby Dr at Driveway 4

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kirby Drive			Kirby Drive			Driveway 4			HEB Driveway		
Base Volume Input [veh/h]	0	0	48	0	0	0	0	0	0	56	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	125	114	0	0	92	0	0	0	224	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	114	56	0	92	0	0	0	224	65	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	29	14	0	23	0	0	0	56	16	0	0
Total Analysis Volume [veh/h]	125	114	56	0	92	0	0	0	224	65	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.18	0.00	0.00
d_M, Delay for Movement [s/veh]	7.62	0.00	0.00	7.56	0.00	0.00	13.34	14.47	9.56	17.24	15.37	10.97
Movement LOS	A	A	A	A	A	A	B	B	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.65	0.65	0.65
95th-Percentile Queue Length [ft/ln]	6.80	0.00	0.00	0.00	0.00	0.00	21.10	21.10	21.10	16.31	16.31	16.31
d_A, Approach Delay [s/veh]	3.23			0.00			9.56			17.24		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	6.23											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: Kirby Dr at Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Kirby Drive		Kirby Drive		Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Drive		Driveway 5	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	91	23	26	0	0	66
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	23	26	0	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	6	7	0	0	17
Total Analysis Volume [veh/h]	91	23	26	0	0	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	7.41	0.00	0.00	0.00	10.32	8.61
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	4.56	0.00	0.00	0.00	4.95	4.95
d_A, Approach Delay [s/veh]	5.91		0.00		8.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Kirby Dr at Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Kirby Drive		Kirby Dr		Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Kirby Drive		Kirby Dr		Driveway 6	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1600	1.1600	1.1600	1.1600	1.1600	1.1600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	0	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	0	0	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	0	0	7
Total Analysis Volume [veh/h]	23	0	0	0	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.89	8.40
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	1.08	0.00	0.00	0.00	1.84	1.84
d_A, Approach Delay [s/veh]	7.25		0.00		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.86					
Intersection LOS	A					

Buildout Conditions (2028)

Vistro File: C:\...\vistro-manvel commercial.vistro
Report File: C:\...\vistro-06-pm-buildout.pdf

Scenario 2 PM Peak Hour
10/9/2025

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Manvel Commercial				1.000	0.000	50.00	50.00	453	527	980	100.00
					Added Trips Total			**453**	**527**	**980**	**100.00**

Buildout Conditions (2028)

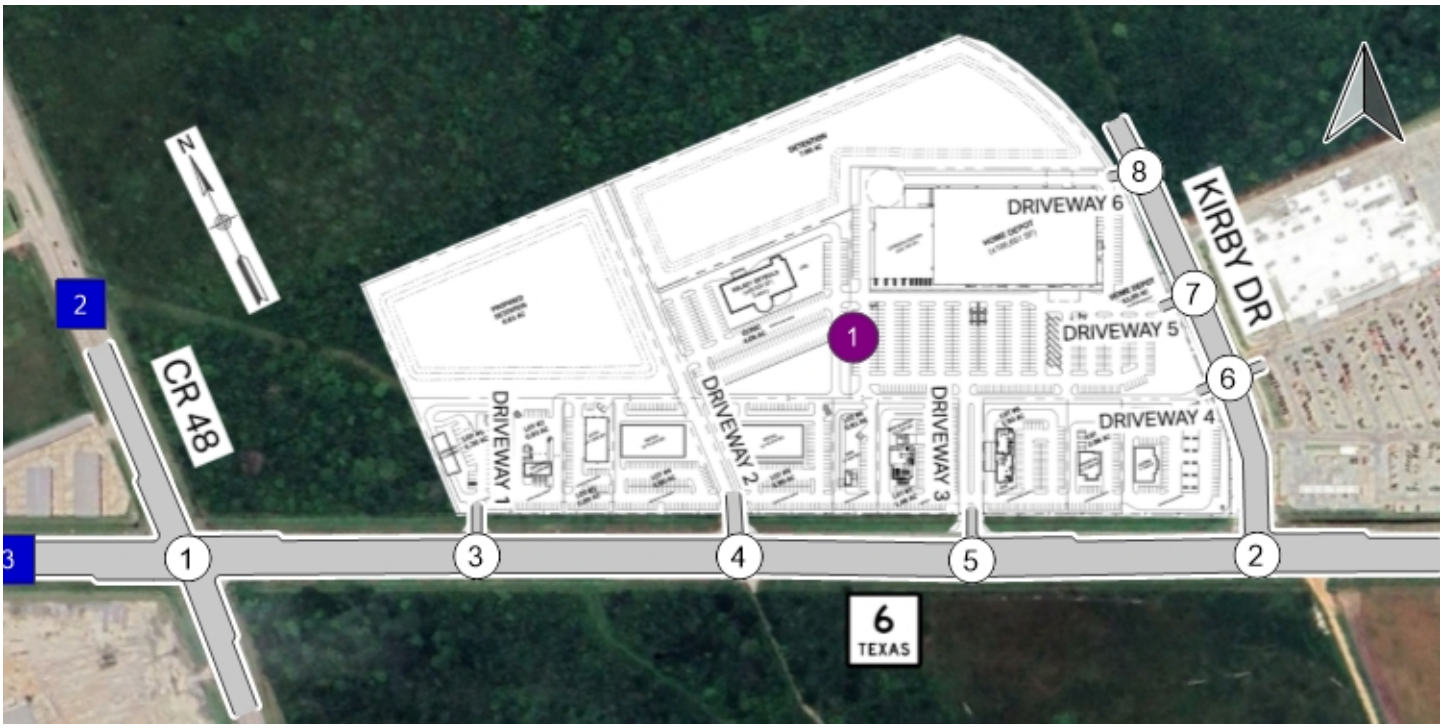
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Report File: C:\...\vistro-06-pm-buildout.pdf

Scenario 2 PM Peak Hour
10/9/2025

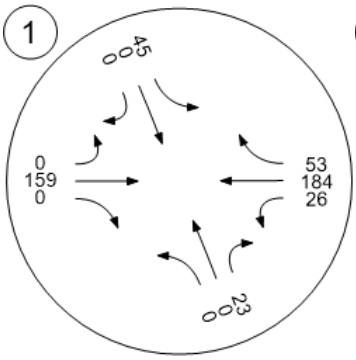
Trip Distribution summary

Zone / Gate	Zone 1: Manvel Commercial			
	To Manvel Commercial:		From Manvel Commercial:	
	Share %	Trips	Share %	Trips
2: Gate	10.00	45	10.00	53
3: Gate	35.00	159	35.00	184
4: Gate	5.00	23	5.00	26
5: Gate	50.00	227	50.00	264
Total	**100.00**	**454**	**100.00**	**527**

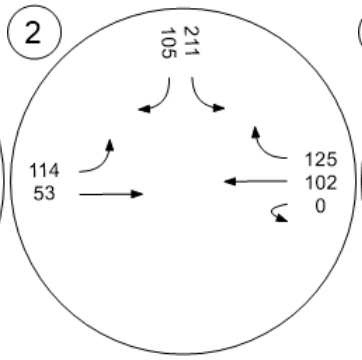
Traffic Volume - Net New Site Trips



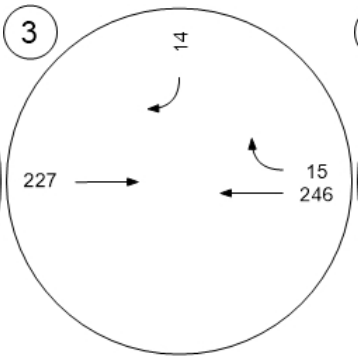
SH 6 at CR 48



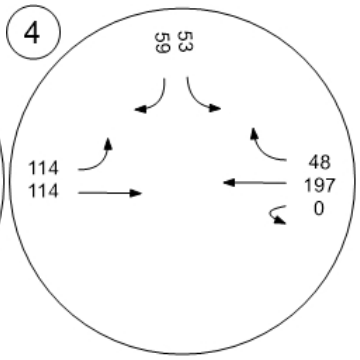
SH 6 at Kirby Drive



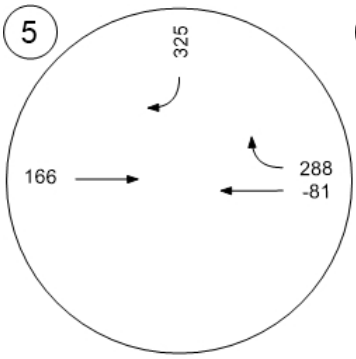
SH 6 at Driveway 1



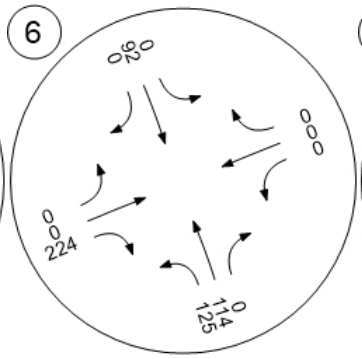
SH 6 at Driveway 2



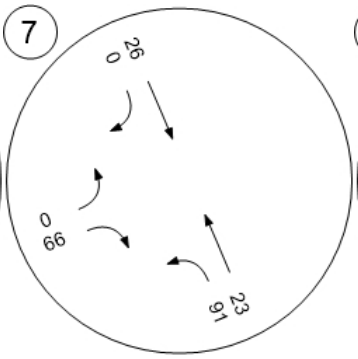
SH 6 at Driveway 3



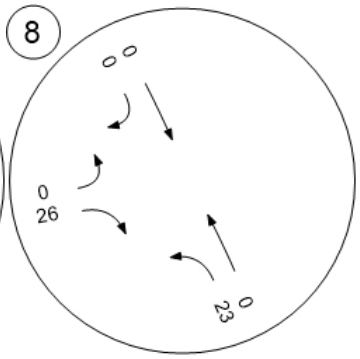
Kirby Dr at Driveway 4



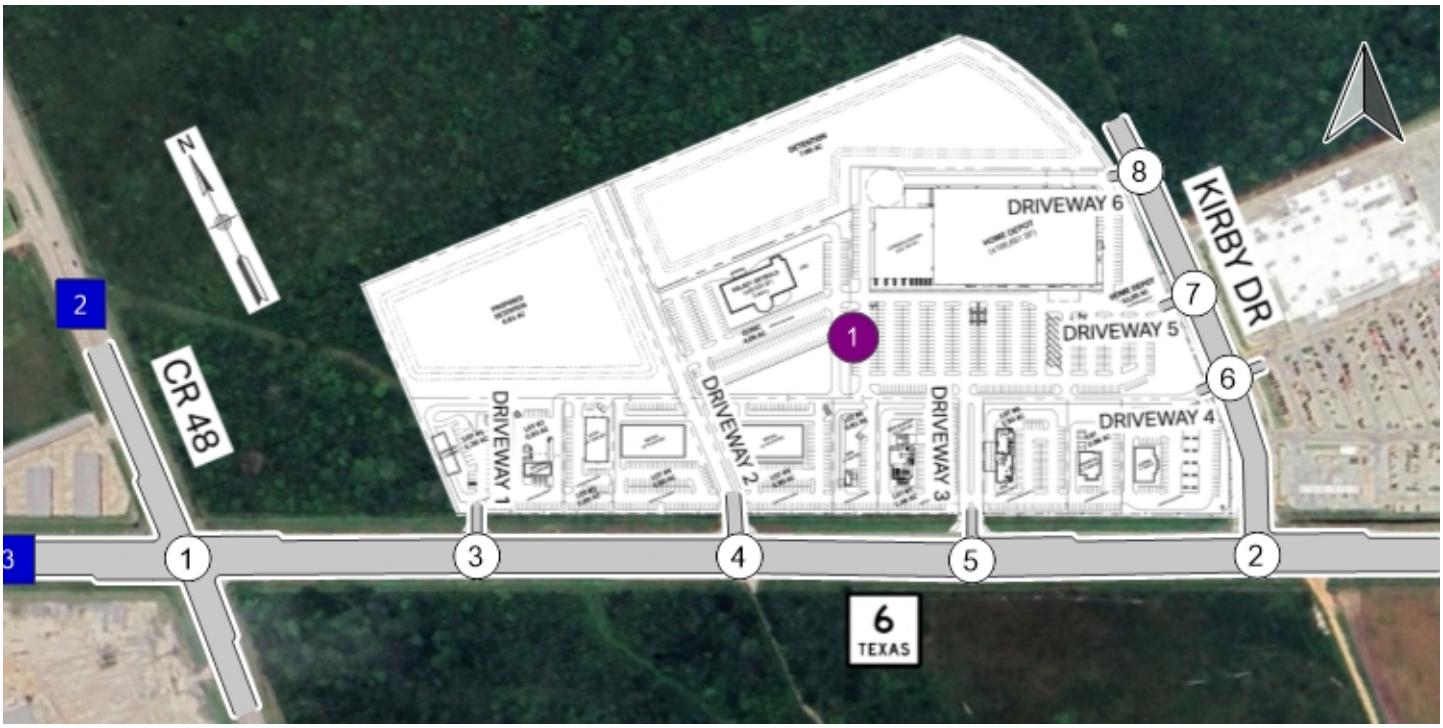
Kirby Dr at Driveway 5



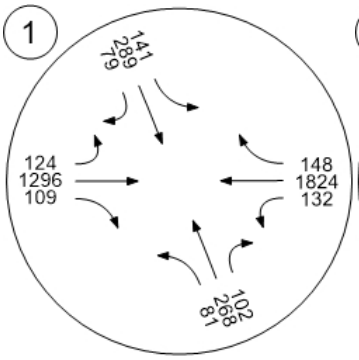
Kirby Dr at Driveway 6



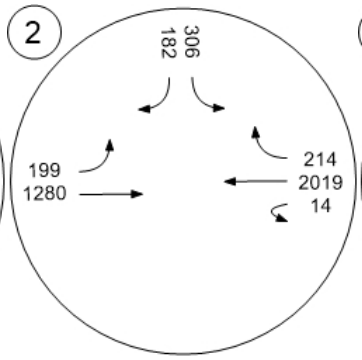
Traffic Volume - Future Total Volume



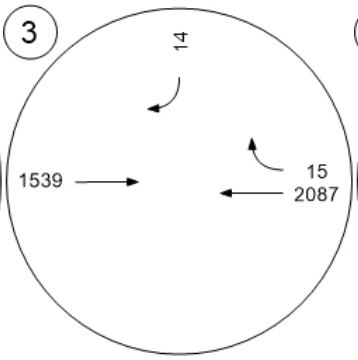
SH 6 at CR 48



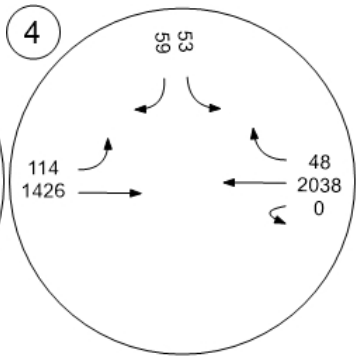
SH 6 at Kirby Drive



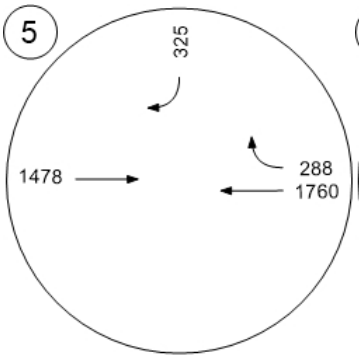
SH 6 at Driveway 1



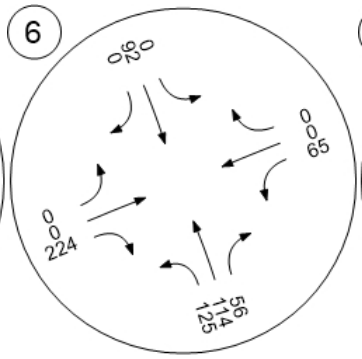
SH 6 at Driveway 2



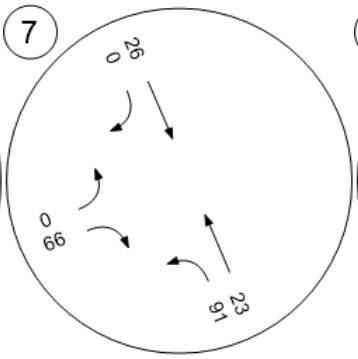
SH 6 at Driveway 3



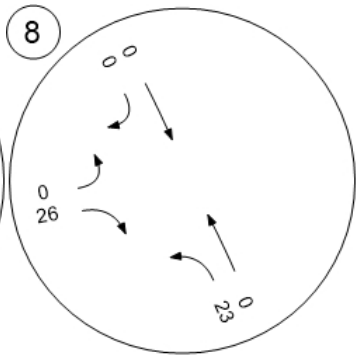
Kirby Dr at Driveway 4



Kirby Dr at Driveway 5



Kirby Dr at Driveway 6



HOUSTON PUBLIC WORKS

IMPACT FEE SERVICE UNIT EQUIVALENT TABLE

How to calculate:

Multiply Service Units Equivalent (SUE) by Sq ft, Occ, number of bowls etc...(SUE column x Per column) to obtain the "approximate". total number of service units.

Recommended SUs are based on 1.0 SU = 250 gpd.

*Please keep in mind that some proposed developments may require multiple SUEs

Line No.	Type of Development	Service Unit Equivalent	Per
1.	Bakery	0.0019	Square Foot
2.	Banquet Hall (No Cooking, Warming Kitchen Only)	0.0200	Occupant
3.	Barber Shop	0.6048	Bowl
4.	Beauty Shop or Beauty Salon	0.6048	Bowl
5.	Bowling Alley (Dining Additional Charge)	0.8000	Lane
6.	Car Repair (Office Additional Charge)	0.00020	Square Foot
7.	Carwash, Tunnel, Self-Service	8.00	Carwash
8.	Carwash, Tunnel, With Attendant	39.60	Carwash
9.	Carwash, Wand Type, Self-Serve	1.54	Carwash Bay
10.	Church or Fellowship Hall	0.0037	Occupant
11.	Club, Tavern, or Lounge	0.0399	Occupant
12.	Concert Hall	0.0399	Occupant
13.	Country Club	0.4032	Member
		0.1008	Guest
14.	Dance School or Dance Studio	0.0399	Occupant
15.	Day Care Center	0.0399	Occupant
16.	Dormitory (Dining Additional Charge)	0.3604	Bed
17.	Fire Station (Dining Additional Charge)	0.3604	Capita
18.	Fitness Center/Club – Freestanding	0.0015	Square Foot
19.	Fitness Club – Within Shopping Center	0.0399	Occupant
20.	Funeral Home (Services Per Week)	0.39	Service
21.	Gas Station with Carwash	11.78	Station
22.	Gas Station Without Carwash	2.21	Station
23.	Grocery Store, 5,000-28,999 Sq. Ft	0.00033	Square Foot
24.	Grocery Store, 29,000 + Sq. Ft	0.0009	Square Foot
25.	Homeless Shelter (No Cooking or Dining)	0.1323	Bed
26.	Hospital (Dining Additional Charge))	0.8001	Bed
27.	Hotel or Motel, With or W/O Kitchenettes	0.7554	Room
28.	Manufacturing	0.00020	Square Foot
29.	Mobile Home Park	1.00	Space
30.	Movie Theater	0.0200	Seat
31.	Nail Salon (Manicure or Pedicure)	0.0004	Square Foot
		0.3024	Bowl
32.	Nursing Home (Salon & Dining Additional Charge)	0.3604	Bed
33.	Office (Includes Studio, Therapy & Massage)	0.000237	Square Foot
34.	Park	0.0200	Occupant
35.	Post Office, Excluding Dock	0.000320	Square Foot
36.	Prison	0.3654	Capita
37.	Racquetball Court	0.6426	Court
38.	Recreational Vehicle Park	0.3000	Vehicle
39.	Residence, Apartment with Washer / Dryer	0.4762	Unit

Line No.	Type of Development	Service Unit Equivalent	Per
40.	Residence. Apartment Without Washer / Dryer	0.4046	Unit
41.	Residence, Condominium	0.4762	Unit
42.	Residence, Single Family or Townhouse, Up To 3000 Sq. Ft (Additional Charge Of 0.0002 SU Per Sq. Ft Over 3000 Sq. Ft)	1.000	Unit
43.	Restaurant, Fast Food	0.0021	Square Foot
44.	Restaurant, Full Service / Dining / Bar Area	0.0033	Square Foot
45.	Retail	0.000281	Square Foot
46.	School (College, High, Middle, Elementary)	0.0198	Seat
47.	Skating Rink	0.0200	Capita
48.	Stadium	0.0126	Seat
49.	Swimming Pool	0.0200	Swimmer
50.	Toilet (Park Amenity)	0.1640	Toilet
51.	Transportation Terminal (Dining Additional Charge)	0.0200	Passenger
52.	Warehouse	0.000121	Square Foot
53.	Washeteria	0.5639	Machine
54.	Water Dispensing Unit – Freestanding	4.5630	Unit



Manvel Crossing Planned Unit Development District

The City of Manvel

Ordinance #XXXXXX

Submitted: October 30, 2025

Prepared for:

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TABLE OF CONTENTS

I. INTRODUCTION **5**

A. Summary 5

B. Purpose of the PUD 5

C. Project Location 5

D. Site History 5

E. Existing Zoning 6

F. Surrounding Land Use 6

G. Existing Site Conditions 6

II. DEVELOPMENT PLAN **7**

A. Purpose & Intent 7

B. Goals & Objectives 7

1. Ensure Quality Development 7

2. A Broader Deeper Tax Base and Employment Opportunities 7

3. Guide and Manage Development Along Highway 6 8

4. Providing a Wider Range of Community Amenities and Commercial Services 8

C. Transportation 9

1. Existing Access 9

2. Future Access 9

3. Site Internal Circulation Plan 10

D. Infrastructure 10

1. Water & Wastewater 10

2. Storm Drainage & Detention System 11

3. Other Utilities 11

III. DEVELOPMENT REGULATIONS 12

A. Purpose & Intent 12

B. General Provisions 12

1. Applicability 12

2. Existing Utilities 12

3. Clearing and Grading 13

4. Design Guidelines 13

C. Development Standards 14

1. Permitted Land Use Table 14

3. Non-Permitted Land Use Table 16

4. Temporary Uses 16

5. Additional Uses 16

6. Site Standards 17

7. Architectural Standards: 17

8. Parking 19

9. Sidewalks 20

10. Landscaping 20

11. Signage 22

12. Lighting 24

13. Design Criteria Manual 24

14. Definitions 24

IV. GENERAL ADMINISTRATION & AMENDMENTS 36

A. Purpose 36

1. Changes to the Zoning Ordinance 36

2. Variances from the Zoning Ordinance 36

3. Variances from the Design Criteria Manual 36

EXHIBITS

Exhibit 1 Vicinity Map

Exhibit 2 Highway 6 Overlay District

Exhibit 3 Internal Circulation Plan and Proposed Right-of-ways

Exhibit 4 Preliminary Drainage and Detention Plan

Exhibit 5 Multi-tenant Pylon Sign Location

Exhibit 6 Multi-tenant Pylon Sign Elevations

Exhibit 7 Single-tenant Monument Sign Elevations

Exhibit 8 Wall Sign Elevations

TABLES

Land Use 26

Shared Parking Schedule 36

Zoning and Subdivision Variances 46

Design Criteria Manual Variances 48

I. INTRODUCTION

A. Summary

The Planned Unit Development District (PUD) establishes comprehensive guidance and regulations for Manvel Crossing Commercial Development. Manvel Crossing is comprised of approximately 49 acres of privately owned land. The entirety of the property currently lies in the Extraterritorial Jurisdiction (ETJ) of the City of Manvel but is intended to be annexed into the City.

The PUD will offer flexibility to encourage the most appropriate uses and amenities, providing access to more diversified options for citizens and visitors alike. The PUD will achieve this by providing a means by which development may occur in an orderly and responsible manner and establishing guidelines that ensure quality development and specifically address the goals of both the city and the developer.

B. Purpose of the PUD

The City of Manvel is growing at an exponential rate. The Census Bureau predicts that by the end of 2025, there will be double the number of residents documented in the 2020 Census. With such a fast-paced rate of growth, commercial development is pivotal for the development to maintain its independence without needing to travel out of town for goods or services. This PUD will allow the Manvel Crossing site to develop in a way that will achieve this goal.

C. Project Location

The Project is located generally east of Old Airline Road (County Road 48), north and adjacent to State Highway 6, and abutting Kirby Drive to the east. The property is currently wholly located in Brazoria County and will be annexed into the City of Manvel.

D. Site History

Based on a review of historical information, the site consisted of undeveloped and/or agricultural land starting around 1938 through the 1960's. In the 1960's an on-site pipeline easement was established, and throughout this time up to the 1980's, the land appears to have been utilized for rice farming. The site has remained undeveloped to present day.

E. Existing Zoning

The entirety of the site is located in the ETJ of the City of Manvel and therefore has no zoning district classification. Upon annexation and approval of the PUD, the base zoning of Light Commercial with a PUD overlay will be assigned. Should the PUD expire, the land will revert back to the Light Commercial zoning district. In addition to the base zone, the Highway 6 Overlay District will apply to a large portion, approximately 33 acres, of the site.

F. Surrounding Land Use

The majority of properties surrounding the project are undeveloped, or agricultural in nature. To the east of the site is Manvel Town Center, with a mixture of commercial uses, to the south, State Highway 6 is abutting the property, and generally around the undeveloped areas and across the highway there are several commercial developments. This indicates that the location of the proposed development aligns with the surrounding land uses. There are also multiple single-family projects in development north of the site.

G. Existing Site Conditions

There are no major natural features on the site, however, there is a clearing where agricultural activity took place on the western portion of the property. A thirty (30') foot pipeline easement starts at the west property line and turns to the south into Highway 6. There appear to be a small number of manmade drainage canals close to Kirby Drive, but aside from this, the property is generally flat with little topography. A Phase One environmental site assessment was conducted for the entire property, and no significant environmental conditions or endangered species were found.

II. DEVELOPMENT PLAN

A. Purpose & Intent

The purpose of the Development Plan is to clarify planning considerations within the plan area and guide the implementation of the vision for the development in addition to establishing a framework for Manvel Crossing by establishing standards that address the many aspects of a successful commercial development that not only responsibly achieves the vision of Manvel Crossing, but also enhances the City of Manvel and supports its exceedingly fast growth.

This section contains a description of the goals, objectives, and policies of the PUD combined with various plan components intended to guide the design principles of the development.

B. Goals & Objectives

The primary goal of the Manvel Crossing Planned Unit Development District is to create a master planned commercial development that will assist the City in implementing its vision by annexing into the City and increasing the area's tax base which in turn will fund public services and improvements. Additionally, the development will provide more access to goods and resources.

In order to achieve this goal, key objectives have been established to guide development and provide direction for the overall vision of the community. These objectives are consistent with the vision statement contained in the 2045 Strategic Plan adopted by the City and are as follows:

1. Ensure Quality Development

Manvel Crossing will ensure the quality of development through the establishment of design guidelines that regulate architectural standards, robust landscaping, attractive signage, adequate parking, and other common elements of the development.

2. A Broader Deeper Tax Base and Employment Opportunities

The addition of Manvel Crossing to the City of Manvel will not only increase the tax-base, which in turn will provide funding for needed infrastructure improvements, but will also provide employment opportunities for the citizens of Manvel.

3. Guide and Manage Development Along Highway 6

The location of the development is west of Highway 288 which acts as a boundary line for transition into the country feel of the City of Manvel. This location is best suited for commercial development, that is easily accessible by those further into town. Being located at the edge of the city limits and surrounded by other commercial uses, it is an ideal location for commercial development that will support the residential growth happening in the city.

4. Providing a Wider Range of Community Amenities and Commercial Services

With the extensive land use list provided by this PUD, there will be an increase in options for the visitors to the Manvel Crossing development. More shopping means more tax revenue, which can in turn be used to improve local amenities for the citizens to enjoy.

C. Transportation

Manvel Crossing will establish a transportation network consisting of internal circulation and other forms of transportation that will comply with the City's Major Thoroughfare Plan (the Transportation Corridor Plan contained within the adopted Comprehensive Plan) adopted by City Council August 2, 2021, and meet the mobility needs of the community along Highway 6, and to the north and surrounding lands as they develop.

This proposed transportation network is in compliance with the City's Major Thoroughfare Plan as amended on August 2, 2021, and there are no anticipated issues with the ongoing update efforts.

1. Existing Access

Manvel Crossing currently has access directly from Highway 6 and from Kirby Drive to the east. In addition, Old Airline Road (County Road 48) is in close proximity to the site, which gives direct north south access to Pearland. Highway 288 is to the east for direct access to the City of Houston and the Gulf Coast.

2. Future Access

With the construction of the eventual continuation of Kirby Drive to the north, and its planned connection to Rodeo Drive, Manvel Crossing will become an easily accessible shopping area for the surrounding neighborhoods. This planned connectivity will lessen the congestion from the surrounding area and improve the local street network. There are no anticipated issues with ongoing update efforts.

Rodeo Drive shall be classified as a local street and constructed within a 60-foot right-of-way. It will be a tertiary entry point for the Foxtail Palms single-family development. The roadway will consist of a 28-foot-wide pavement section, accompanied by 5-foot sidewalks on both sides to support pedestrian connectivity and accessibility.

Kirby Drive shall be classified as a Parkway and constructed within a 120-foot right-of-way. It will be one of the main access points to the north portion of the site. Should City Council take action to reduce the required right-of-way width for Kirby Drive via an update to the City's Major Thoroughfare Plan, the reduced width requirement of the Major Thoroughfare Plan shall supersede the requirements of this PUD.

The intersection of Kirby Drive and Rodeo Drive shall be designed and constructed in accordance with the recommendations outlined in the Traffic Impact Analysis (TIA), which has been submitted to and subject to approval by the City of Manvel. Dedication of both sections of road will be with the recording of the final plat.

3. Site Internal Circulation Plan

Internal circulation throughout the Manvel Crossing development will consist of an interior east/west oriented road located in a public access easement that will grant access to all the businesses, including the proposed businesses at the rear of the site. There are four (4) possible entrances from Highway 6 per TxDOT spacing requirements, however only three (3) are proposed per the TIA. If a fourth access point from Highway 6 is approved by TxDOT, a fourth access point shall be permitted. Additionally, there are three (3) entrances to a currently proposed from Kirby Drive. Additional access points from Kirby Drive may be permitted if allowed per City ordinance.

The City agrees that the PUD may provide "satisfactory access" to certain parcels that may not have physical frontage on an abutting public road from a twenty-five (25) foot wide cross-access easement(s) which will provide for public access and be noted on a subdivision plat after being filed for record. The subdivision plat will show the recorded cross access easement(s) and/or notate the cross-access easement agreement on the face of the plat. Public access easements (PAE) are not required for parcels less than 300 feet from the right-of-way of Highway 6 or Highway 288. Should a PAE be designated, the minimum width will be twenty-five (25) feet. No parking/loading is allowed within PAEs.

Additionally, there is an existing forty (40) foot right-of-way dividing the western 1/3 of the site that runs north/south and provides access to the out parcel to the north. This right-of-way will be widened and improved to meet the requirements of the City of Manvel Design Criteria Manual and will also provide access through a portion of the site; however, the right-of-way may be rerouted or abandoned in the future with further action by City Council. Should City Council proceed with this option, this PUD shall not be required to be amended.

D. Infrastructure

1. Water & Wastewater

The water distribution system within the Manvel Crossing development will be designed to meet or exceed applicable requirements. Once annexed into the city limits, the site will be served by city water and wastewater services.

Impact fees shall be assessed and collected at the time of the building-permit issuance

or utility-connection approval, whichever occurs first. The assessment and collection of impact fees shall be limited to the building permit or utility connection for which application is being made.

2. Storm Drainage & Detention System

The drainage plan and storm sewer system will be designed in accordance with City of Manvel and Brazoria County Drainage District #4 regulations. The storm water runoff within the Manvel Crossing site will be routed to storm sewer lines that will outfall into detention ponds located at the rear of the site. The internal detention ponds will provide storage volume for the increased storm water runoff resulting from development of the property. The storm water from the detention ponds will outfall in a controlled fashion to an offsite wet drainage channel and tie into storm sewers to the east.

The drainage collection systems will be designed to convey the 100-year sheet flow either in the collection system near the outfall point or by sheet flow drainage through the curb and gutter streets with maximum ponding per agency requirements. The proposed internal detention pond system will be sized to contain the excess run-off resulting from a 24-hour 100-year frequency rainfall event for developed and undeveloped conditions with a minimum freeboard of one (1') foot before out falling into the receiving stream. The storm sewer system will consist of reinforced concrete pipe and box culverts sized per agency requirements. Concrete channelization will be minimized.

Detention facilities may be temporarily located as the site develops. Any temporary detention capacity shall be filed at the County with the off-site property owner's acknowledgement and approval.

Should detention footprints be reduced in size or otherwise create additional usable acreage, such acreage may be developed for commercial purposes and shall be incorporated into the overall PUD uses and requirements.

3. Other Utilities

Electricity, natural gas, telecommunications, and cable services will be provided to the Manvel Crossing site through agreements with private or public (CenterPoint Energy Gas and Power) utility companies as development occurs.

When determined by the utility provider as physically possible, all new three-phase (primary) overhead power lines will be located at the rear of new developed property.

III. DEVELOPMENT REGULATIONS

A. Purpose & Intent

The purpose of the development regulations is to serve as the primary means of achieving the goals and objectives of the Development Plan.

They are designed to establish clear minimum development standards while providing a reasonable amount of flexibility in order to accommodate future needs.

B. General Provisions

1. Applicability

The regulations contained herein shall apply to all property located within the boundaries of the Manvel Crossing PUD. Appendix 1 contains the legal description of the property.

All construction and development within the PUD area shall comply with applicable provisions of the City of Manvel codes and ordinances as they exist on the date of adoption of this PUD and the laws of the State of Texas for 3 (three) years from the acceptance of this PUD, except as modified within this PUD. Applicable International Code Council Codes adopted by the City of Manvel shall apply as amended from time to time.

If specific development standards are not established or if an issue, condition, or situation arises or occurs that is not clearly addressed or understandable in the PUD, then those regulations and standards of the City of Manvel codes and ordinances that are applicable for the most similar issue, condition, or situation shall apply as determined by the City's Zoning Official. Appeal of any determination regarding applicability may be made to the Zoning Board of Adjustments.

This PUD may be amended by the same procedure as it was adopted, by ordinance. Each amendment shall include all sections or portions of the PUD that are affected by the change.

2. Existing Utilities

Existing utilities and all uses allowed by existing easements shall continue to be in all designations within the PUD.

3. Clearing and Grading

The developer shall be permitted to commence grading of the property, including clearing and grubbing upon the City's review of tree survey samples, in preparation of development upon preliminary plat approval and prior to submittal of the construction plans at sole risk of the developer. For road construction, grading may commence upon the submittal of construction drawings. However, prior to any grading activity a Storm Water Pollution Plan must be submitted and any required City of Manvel grading permits must be obtained. The City may issue the necessary permits prior to the approval of construction plans and plat recordation with the understanding that any grading performed under these circumstances shall be at the risk of the developer.

4. Design Guidelines

Design guidelines address site and building design within the development. The purpose of these guidelines is to preserve the character of Manvel Crossing by establishing high quality design standards for development. Copies of these guidelines will be provided to City Staff prior to the submittal of the first permit request.

C. Development Standards

1. Permitted Land Use Table

1. 541191 - Abstract or title company	25. 449210 - Computer sales and repair store
2. 5412 - Accounting, tax preparation, bookkeeping and payroll services	26. 711120 - Dance studio
3. 541611 - Administrative Support Services	27. 492110 - Delivery service
4. 541810 - Advertising agency	28. 621210 - Dental clinic
5. 621493 - Ambulatory Health Care Services	29. 455110 - Department store
6. 459510 - Antique store	30. 541340 - Drafting service
7. 459920 - Art gallery	31. 722410 - Drinking Places (Alcoholic Beverages)
8. 459999 - Arts and crafts store	32. 456110 - Drug store, with or without liquor or beer and wine sales
9. 811121 - Automobile repair and maintenance	33. 812320 - Dry cleaning storefront, but not dry-cleaning plant
10. 441330 - Automotive part and accessory retailers	34. 611710 - Educational Support Services
11. 441320 – Automotive Tire Dealers	35. 811412 - Electronic sales and repair store
12. 311811 - Bakery (Retail)	36. 457120 - Filling station or service station, including oil change and inspection services
13. 522110 - Banks and financial institutions, including drive-through and outdoor ATM facilities	37. 713940 - Fitness and Recreational Sports Centers (including martial arts, dance studios, ballet, etc.)
14. 812111 - Barber or beauty shop	38. 459310 - Florist shop
15. 459210 - Bookstore	39. 722511 - Full-service restaurant
16. 444 - Building material, garden equipment, and supplies dealers	40. 445298 - Food and Beverage Store
17. 722514 - Cafeteria	41. 449110 - Furniture store
18. 811192 - Car Wash	42. 457110 - Gasoline station with convenience retail
19. 722320 - Catering	43. 455219 - General Merchandise Retailers
20. 449210 - Cellular phone sales and repair store	44. 459420 - Gift shop
21. 624410 - Child care facility	45. 459110 - Gun shop
22. 621111 - Clinic	46. 445110 - Grocery store
23. 458110 - Clothing store (no re-used clothing)	47. 444140 - Hardware store
24. 561440 - Collection agency	48. 444110 - Home improvement store

49. 449210 - Home appliance store	70. 92 - Public facilities
50. 423220 - House wares and linens store	71. 70. 922120 - Public safety site
51. 531130 - Lessor of mini-warehouse and self-storage	72. 334220 - Radio sales and repair
52. 561622 - Locksmith	73. 516110 - Radio studio (excluding tower)
53. 561730 - Maintenance facility	74. 531210 - Real Estate
54. 622110 - Medical and healthcare services	75. 459210 - Record and tape store
55. 423450 - Medical supply store	76. 713940 - Recreational facilities
56. 312120 - Micro-Brewery, with or without food service	312120 - Restaurant with micro-brewery
57. 926130 - Minor utilities	77. 722513 - Restaurants (limited service and quick service), with or without drive-thru. 78.
58. 531120 - Mixed use	79. 455219 - Retail
59. 522310 - Mortgage company	80. 455211 - Retail warehouse clubs and supercenters
60. 721110 - Motels and hotels	81. 541990 - Scientific and Technical Services
61. 512131 - Motion picture theaters and dinner theaters	82. 448210, 811430 - Shoe store and repair shop
62. 336390 - Motor Vehicles and Parts	83. 459110 - Sporting goods store
63. 459140 - Musical instrument store	84. 512240, 541921, 459920 - Studio (art, music or photo)
64. 444240 - Nursery, Garden center, and farm supply retailers	85. 315250 - Tailor
65. 459410 - Office supply and machinery store and repairs	86. 722410 - Taverns
621320 - Optician or optometrist	87. 237130 - Telecommunication towers
66. 455110 - Personal and household goods store	88. 459120 - Toy store
67. 456110 - Pharmacy	89. 561510 - Travel agency
68. 491110 - Postal Service	90. 541940 - Veterinary Services
69. 531120 - Professional office	91. 713120 - Video arcade

In addition to the uses found in this table, any use found to be approved in the City of Manvel Zoning Ordinance for the Light Commercial zoning district will be deemed permitted.

2. Regarding NAICS 457110 - Gasoline station with convenience retail, 457110 - Gasoline station with convenience retail, and 811192 - Car Wash, these uses will be limited to one (1) each in the PUD, with a distance requirement of 500 feet from any other existing use of the same classification along the north side of Highway 6.

3. Non-Permitted Land Use Table

1. 455219 - Auction only	8. 522299 - Pawn shop
2. 493190 - Automobile repair, major, with outside work or storage	9. Sexually oriented businesses
3. 238990 - Billboards	10. 454390 - Swap meet
4. 812220 - Cemeteries	11. 812199 - Tattoo shops
5. 512132 - Drive-in theater	12. 115210-17 - Taxidermist
6. 424910 - Feed store	13. 811121 - Upholstery only
7. 812910 - Kennel (Commercial)	14. 459991 - Vape shop

4. Temporary Uses

Temporary uses conducted in connection with the development of the property shall not require zoning permits from the city, but will require health and safety permits (electrical, plumbing, structural, HVAC, etc.). However, all temporary uses must be approved by the developer or the Architectural Review Committee. These uses may include, but are not limited to:

a. Sales office
b. Construction office
c. Construction/storage yards
d. Construction roads
e. Fencing
f. Water pumps and ponds

5. Additional Uses

In the event that a proposed use has not specifically been listed or determined to be similar and compatible to a permitted use in a particular land use category within the PUD, an amendment to the PUD will be necessary to add the unlisted use.

6. Site Standards

Minimum Setbacks:

Along Major Roads:

- Front: 25 feet
- Rear: 15 feet
- Side: 15 feet

Along collector or internal streets/drives:

- Front: 10 feet
- Side: 10 feet
- Rear: 10 feet
- Corner Side: 5 feet

Adjacent to Commercial/Retail (inside boundaries of the development):

- Side: 0 feet
- Rear: 0 feet

Adjacent to Residential and undeveloped land:

- Side: 10 feet
- Rear: 10 feet

An additional one (1) foot setback per ten (10) feet in height above sixty (60) feet is required from residential zoning districts.

Architectural features may encroach into the setback area a maximum of three (3) feet.

7. Architectural Standards:

1. Maximum Building Height:

Pad Sites:

- Maximum 35 feet

Commercial Anchor Tenants:

- Maximum 60 feet

Commercial Mixed-use (Office/Medical/Retail):

- Maximum 150 feet

2. Building Materials:

All commercial buildings must be composed of a minimum of 75% on fronts and sides and 50% on rear and service facades masonry, exclusive of windows, doors, or other transparent materials. The following materials shall meet the masonry requirement:

- Stone
- Brick
- Concrete
- Hollow clay tile
- Glass block
- True Stucco
- Insulated Concrete Forms

Non-masonry materials may not exceed 40% of the building's elevation.

Additional permitted non-masonry materials (with proof of compliance to ICC and Texas Windstorm standards):

- Cementitious fiber
- EIFS
- Architectural metal panels

Nationally or regionally recognized chains may use company-specific materials (e.g., metal roofing/siding, wood siding), which are not typically allowed under standard ordinance.

Secondary power connections for new development from existing power poles located within the right-of-way of State Highway 6 will be placed underground.

Electrical panel boxes will not be located on a building façade facing State Highway 6 and be located on the rear of the buildings.

3. *Parking Requirement*: Shall comply with the parking standards established in this section.

4. *Additional Requirements*: Telecommunication towers may not exceed eighty (80) feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

5. *Open Storage:* Open storage is permitted within the parking lot for temporary seasonal sales or temporary promotional events. Additionally, commercial and/or retail buildings with 80,000 square feet of gross leasable floor area or more are permitted to

use off-street parking spaces provided to comply with the City of Manvel's parking requirements for permanent, long-term, or seasonal storage of inventory, equipment, vehicles, or other business-related property, not to exceed twelve percent (12%) of all parking spaces provided for that building. No permits are required for temporary storage.

8. Parking

Parking within the Manvel Crossing site shall be provided according to Sec. 77-45. of The City of Manvel Zoning Ordinance, with the addition of a reduction in the required number of parking spaces from 5.0 spaces to 4.0 spaces per 1,000 square feet of gross leasable floor area for any building with 80,000 square feet or more, plus an additional 2.0 parking spaces for each 1,000 square feet of the floor area designated as an outdoor garden center.

The City's Designated Official shall determine the minimum number of parking spaces required for any use not specified. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

50% of the parking spaces provided for the Manvel Crossing development will be required to be ten (10) feet in width by twenty (20) feet in depth, while the remainder shall be nine (9) feet in width by nineteen (19) feet in depth. ADA (American Disabilities Act) required spaces shall meet Texas Accessibility Standards.

Shared parking should be encouraged where appropriate. Adjustment of the minimum number of parking spaces required to serve a combination of occupancies shall be determined according to the following formula:

1. Determine the parking requirement for each occupancy as though it were a separate use;
2. Multiply each amount by the corresponding percentage for each applicable time period shown in the following schedule:

Shared Parking Schedule					
	Weekdays			Weekends	
Use	Night Midnight – 6 a.m.	Day 9 a.m. – 4 p.m.	Evening 6 p.m. - Midnight	Day 9 a.m. – 4 p.m.	Evening 6 p.m. - Midnight
Retail	5%	50%	90%	100%	70%
Hotel/Motel	80%	80%	100%	80%	100%
Office	5%	100%	10%	10%	5%
Restaurant / Tavern	10%	50%	100%	50%	100%
Entertainment / Recreation	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

3. Calculate the column total for each time period;

4. The column with the highest value shall be the parking requirement.

9. Sidewalks

Sidewalks are not required along Highway 6 because there are no sidewalks to connect to within the Manvel Town Center project. Furthermore, the location of the existing open ditch drainage provides challenges to any attempt to install sidewalks along the Highway. Any internal sidewalks must meet American Disability Act (ADA) and Texas Accessibility Standards (TAS). Any internal sidewalk must be a minimum of 5 feet wide and 4.5 inches thick with steel reinforcement, unless otherwise required in the City's approved Master Thoroughfare Plan.

10. Landscaping

1. Minimum 10% of site (excluding building footprint) must be landscaped. Minimum 5% of the site must be distributed as street, building, and parking lot landscaping. Specific tree and shrub spacing and screening requirements apply. Upon verification of protected trees found on the site from sample surveys conducted per Sec. 77-44. (b)(7)(d) of the Zoning Ordinance, out of the five (5) surveys, there were not a meaningful number of healthy, protected trees found on the site (per the Manvel Tree Ordinance). All pervious area shall be counted toward the total landscape area, including the maintenance berm of detention ponds, if maintenance berms incorporate landscaping and pedestrian trails where feasible to enhance connectivity and visual appeal. Landscaping within these areas shall be consistent with the overall development standards and contribute to the cohesive character of the site.

2. Landscaping and/or decorative fence shall screen outside storage areas, loading docks, garbage collection bins and delivery entrances from adjacent property and public street right of way.

3. A ten (10) foot wide landscaping buffer will be provided between commercial and residential zoning districts.

4. Street Trees

    i. A minimum of one (1) street tree is required for every thirty (30) feet of street frontage.

    ii. No street tree shall be less than two and a half (2.5) inch caliper

5. Parking lot landscaping

    i. In addition to the Street Trees noted above, a tree of minimum one and a half (1.5) inch caliper shall be provided within or adjacent to the parking area at tree islands that:

        a. Are at least nine feet (9') wide (back of curb to back of curb).

        b. Each have a square footage of minimum 180.

        c. Are located so that no parking space is further away than one hundred feet (100') from a tree island.

    ii. Shrub planting shall be placed along the perimeter of a parking lot in order to screen the parking lot. The shrubs shall be maintained at a maximum height of 36 inches.

    iii. At entrance and exits, shrubs shall be no higher than twelve (12) inches in height.

5. Trees Along Highway 6

    i. Trees along Highway 6 will be staggered, with small and ornamental trees closest to Highway 6, and shade trees set back per distances listed below for a more natural look, as well as a precaution from unnecessary trimming near the power line.

        a. Small and Ornamental Trees: May be planted up to 10 feet from any powerlines.

1) Crape myrtles may constitute up to 30% of the small and ornamental trees planted.

b. Shade trees: May be planted up to 20 feet from the powerline.

1) Evergreen trees shall constitute a minimum of 10% of trees planted.

See "Appendix 3" below for a list of approved trees.

11. Signage

All signage must be composed of materials and colors compatible with the associated use and the overall development. LED signage is permitted throughout the development so long as they do not flash or pulse, move at a fast pace, or use blue and red lights that mimic emergency vehicles. All signage will comply with the City of Manvel Lighting Standards. See "Exhibit 4" for an example of multi-tenant signage (subject to change). The following regulations shall apply:

a. General Signage Requirements
   i. All signage shall be located a minimum of ten (10) feet from the property line.
   ii. All signage must be perpendicular to the right of way.
   iii. Directional/informational signs within the Manvel Town Center project indicating the location of a business, street or facility within the project are permitted up to four (4) feet in height and six (6) square feet in area per side.
   iv. Temporary Signage: Temporary signage shall be subject to the regulations listed in Section 53-10 of the City of Manvel Code of Ordinance in effect January 16, 2024.
   v. Prohibited Signage: Unless specifically permitted in the above regulations, all signage listed in 53-11 of the City of Manvel Code of Ordinances in effect January 16, 2024, is prohibited.

b. *Multi-Tenant Monument/Pylon Signs* - A multi-tenant sign is defined as a freestanding sign with signage panels for multiple tenants within a single development.
   i. Multi-tenant signs may be constructed up to fifty (50) feet when located on Highway 6, and up to forty (40) feet elsewhere, with a maximum width of twenty-five (25) feet.
   ii. The bottom of such multi-tenant pylon sign message area shall not be less than ten feet (10') feet above the surrounding finished grade level.

iii. Each multi-tenant monument tenant sign may not exceed five (5) feet in height or fifty (5) square feet in area.
iv. In some instances, a multi-tenant sign may be considered off-premises if included within the Manvel Crossing development.
v. Three total multi-tenant pylon signs are permitted along Highway 6 are equal spacing along the property line.

c. *Single-Tenant Monument* – A single-tenant sign is defined as a freestanding sign advertising a single use.
i. Single-tenant signs may be constructed up to six feet (6') in height and twenty-four 24 square feet in area.
ii. One single tenant monument sign is permitted for each platted of otherwise designated tract or parcel. If a parcel has frontage on two public roadways/highways, thoroughfares, one monument sign is permitted on each street frontage.

d. *Fuel Station Signage*
i. Fuel stations may have canopy signage, as follows:
1. Signage may be incorporated on all sides of the canopy so long as it does not cover more than 50% of the total canopy area.
2. Maximum letter height - Twenty-four (24") inches for one line of text, eighteen (18") inches for two lines of text.
3. The face of any LED fuel pricing sign will not exceed one hundred (100) SF. Signage may include the fuel station's graphics, logos, and similar branding.

e. *Wall Mounted Signage* – A Wall sign is defined as a sign anchored to a wall elevation of a business.
i. Wall signs are limited to 25% of the elevation they are placed on. All parts of the elevation are used in this calculation.
ii. No wall sign can extend above the parapet.
iii. For individual uses greater than 8,000 square feet in gross floor area, up to one hundred twenty inches (120") of letter height is permitted.
iv. For buildings over one 120,000 square feet of gross floor area Wall mounted signage lettering may not exceed one-hundred thirty inches (130") in overall height.
v. Wall mounted logos, symbols, and related branding shall not exceed one-hundred ninety-eight inches (198") in height.

12. Lighting

LED signage is recommended within the development for all business types and must comply with the Outdoor Lighting Standards and Regulations listed within the City of Manvel Ordinance No. 2024-O-36, as amended from time to time.

13. Design Criteria Manual

The Project shall abide by the version of the City of Manvel Design Criteria Manual dated May 6, 2024 for a period of three (3) years, at which time it will abide by the most recently amended iteration.

14. Definitions

Abstract or title company – an establishment that examines historical records to create a summary of a piece of real estate, showing ownership, liens, mortgages, or other encumbrances, and often will issue title insurance to protect against ownership disputes.

Accounting, tax preparation, bookkeeping and payroll services – a business that functions to perform financial analysis and strategic advising, performs tax preparation for individuals or businesses, and may handle employee compensation for payroll related responsibilities.

Administrative support services – an establishment that handles day-to-day operations for other businesses or entities, including but not limited to office operations, information management, internal and external communication, scheduling, documenting, and other forms of support.

Advertising agency – a business that prepares strategies and products meant to seek the attraction, or to direct the attention, of the public to any goods, services, merchandise, purpose or cause.

Alley – a private right-of-way that provides vehicular access to buildings or properties that front on an adjacent street.

Ambulatory Health Care Services – medical services performed on an outpatient basis, without admission to a hospital or other facility.

Antique store – a retail business that buys and sells old items, sch as furniture, art, and

collectible, which are considered valuable due to their age, historical significance or rarity.

Architectural feature – an ornamentation or decorative feature attached to or protruding from the exterior wall of a building. Architectural features may include, but are not limited to windows (e.g. bay windows), chimneys, columns, awnings, marquees, façade or facia.

Art gallery – a room or building used for the display or sale of works of art.

Arts and crafts store – a retail store selling a wide variety of supplies, materials, and tools for artistic creativity.

Auction - a public or private sale where goods or property are sold to the highest bidder.

Automobile parts and accessory retailers - A business that diagnoses and fixes mechanical or electrical issues in vehicles, and stores and repairs vehicles on the site, outside of a vehicle bay.

Automotive repair and maintenance - a facility used for the repair or replacement of engines, transmissions, differentials, drivetrains, or any parts thereof, in addition to the replacement of parts, service, and incidental repairs to private passenger vehicles. A private passenger vehicle is defined as automobiles, motorcycles, station wagons, vans, SUVs, or pickup trucks reserved for personal use.

Automotive part sales – a retail store that involves the sale of components, accessories, and related equipment for vehicles.

Bakery (retail) – an establishment that produces and sells baked goods to the public in a storefront setting.

Banking or financial institution – a chartered financial institution that engages in deposit banking and closely related functions such as making loans, investments and other fiduciary activities. Drive-up windows and drive-thru automated teller machines (ATM) are permitted as an accessory use.

Barber or beauty shop – a business that offers hairdressing, cosmetology, and personal grooming services.

Billboards – large outdoor advertising structures typically found along highways or in high-traffic areas.

Block length – the distance measured along a street between two intersecting streets.

Bookstore - means a retail establishment that engages in the sale, rental, or other charge-for-use of books, magazines, newspapers, greeting cards, postcards, videotapes, computer software, or any other printed or electronically conveyed information or media, excluding any "adult bookstore," "adult theater," "theater," or "studio theater."

Building – a structure used for or supporting any use or occupancy that requires a building permit.

Building material, garden equipment, and supplies dealers - retail establishments that sell building materials (like lumber, paint, hardware) and lawn and garden products (such as plants, tools, and outdoor power equipment) to consumers and contractors.

Cafeteria - a restaurant or dining room located in part of a business in which customers serve themselves or are served from a counter and pay before eating.

Candy store – a specialized retail business that provides sweet treats as their primary inventory.

Car wash – a facility used for the cleaning of motor vehicles, such as passenger cars, trucks, and motorcycles. A heavy vehicle wash is not included in this definition. Only one (1) nationally or regionally recognized brand permitted at this location by this PUD.

Catering – a business that provides food and beverage for an event at a location other than a traditional restaurant, handling everything from menu planning to food preparation, set-up, serving, and cleanup.

Cellular phone sales and repair store - a business that provides small-scale electronic repair services for items of the general public, including, but not limited to cellphone repair and other related minor repairs.

Childcare facility – a commercial or non-profit facility that provides shelter, care, activity, and supervision of children for periods of less than 24 hours a day and is licensed by the state.

Clinic - a building, other than a hospital as herein defined, used by one (1) or more licensed physicians for the purpose of receiving and treating patients.

Clothing store (no re-used clothing) - a small retail establishment that sells fashionable clothing or accessories.

Collection Agency – an business that attempt to collect past-due or unpaid debts on behalf of a creditor or lender, or purchases the debt itself to collect.

Collector street – a public street designated as a "minor corridor" on the City's Major Thoroughfare Plan.

Computer sales and repair store - a business that sells and provides computer electronic repair services for items of the general public.

Council – Shall mean the City Council of the City of Manvel.

Cul-de-sac - any street with only one (1) outlet that terminates in a vehicular turnaround.

Dance studio - a facility in which students are instructed and educated on the particulars of a physical art form. This does not include adult uses such as adult cabaret.

Delivery service – a commercial service that transports goods, parcels, or prepared food from a point of origin to a customer-specified destination.

Dental Clinic – a healthcare facility where dental services are provided.

Department store – a retail establishment that conducts business under a single owner's name wherein a variety of unrelated merchandise and services are housed and are exhibited and sold directly to the customer for whom the goods and services are furnished.

Designated Official – the individual authorized by the City of Manvel to provide direction and oversight and personally perform duties related to a comprehensive program to protect the health and safety of citizens and the quality of life by ensuring that planning activities meet appropriate codes, standards, and city ordinances.

Drafting service – a business that provides technical drawings and plans used in architecture, engineering, or manufacturing.

Drinking places (alcoholic beverages) - establishments primarily serving alcoholic drinks, such as bars, pubs, and lounges.

Drug store, with or without liquor or beer and wine sales – an establishment that sells prescription medications, health products, and may also offer alcoholic beverages depending on licensing.

Dry-cleaning storefront, but not dry-cleaning plant - A retail location where customers drop off and pick up garments for cleaning; the actual cleaning is done off-site

Educational support services - non-instructional services that assist educational institutions, such as curriculum development, testing, or tutoring.

Electronic sales and repair store - sells and repairs electronics including but not limited to, appliances, air-conditioners, refrigerators, dishwashers, and clothing washers and driers.

Entry features – Primary points of vehicular entry into the property that are enhanced with landscaping, water features, architectural treatments, and lighting.

Filling station or service station, including oil change and inspection services – a business that offers fuel and basic vehicle maintenance services such as oil changes, inspections, and minor repairs.

Fitness and recreational sports center - facilities offering exercise equipment, fitness classes, and wellness programs.

Florist shop – a business that sells flowers, floral arrangements, and related decorative items

Food and beverage store – a store that sells perishable goods for human consumption, and includes grocery stores, convenience stores, and specialty food retailers.

Frontage – Frontage shall mean that portion of any lot or tract that abuts a street or approved common area. A lot or tract abutting more than one (1) street shall have frontage on only one (1) street which shall be deemed to be the side having the shortest dimension unless otherwise indicated on the subdivision plat.

Full-service restaurants - a restaurant where meals are primarily prepared individually for the customer and are served to customers at their table by wait staff. A restaurant which is a fast-food restaurant, or which has drive-thru facilities is not considered a full-service restaurant.

Furniture store – a store that sells household or office furniture such as sofas, tables, and beds

Gasoline stations with convenience retail - a business that sells automotive fuels alongside a variety of non-fuel items such as snacks, drinks, basic groceries, and other everyday consumer goods. Alcohol sales are permitted with the appropriate permits as required by the Texas Alcoholic Beverage Code.

General development plan – A plan that illustrates the portion of Manvel Crossing located within the City, which identifies the major thoroughfares and collector streets that are proposed in the property and any recorded easements over 20 feet in width that affect the property and proposed land use.

General merchandise retailers - stores offering a wide variety of goods, such as department stores or big-box retailers.

Gift shop – a store that sells novelty items, souvenirs, and small gifts.

Grocery store – A retail establishment primarily selling prepackaged and perishable food as well as other convenience and household goods. The sale of alcohol is permitted as an accessory use.

Gross acreage – Gross acreage shall mean the total area of land inclusive of all encumbrances, including, but not limited to rights-of-way, drainage ways, pipeline and utility easements, detention facilities, parks and open space areas.

Gun shop – a store that sells firearms, ammunition, and related accessories.

Hardware store – a store that sells tools, building materials, and home repair supplies.

Home appliance store – a store that sells large and small appliances like refrigerators, washers, and microwaves.

Home improvement store – a store that offers products for remodeling, construction, and DIY projects.

House wares and linens store – a store that sells kitchenware, bedding, towels, and other household items.

Institutional use – A use designated for public facilities including, but not limited to major and minor utilities, public safety sites, libraries, schools (both public and private) and other civic uses.

Knuckle – The projection toward the outside corner of a bend in the right-of-way of that allows for adequate turning movements for emergency and other vehicles.

Landscaping – Planting and related improvements for the purpose of beautifying and enhancing a portion of land and for the control of erosion and the reduction of glare, dust and noise. Rocks and/or gravel, by itself shall not constitute landscaping.

Lessor of mini-warehouse and self-storage - a business that rents out small storage units or spaces for personal or commercial use.

Locksmith - services related to locks, keys, and security systems, including installation and emergency access.

Lodging facilities – A building in which lodging is offered for compensation for a period of less than seven (7) days. This use includes hotels, motels, inns, and bed and breakfast residences, but does not include group homes and boarding houses.

Lot – An undivided tract of land having frontage on a public or private street which is designated as a separate and distinct tract and identified by numerical identification on a duly and properly recorded subdivision plat.

Maintenance facility – A facility intended to store equipment related to the maintenance, upkeep, or repair of the parks, open space, and detention/drainage areas inside the Project.

Major thoroughfare - A public street designated as a "major corridor" on the City's Major Thoroughfare Plan.

Major utility – Uses or structures providing utility services that have a potential major impact by virtue of appearance, noise, size, traffic generation, or other operational characteristics, which include, but are not limited to, transmission substations, wastewater treatment facilities, water reservoirs and pump stations, and power plants. This use does not include private individual water supplies or septic tanks. *See Minor Utilities.*

Medical and health care services - a healthcare facility offering inpatient services such as diagnosis, treatment, and preventive care. Examples of such a use are multi-specialty medical group practices providing outpatient care, offices of physicians, and general medical and surgical hospitals.

Medical supply store – a store that sells medical equipment and supplies like wheelchairs, bandages, and diagnostic tools.

Micro-brewery, with or without food service - a small-scale brewery producing limited quantities of beer, often with an on-site tasting room or restaurant, that has the necessary permits per the Texas Alcoholic Beverage Code.

Minor utility – Small scale facilities that are necessary to support development and that involve only minor structures. Minor utilities include, but are not limited to facilities such as power lines, water and sewer lines, storm drainage facilities, transformers, hydrants, switching boxes, wastewater lift stations, and similar structures.

Mixed-use – A tract of land, building, or structure developed for two or more different uses such as, but not limited to, residential, office, retail, public, or entertainment. The mix of uses may occur either on the same tract of land, but compartmentalized into separate buildings, or located within the same building (e.g. retail on the first floor and office or residential on the floors above the retail).

Mortgage Company – a business that provides loans for purchasing real estate and may offer refinancing or financial consulting services.

Motels and Hotels - lodging establishments offering overnight accommodations, with varying levels of amenities and services.

Motion picture theater companies and dinner theaters (with or without food service or alcoholic beverage sales) - a venue for screening films to the public, which may include concessions or full dining options.

Motor vehicles and parts – A business involved in the sale, repair, or distribution of cars, trucks, motorcycles, and related parts or accessories.

Musical instrument store- a store that sells instruments, sheet music, and accessories; may also offer rentals or repairs.

Nursery, garden center, and farm supply retailers – a business that primarily sell plants, such as trees, shrubs, and flowers, as well as garden and farm supplies like seeds, fertilizers, tools, and animal feed.

Office supply and machinery store and repairs – a store that sells office equipment and supplies and may provide repair services for items like printers or copiers.

Optician or optometrist – Provides vision care services including eye exams, prescriptions, and eyewear fittings.

Overall project - The approximately 49 acres of land that constitutes the entire Manvel Crossing project.

Parkway – A right-of-way with a total width of 120 feet, designed for higher traffic

transportation.

Personal and household goods store - services that sell, fix, or maintain items like appliances, furniture, electronics, or clothing.

Personal services – a business that includes but is not limited to salons, spas, dry cleaners, and other businesses that cater to individual needs and grooming.

Pharmacy – an establishment that dispenses prescription medications and offers health-related products and advice.

Postal Service – an establishment that offers mail and package delivery, shipping, and related services, either publicly or privately operated.

Private – Elements of the development that are not intended for public use and are operated and maintained by a private entity.

Private street - A street that is privately owned and maintained. Private streets may be gated.

Private utilities – Utilities other than water and wastewater. Other utilities may be public and/or private in nature and may include, but are not limited to electrical power, gas, telephone, wireless communication, internet, and cable television.

Professional office- A room or group of rooms used for conducting the affairs of a business, medical, professional or service industry.

Project – The approximately 46 acres of land which is the subject of this PUD, the legal description of which is contained in the appendix of this document.

Public facilities – Any non-commercial land use (whether publicly or privately owned) which is to be used and/or allocated for the general good of the public. These uses include, but are not limited to governmental offices, libraries, parks, and major and minor utilities.

Public safety site – a location dedicated to emergency services such as police stations, fire departments, or emergency response centers

Public utilities – Any utilities that are provided by the city, county or municipal utility district which may include, but are not limited to water and wastewater.

Radio sales and repair - businesses that sell and/or repair radio equipment and related electronics.

Radio Studio (excluding tower) - a facility for producing and broadcasting radio programs, not including transmission towers.

Real estate - services related to buying, selling, leasing, or managing property.

Record and tape store – a store that sells music in physical formats such as vinyl records, cassette tapes, and CDs.

Recreational facilities – Any structure or building intended for active recreational use. Recreational uses shall include, but are not limited to clubhouses, tennis courts, basketball courts, sports fields, pools, playground equipment, bleachers, etc.

Restaurant - limited service (LSR) and quick service - a dining establishment emphasizing speed and convenience, where customers typically order and pay before eating and often help themselves to drinks, cutlery, and table maintenance. Quick Service Restaurant (QSR) is a specific type of LSR, a subset that is synonymous with "fast food," prioritizing very fast, efficient service, often with a consistent, streamlined menu and limited table service or a drive-thru window.

Restaurant with micro-brewery - a restaurant where meals are primarily prepared individually for the customer and are served to customers at their table by wait staff, where malt liquors or beer are produced on-site, as permitted by the Texas Alcoholic Beverage Code.

Retail – Retail sales of any article, substance, or commodity within a building or structure.

Retail warehouse clubs and supercenters – a business that sells goods directly to consumers (retail) or in bulk to other businesses (wholesale).

Scientific and technical services - professional services involving research, engineering, consulting, or specialized technical expertise.

School (public or private) – An institution for the teaching of children or adults including primary and secondary schools, colleges, professional schools, art schools, trade schools, and similar facilities.

Self-service car wash - a facility where customers wash their own vehicles using provided equipment.

Sexually oriented Businesses - Establishments that provide adult entertainment or sell adult products, such as strip clubs, adult bookstores, or adult video stores.

Shade Tree - A shade tree is a tree planted or valued primarily for the shade it provides, rather than for fruit, beauty, or other purposes.

Shared parking – the use of the same off-street parking stall or stalls to satisfy the off-street parking requirements for two or more individual land uses without significant conflict or encroachment.

Shoe store and repair shop – a store that sells footwear and provides shoe repair services.

Small or ornamental tree - a tree that is grown for its aesthetic appeal, such as attractive flowers, fall foliage, or unique bark, rather than for practical purposes like fruit or wood

Sporting goods store – a store that sells equipment, apparel, and accessories for sports and outdoor activities.

Studio (art, music or photo) - a space used for creating or teaching visual arts, music, or photography.

Subdivision – the division of a lot, tract, or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose of residential, industrial, office, and business development or other uses.

Tailor – an establishment that alters, repairs, or customizes clothing to fit individual clients.

Tattoo shop – a business where licensed artists perform body modification, including but not limited to applying permanent body art using ink and needles, and piercings.

Tavern – an establishment that primarily serving alcoholic beverages, often with food and entertainment.

Taxidermist - A professional who prepares, stuffs, and mounts the skins of animals for display.

Telecommunication tower – A structure on which there are electronic facilities for receiving or transmitting communication signals.

Toy store – a store that sells toys, games, and educational items for children.

Travel agency – a business that offers travel planning, booking, and tourism-related services.

Upholstery shop - a business that repairs or replaces fabric, padding, and springs on furniture or vehicle interiors.

Veterinary services - medical care and treatment for animals, including surgeries and vaccinations.

Video arcade – a venue offering coin-operated or digital games for public entertainment, including pinball machines, racing simulators, shooting games, and other interactive amusements. These establishments are designed for recreational play and social engagement, often catering to families and youth. Gambling activities, including games of chance with monetary payouts or betting mechanisms, are strictly prohibited in video arcades to maintain compliance with state law.

Warehouse and storage – ancillary to primary use - facilities for storing goods, either for distribution, safekeeping, or inventory management, located on the same site as a compatible use.

Wastewater treatment facilities – Any facility used for the treatment of commercial and residential wastewater for sewer systems and for the reduction and handling of solids and gasses removed from such wastes.

Water plant facilities – Any facility used for the collection, treatment, testing, storage, pumping, or distribution of water for a public water system.

IV. GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose

This section establishes guidelines regarding the administration and future amendments to the PUD.

1. Changes to the Zoning Ordinance

The Development Regulations section of the PUD addresses only those areas that differ from the City of Manvel Zoning Ordinance. In the event that an issue, condition, or situation arises that is not specifically addressed in the PUD, the City of Manvel Zoning Ordinance in place at the time of the adoption of this document shall be used by the City's Zoning Official as the basis to resolve the issue.

2. Variances from the Zoning Ordinance

The criteria established in this PUD require variances from the City of Manvel Subdivision Ordinance as amended on May 6, 2023. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. The table below describes the requested variances and their corresponding section of the subdivision ordinance. These variances shall apply to all property within the PUD. Should any additional variances be sought in the future, this document will be amended with City Council approval.

3. Variances from the Design Criteria Manual

The criteria established in this PUD require variances from the City of Manvel Design Manual as adopted on May 6, 2024. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 8 describes the requested variances and their corresponding section of the design manual. These variances shall apply to all property within the PUD.

Zoning and Subdivision Deviations

Ordinance reference	Requirement	Proposed	Difference	Justification
Sec. 77-31. – Light-commercial (LC) district (c)	*Setbacks.* (1) Minimum front yard setback is 25 feet. (2) Minimum rear yard setback is ten feet. (3) Minimum side yard and corner side yard is five feet.	*Minimum Setbacks:* *Along Major Roads:* Front: 25 feet, Rear: 15 feet, Side: 15 feet *Along collector or internal streets:* Front: 10 feet, Side: 10 feet, Rear: 10 feet, Corner Side: 5 feet *Adjacent to other Commercial (inside boundaries of the development):* Side: 0 feet, Rear: 0 feet *Adjacent to Residential and Undeveloped Land:* Side: 10 feet, Rear: 10 feet Landscape buffer of 10 feet required between commercial and residential zoning districts. Architectural features may encroach into the setback area a maximum of three (3) feet.	15-foot reduction for front setbacks along collector or internal streets 5-foot reduction for side setbacks along collector or internal streets 10-foot reduction for rear setbacks adjacent to commercial 5-foot reduction for side setbacks adjacent to commercial	With the intended design of the site and pad placements, the setbacks will be reduced for adequate use of the property, as it is a larger site not fronting on Highway 6 directly.
Sec. 77-31. – Light-commercial (LC) district (d)	*Maximum building height.* The maximum height of any building in the light commercial district may not exceed 60 feet measured from the finished grade to the highest point of the roof, not including ancillary structures such as chimneys.	*Mixed use/Office/Medical:* Maximum 150 feet Additional setback of 1 foot per 10 feet in height exceeding 60 feet in height.	90-foot increase in height specifically for Mixed use/Office/Medical	This type of use will likely incorporate several stories.
Sec. 62-108. – Lots (a) (8)	*Any subdivision of land shall provide each lot with access to a public street as specified in the design criteria manual. The public street shall have a minimum width of 60 feet, or the proposed plat must dedicate the necessary additional rights-of-way to provide a minimum width of 30 feet from the centerline of the existing or original right-of-way.*	*Parcels without public road frontage may use **recorded cross-access easements** to meet access requirements*	Cross-access easements for access to properties	This is a typical course of action for sites with multiple tenants along major highways
Sec. 77-36. State Highway 6 overlay (SH-6) district. (c)	*Exterior building materials.* *(1) All building façades must be constructed of a minimum of 90 percent masonry materials on all non-transparent portions of all exterior walls. The percentage of masonry materials is calculated on a per façade basis. Permitted masonry materials include:* *a. Stone;* *b. Brick;* *c. Concrete;* *d. Hollow clay tile;* *e. Decorative concrete block or tile;* *f. Glass block;* *g. True stucco.* *The use of any material that is not specified on the above permitted masonry materials list is prohibited.* *(2) Up to the remaining ten percent of all exterior walls on non-transparent portions of the building may be constructed of materials not listed in the permitted masonry materials list but under no*	All commercial buildings must be composed of a **minimum of 75% on fronts and sides and 50% on rears and service facades** masonry, exclusive of windows, doors, or other transparent materials. The following materials shall meet the masonry requirement: • Stone • Brick • Concrete • Hollow clay tile • Glass block • True Stucco • Insulated Concrete Forms Non-masonry materials **may not exceed 40%** of the building's elevation. **Additional permitted non-masonry materials** (with proof of compliance to ICC and Texas Windstorm standards): • Cementitious fiber • EIFS • Architectural metal panels **Nationally or regionally recognized chains** may use **company-specific materials** (e.g., metal roofing/siding, wood siding), which are **not typically allowed** under standard ordinance.	Insulated concrete forms added as approved, the addition of non-masonry materials approved at up to 40% of the elevations utilizing cementitious fiber, EIFS, or architectural metal panels, nationally or regionally recognized chains may use company specific materials	This will allow the developer more freedom to build with more contrast in materials for different locations within the site

	circumstances will the following prohibited materials be allowed: *a. Sheet metal material; coated, galvanized, or uncoated with a metal thickness less than one-quarter inch;* *b. Smooth concrete masonry units (CMU) or block, painted or un-painted;* *c. Exterior insulation finish systems (EIFS);* *d. Plywood or oriented strand board (OSB).* *(3) No more than 75 percent of any façade may consist of glass.*			
Sec. 77-45. – Parking. (a)	Use not listed in table	Reduce the required number of parking spaces from 5.0 spaces to 4.0 spaces per 1,000 square feet of gross leasable floor area for any building with 80,000 square feet or more, plus an additional 2.0 parking spaces for each 1,000 square feet of the floor area designated as an outdoor garden center	Reduced parking for store area with the addition of 2 spaces per 1,000 square feet for outdoor shopping	Reduced parking will lower the impervious coverage, and remove unneeded spaces for some uses
Sec. 77-45. – Parking. (c) & (d)	*(c) Shared Parking.* *(1) Shared parking is encouraged and intended to make use of parking areas that are not used during certain parts of the day. Shared parking is permitted only with a written agreement between the subject landowners. Such agreement shall be maintained in the office of the city secretary.* *(2) Property on which shared parking is proposed shall be no further than 300 feet from the boundary of the principal property, as measured along public rights-of-way, such as streets or sidewalks.* *(3) No more than 75 percent of the total amount of parking spaces required for the principal use shall be shared parking spaces.* *(4) Required handicapped parking spaces shall not be used in the calculation for shared parking spaces.* *(d) Parking space dimensions.* *(1) The minimum size of a car parking space shall be ten feet wide and 20 feet long for residential or commercial land uses.* *(2) The minimum size of a handicapped parking space shall be as required by the Americans with Disabilities Act.* *(3) Compact car parking spaces shall not be credited to the overall parking calculation requirement.*	Shared parking allowed and shall satisfy the minimum parking ratio requirements. Stall size: a 50%/50% mix of 9 ft x 19 ft. and 10 ft x 20 ft.	Allowed Shared parking to satisfy all required parking when necessary. Reduced 50% of the parking spaces provided to 9 ft x 19 ft	Both changes will allow for a reduction of unused parking, creating less pavement, and allowing for more business at this location
Sec. 77-52. – Open storage and display of items	Open storage of items not for sale and for sale is permitted when incidental to principal land use on the same property.	Open storage is permitted within the parking lot for temporary seasonal sales or temporary promotional events. No permits are required for temporary storage. Buildings with 80,000 square feet of gross leasable floor area or more are permitted to use off-street parking spaces provided to comply with the City of Manvel's parking requirements for permanent, long-term or seasonal storage of inventory, equipment, vehicles, or other business-related property, not to exceed twelve percent (12%) of all parking spaces provided for that building.	Temporary outdoor sales can occur in the parking areas, and buildings of 80,000 square feet of GLA are permitted to use off-street parking for storage of various business related equipment, not exceeding 12% of the parking	This allows flexibility to the businesses to utilize a small portion of their parking lot for business purposes

Sec. 77-44. - Tree preservation, landscaping, fencing and screening. (c) (1) & (2)	Landscaping is required for street frontage as well as for parking lots at a rate of one street tree per 30 feet of frontage, and one parking lot tree per 10 parking spaces.	Minimum **10% of site** (excluding building footprint) must be landscaped. Specific tree and shrub spacing and screening requirements apply. All pervious area shall be counted toward the total landscape area, including the maintenance berm of detention ponds, if the maintenance berms incorporate landscaping and pedestrian trails where feasible, to enhance connectivity and visual appeal. Landscaping within these areas shall be consistent with the overall development standards and contribute to the cohesive character of the site. Street Trees ii. One street tree is required for every thirty (30) feet of street frontage. iii. No street tree shall be less than two and a half (2.5) inch caliper No more than 30% of street trees may be crape myrtle along Highway 6. Staggering of trees along the highway is required adjacent to powerlines. Examples of tree types are given.	The addition of a minimum of 10% landscaping, maintenance berms and detention ponds can count towards pervious area. Landscaping will be included with maintenance berms where feasible, but half of the required landscaping must be evenly distributed across the parking areas, pad sites, and street frontages. Maximum of 45 feet spacing for tree groups or single trees. Street trees do not need to be evenly spaced and may be grouped. A limit on the number of crape myrtles allowed to be planted.	More diversity in tree types will enhance the streetscape, and the addition of landscaping around detention ponds will accomplish a similar outcome
Sec. 53-16. – Shopping center and integrated business developments (2)	*Sign district B.* a. Each shopping center or integrated business development is permitted one single or double-faced monument sign not exceeding 100 square feet in area plus an additional ten square feet for each business establishment located in such shopping center or integrated business development, or 150 square feet, whichever is less, and not exceeding 15 feet in height above the surrounding finished grade level. Additionally, each monument sign shall not exceed 22 feet in width. b. The location of a monument sign is subject to the approval of the sign administrator to ensure that such location does not create hazards to traffic or pedestrians; provided, however, all monument signs shall be located outside of the sight distance triangle corresponding to the nearest street intersection. c. An additional monument sign may be permitted for each shopping center or integrated business development that is on the corner of an intersection of two public streets. One sign shall face each adjacent street. Such additional sign shall not exceed 15 feet in height above the surrounding finished grade level. The total sign area of both signs combined shall not exceed 250 square feet.	*Multi-Tenant Monument/Pylon Signs* - A multi-tenant sign is defined as a freestanding sign with signage panels for multiple tenants within a single development. Multi-tenant signs may be constructed up to fifty (50) feet when located on Highway 6, and up to forty (40) feet elsewhere, with a maximum width of twenty-five (25) feet. The bottom of such sign message area shall not be less than ten feet (10') feet above the surrounding finished grade level. Each tenant sign may not exceed five (5) feet in height or fifty (5) square feet in area. In some instances, a multi-tenant sign may be considered off-premises if included within the Manvel Crossing development. Three total multi-tenant signs are permitted along Highway 6 are equal spacing along the property line. *d. Fuel Station Signage* Fuel stations may have canopy signage, as follows: Signage may be incorporated on all sides of the canopy so long as it does not cover more than 50% of the total canopy area. Maximum letter height - Twenty-four (24") inches for one line of text, eighteen (18") inches for two lines of text. The face of any LED fuel pricing sign will not exceed one hundred (100) SF. Signage may include the fuel station's graphics, logos, and similar branding.	Increased height and area for multi-tenant monument signs, and to provide rear property tenants visibility from Highway 6. Increase of number of signs on Highway 6 from 1 to 3. Fuel Station sign regulations have been added to this PUD.	These deviations are requested to provide more flexibility in placement and design of the multi-tenant signs.
Sec. 53-10. – Allowed Signs (b)(8)	*(8) Wall signs. Each business establishment is allowed wall signage not exceeding the total square feet of the facade to which it is affixed:* *a. Fifteen percent of the business frontage or a maximum 200 square feet for the side with the principal entrance;* *b. Ten percent of the business frontage or a maximum 150 square feet for the side(s) fronting*	*Wall Mounted Signage* – A Wall sign is defined as a sign anchored to a wall elevation of a business. Wall signs are limited to 25% of the elevation they are placed on. All parts of the elevation are used in this calculation. No wall sign can extend above the parapet. For individual uses greater than 8,000 square feet in gross floor	An increase in the allowable size of wall signs.	This request is similar to that of the neighboring development, and varying business sizes and locations may require larger signs for street visibility.

	on a public street; *c. Ten percent of the business frontage or a maximum 150 square feet for all other sides;* *d. Ten percent per side for canopies related to a business;* *e. A maximum of 32 square feet for freestanding menu boards in addition to wall signs; or* *f. Wall signage may not project above the lower edge of the roof line or parapet of a building.*	area, up to one hundred twenty inches (120") of letter height is permitted. For buildings over one 120,000 square feet of gross floor area Wall mounted signage lettering may not exceed one-hundred thirty inches (130") in overall height. Wall mounted logos, symbols, and related branding shall not exceed one-hundred ninety-eight inches (198") in height.		

Manvel Design Criteria Manual Deviation

Design Manual reference	Requirement	Proposed	Difference	Justification
1.04 Design Requirements (A) (10) (e)	The design and dimensions of off-street parking areas shall be in accordance with the following table of minimum dimensions. The minimum size of the parking spaces shall be 10 (ten) feet wide and twenty (20) feet long.	A mix of 50%/50% 10 ft x 20 ft spaces and 9 ft x 19 ft spaces.	Half of the spaces provided will be a foot less in width and depth.	Not all spaces are required for larger vehicles, and a halfway split will provide for more space on the site for other needs and uses
1.04 Design Requirements (I) (4)	Sidewalks are required along all streets. The developer, prior to the City's final acceptance of the infrastructure, must install sidewalks along reserves and ROW	No sidewalk will be constructed along Hwy 6.	No sidewalk required.	Due to feasibility of placing near an open ditch and powerlines.

D. Interpretation

The City's Designated Official shall be responsible for interpreting the provisions of the PUD. Appeals to the Designated Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the interpretation. Appeals shall be heard by the Zoning Board of Adjustments a maximum of sixty (60) days after receipt by City staff.

E. Appeal to the Zoning Board of Adjustments

Decisions by the Zoning Official or PD&Z regarding administrative changes shall be subject to appeal by the Zoning Board of Adjustments. The following categories shall be considered administrative changes, but are not limited to:

- The addition of new information to the PUD, including maps or text that does not change or affect any of the regulations or guidelines contained therein.
- Changes to the development infrastructure phasing and alignment, such as roads, drainage, water and sewer systems, excluding water and sewer plant locations.
- The determination that a use may be allowed which is not specifically listed as a permitted use, but may be determined to be analogous and/or accessory to a permitted use as determined by the City's Designated Official.

F. Substantial Change

The PUD may be substantially amended by the procedure outlined in the City of Manvel Zoning Ordinance, Section 7 of the City of Manvel Zoning Ordinance.

G. Fees

All fees associated with the entitlement process shall be assessed as indicated by the City's adopted fee schedule that is in place at the time of Council approval, as amended from time to time. All fees shall be fair and reasonable.

Appendix 1
Metes & Bounds Description and Boundary Map

Appendix 2
Approved Tree List

Appendix 3
Ordinance No. XXXX-XX (PUD Ordinance)



MANVEL CROSSING Planned Unit Development District

The City of Manvel

Ordinance #XXXXXX
Submitted: 10/14/2025

Prepared for:
BCS Capital Group
5847 San Felipe, Suite 2030
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TABLE OF CONTENTS

INTRODUCTION 6

A. Summary 6

B. Purpose of the PUD 6

C. Project Location 6

D. Site History 6

E. Existing Zoning 7

F. Out Parcel 7

G. Surrounding Land Use 7

H. Existing Site Conditions 7

DEVELOPMENT PLAN 8

A. Purpose & Intent 8

B. Goals & Objectives 8

1. Ensure Quality Development 8

2. A Broader Deeper Tax Base and Employment Opportunities 8

3. Preserve the “Town and Country” Lifestyle 9

4. Providing a Wider Range of Community Amenities and Commercial Services 9

C. Transportation 10

1. Existing Access 10

2. Future Access 10

3. Site Internal Circulation Plan 11

4. Sidewalks 11

D. Infrastructure 12

1. Water & Wastewater 12

2. Storm Drainage & Detention System 12

3. Other Utilities 13

DEVELOPMENT REGULATIONS 13

A. Purpose & Intent 13

B. General Provisions 13

1. Applicability 13

2. Additional Uses 14

3. Existing Utilities 14

4. Clearing and Grading 14

5. Temporary Uses 14

6. Design Guidelines 15

7. Signage 15

8. Lighting 17

9. Design Criteria Manual 17

Development Standards 18

1. Permitted Land Use Table 18

2. Non-Permitted Land Use Table 20

3. Site Standards 20

C. Architectural Standards: 21

D. Parking 22

E. Landscaping 23

F. Definitions 25

GENERAL ADMINISTRATION & AMENDMENTS **37**

A. Purpose 37

B. Changes to the Zoning Ordinance 37

C. Variances from the Zoning Ordinance 37

D. Variances from the Design Criteria Manual 37

EXHIBITS

Exhibit 1 Vicinity Map

Exhibit 2 Internal Circulation Plan and Proposed Right-of-ways

Exhibit 3 Preliminary Drainage Plan

Exhibit 4 Sign Elevations

TABLES

Land Use	26
Shared Parking Schedule	36
Zoning and Subdivision Variances	46
Design Criteria Manual Variances	48

INTRODUCTION

A. Summary

The Planned Unit Development District (PUD) establishes comprehensive guidance and regulations for Manvel Crossing Commercial Development. Manvel Crossing is comprised of approximately 49 acres of privately owned land. The entirety of the property currently lies in the Extraterritorial Jurisdiction (ETJ) of the City of Manvel but is intended to be annexed into the City.

The PUD will offer flexibility to encourage the most appropriate uses and amenities, providing access to more diversified options for citizens and visitors alike. The PUD will achieve this by providing a means by which development may occur in an orderly and responsible manner and establishing guidelines that ensure quality development and specifically address the goals of both the city and the developer.

B. Purpose of the PUD

The City of Manvel is growing at an exponential rate. The Census Bureau predicts that by the end of 2025, there will be double the number of residents documented in the 2020 Census. With such a fast-paced rate of growth, commercial development is pivotal for the community to maintain its independence without needing to travel out of town for goods or services. This PUD will allow the Manvel Crossing site to develop in a way that will achieve this goal.

C. Project Location

The Project is located generally east of Old Airline Road (County Road 48), north and adjacent to State Highway 6, and abutting Kirby Drive to the east. The property is currently wholly located in Brazoria County, and will be annexed into the City of Manvel.

D. Site History

Based on a review of historical information, the site consisted of undeveloped and/or agricultural land starting around 1938 through the 1960's. In the 1960's an on-site pipeline easement was established, and throughout this time up to the 1980's, the land appears to have been utilized for rice farming. The site has remained undeveloped to present day.

E. Existing Zoning

The entirety of the site is located in the ETJ of the City of Manvel and therefore has no zoning district classification. Upon annexation and approval of the PUD, the base zoning of Light Commercial with a PUD overlay will be assigned. In addition to the base zone, a large portion, approximately 33 acres, of the site will be added to the Highway 6 Overlay District.

F. Out Parcel

Located to the northwest of the project is a 10 acre parcel of land that is not owned or controlled by the developer. This tract of land is adjacent to the project area but is not a part of this PUD and therefore is not subject to any of the regulations contained herein. Access to the tract will be provided by a minimum of sixty (60) feet of frontage along public right-of-way as part of the development of the adjacent area or by other means determined to be suitable by the City's Designated Official, unless added to this PUD in which case access can be provided by other means.

G. Surrounding Land Use

The majority of properties surrounding the project are undeveloped, or agricultural in nature. To the east of the site is a development similar in nature to Manvel Crossing with a mixture of commercial uses, to the south, State Highway 6 is abutting the property, and generally around the undeveloped areas and across the highway there are several commercial developments. This indicates that the location of the proposed development aligns with the surrounding land uses. There are also multiple single-family projects in development north of the site.

H. Existing Site Conditions

There are no major natural features on the site, however, there is a clearing where agricultural activity took place on the western portion of the property. A thirty (30') foot pipeline easement starts at the west property line and turns to the south into Highway 6. There appear to be a small number of manmade drainage canals close to Kirby Drive, but aside from this, the property is generally flat with little topography. A Phase One environmental site assessment was conducted for the entire property, and no significant environmental conditions or endangered species were found.

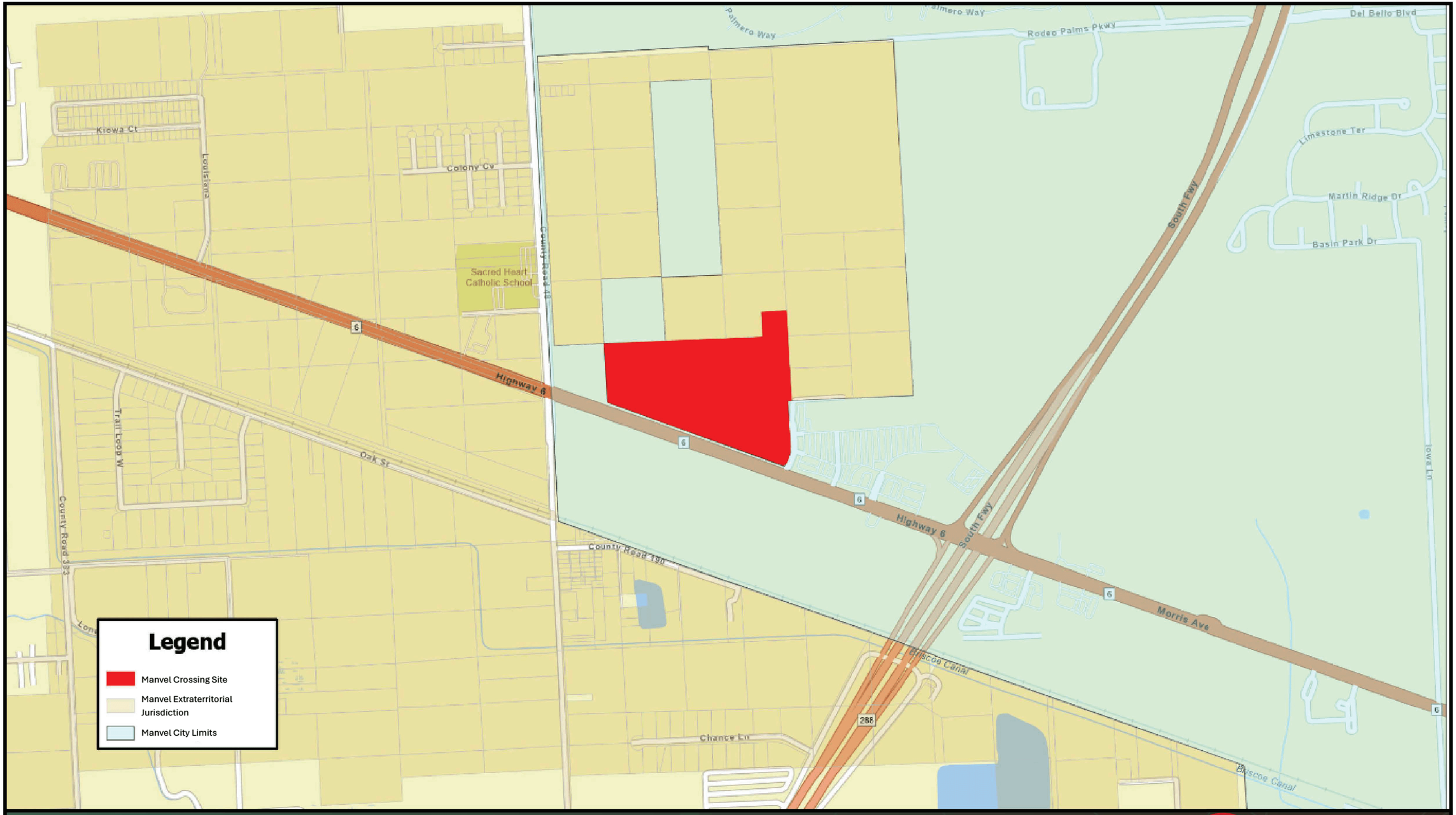


Exhibit 1 - Manvel Crossing Vicinity Map

A ± 49 acre tract located in Manvel, Texas, in Brazoria County, Texas.

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October, 2025

0 250' 500' 1,000'

SCALE: 1"=200'
TRUE SCALE AT 11" x 17"

NORTH

EHRA JOB NO.
231-085-00

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DEVELOPMENT PLAN

A. Purpose & Intent

The purpose of the Development Plan is to clarify planning considerations within the plan area and guide the implementation of the vision for the community in addition to establishing a framework for Manvel Crossing by establishing standards that address the many aspects of a successful commercial development that not only responsibly achieves the vision of Manvel Crossing , but also enhances the City of Manvel and supports its exceedingly fast growth.

This section contains a description of the goals, objectives, and policies of the PUD combined with various plan components intended to guide the design principles of the community.

B. Goals & Objectives

The primary goal of the Manvel Crossing Planned Unit Development District is to create a master planned commercial development that will assist the City in implementing its vision by annexing into the City and increasing the area's tax base which in turn will fund public services and improvements. Additionally, the development will provide more access to goods and resources.

In order to achieve this goal, key objectives have been established in order to guide development and provide direction for the overall vision of the community. These objectives are consistent with the vision statement contained in the 2045 Strategic Plan adopted by the City and are as follows:

1. Ensure Quality Development

Manvel Crossing will ensure the quality of development through the establishment of design guidelines that regulate architectural standards, robust landscaping, attractive signage, and other common elements of the development.

2. A Broader Deeper Tax Base and Employment Opportunities

The addition of Manvel Crossing to the City of Manvel will not only increase the tax-base, which in turn will provide funding for needed infrastructure improvements, but will also provide employment opportunities for the citizens of Manvel.

3. Preserve the "Town and Country" Lifestyle

The location of the development is west of Highway 288 which acts as a boundary line for transition into the country feel of the City of Manvel. This location is best suited for commercial development, that is easily accessible by those further into town. Being located at the edge of the city limits and surrounded by other commercial uses, it is an ideal location for commercial development.

4. Providing a Wider Range of Community Amenities and Commercial Services

With the extensive land use list provided by this PUD, there will be an increase in options for the visitors to the Manvel Crossing development. More shopping means more tax revenue, which can in turn be used to improve local amenities for the citizens to enjoy.

C. Transportation

Manvel Crossing will establish a transportation network consisting of internal circulation and other forms of transportation that will comply with the City's Major Thoroughfare Plan (the Transportation Corridor Plan contained within the adopted Comprehensive Plan) adopted by City Council August 2, 2021, and meet the mobility needs of the community along Highway 6, and to the north as surrounding lands as they develop.

This proposed transportation network is in compliance with the City's Major Thoroughfare Plan as amended on August 2, 2021.

1. Existing Access

Manvel Crossing currently has access directly from Highway 6 and from Kirby Drive to the east. In addition, Old Airline Road (County Road 48) is in close proximity to the site, which gives direct north south access to Pearland. Highway 288 is to the east for direct access to the City of Houston and the Gulf Coast.

2. Future Access

With the construction of the eventual continuation of Kirby Drive to the north, and its planned connection to Rodeo Drive, Manvel Crossing will become an easily accessible shopping area for the surrounding neighborhoods. This planned connectivity will lessen the congestion from the surrounding area and improve the local street network.

Rodeo Drive shall be classified as a local street and constructed within a 60-foot right-of-way, it will be a tertiary entry point for the Foxtail Palms single-family development. The roadway will consist of a 28-foot-wide pavement section, accompanied by 6-foot sidewalks on both sides to support pedestrian connectivity and accessibility.

Kirby Drive shall be classified as a Parkway and constructed within a 120-foot right-of-way. It will be one of the main access points to the north portion of the site. Should City Council take action to reduce the required right-of-way width for Kirby Drive via an update to the City's Major Thoroughfare Plan, the reduced width requirement of the Major Thoroughfare Plan shall supersede the requirements of this PUD.

The intersection of Kirby Drive and Rodeo Drive shall be designed and constructed in accordance with the recommendations outlined in the Traffic Impact Analysis (TIA), which will be submitted to and subject to approval by the City of Manvel.

3. Site Internal Circulation Plan

Internal circulation throughout the Manvel Crossing development will consist of an interior east/west oriented road located in a public access easement that will grant access to all the businesses, including the two (2) proposed businesses at the rear of the site. There are four (4) planned entrances from Highway 6, and a side-site entrance to the east from Kirby Drive.

The City agrees that the PUD may provide "satisfactory access" to certain parcels that may not have physical frontage on an abutting public road from cross-access easement(s) which provide for public access and noted on a subdivision plat after being filed for record. The subdivision plat will show the recorded cross access easement(s) and/or notate the cross-access easement agreement on the face of the plat. Public access easements (PAE) are not required for parcels less than 300 feet from the right-of-way of Highway 6 or Highway 288. Should a PAE be designated, the minimum width will be twenty-five (25) feet. No parking/loading is allowed within PAEs.

Additionally, there is an existing forty (40) foot right-of-way dividing the western 1/3 of the site, that runs north/south and provides access to the out parcel to the north. This right-of-way will be widened and improved to meet the requirements of the City of Manvel Design Criteria Manual and will also provide access through a portion of the site; however, the right-of-way may be rerouted or abandoned in the future with further action by City Council. Should City Council proceed with this option, this PUD shall not be required to be amended.

4. Sidewalks

Sidewalks are not required along Highway 6, and to the southeast there are no sidewalks that would provide a connection. Fee-in-lieu of construction said sidewalks will be paid to the city prior to recordation of the first final plat associated with this PUD. Furthermore, the location of the existing open ditch drainage provides challenges to any attempt to install sidewalks along the Highway. Internal sidewalks must meet American Disability Act (ADA) and Texas Accessibility Standards (TAS). Any internal sidewalk must be a minimum of 4 feet wide and 4 inches thick with steel reinforcement, unless otherwise required in the City's approved Master Thoroughfare Plan.

D. Infrastructure

1. Water & Wastewater

The water distribution system within the Manvel Crossing development will be designed to meet or exceed applicable requirements. Once annexed into the city limits, the site will be served by city water and wastewater services.

Impact fees shall be assessed and collected at the time of the building-permit issuance or utility-connection approval, whichever occurs first. The assessment and collection of impact fees shall be limited to the building permit or utility connection for which application is being made.

2. Storm Drainage & Detention System

The drainage plan and storm sewer system will be designed in accordance with City of Manvel and Brazoria County Drainage District #4 regulations. The storm water runoff within the Manvel Crossing site will be routed to storm sewer lines that will outfall into detention ponds located at the rear of the site. The internal detention ponds will provide storage volume for the increased storm water runoff resulting from development of the property. The storm water from the detention ponds will outfall in a controlled fashion to an offsite wet drainage channel and tie into storm sewers to the east.

The drainage collection systems will be designed to convey the 100-year sheet flow either in the collection system near the outfall point or by sheet flow drainage through the curb and gutter streets with maximum ponding per agency requirements. The proposed internal detention pond system will be sized to contain the excess run-off resulting from a 24-hour 100-year frequency rainfall event for developed and undeveloped conditions with a minimum freeboard of one (1') foot before out falling into the receiving stream. The storm sewer system will consist of reinforced concrete pipe and box culverts sized per agency requirements. Concrete channelization will be minimized.

Detention facilities may be temporarily located as the site develops. Any temporary detention capacity shall be filed at the County with the off-site property owner's acknowledgement and approval.

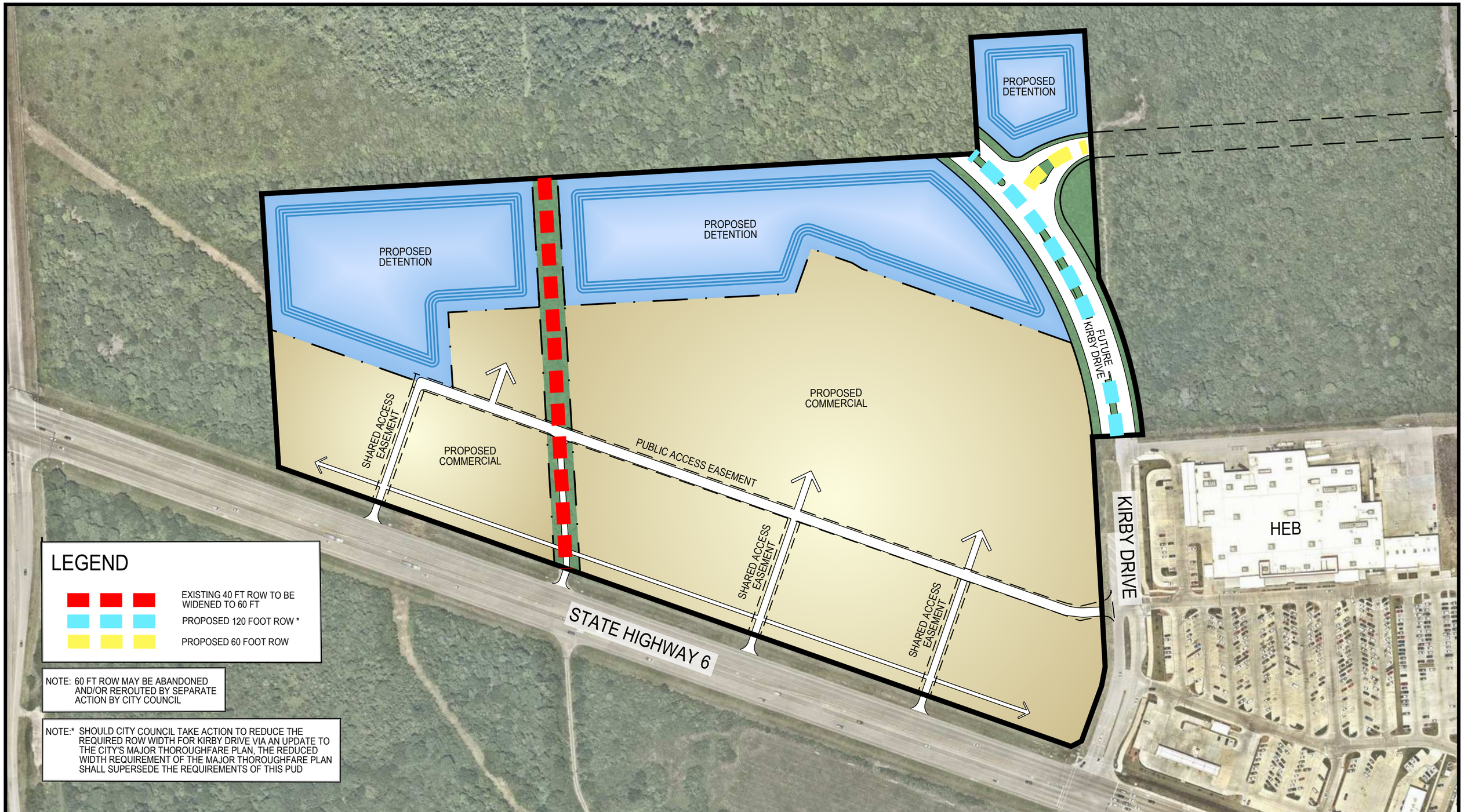


Exhibit 2 - Internal Circulation Plan

October, 2025

0 50' 100' 200'

SCALE: 1"=200'

TRUE SCALE AT 11" x 17"

NORTH

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Exhibit 3 - Preliminary Drainage Plan

October, 2025

0 125 250

SCALE: 1"=250

TRUE SCALE AT 11" x 17"

NORTH

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Should detention footprints be reduced in size or otherwise create additional usable acreage, such acreage may be developed for commercial purposes and shall be incorporated into the overall PUD uses and requirements.

3. Other Utilities

Electricity, natural gas, telecommunications, and cable services will be provided to the Manvel Crossing site through agreements with private or public (CenterPoint Energy Gas and Power) utility companies as development occurs.

When determined by the utility provider as physically possible, all new three-phase (primary) overhead power lines will be located at the rear of new developed property.

Secondary power connections for new development from existing power poles located within the right-of-way of State Highway 6 will be placed underground.

Electrical panel boxes will not be located on a building façade facing State Highway 6 and be located on the rear of the buildings.

DEVELOPMENT REGULATIONS

A. Purpose & Intent

The purpose of the development regulations is to serve as the primary means of achieving the goals and objectives of the Development Plan.

They are designed to establish clear minimum development standards while providing a reasonable amount of flexibility in order to accommodate future needs.

B. General Provisions

1. Applicability

The regulations contained herein shall apply to all property located within the boundaries of the Manvel Crossing PUD. Appendix 1 contains the legal description of the property.

All construction and development within the PUD area shall comply with applicable provisions of the City of Manvel codes and ordinances as they exist on the date of adoption of this PUD and the laws of the State of Texas, except as modified within this PUD.

If specific development standards are not established or if an issue, condition, or

situation arises or occurs that is not clearly addressed or understandable in the PUD, then those regulations and standards of the City of Manvel codes and ordinances that are applicable for the most similar issue, condition, or situation shall apply as determined by the City's Designated Official. Appeal of any determination regarding applicability may be made to the Zoning Board of Adjustments.

This PUD may be amended by the same procedure as it was adopted, by ordinance. Each amendment shall include all sections or portions of the PUD that are affected by the change.

2. Additional Uses

In the event that a proposed use has not specifically been listed as being a permitted use in a particular land use category within the PUD, it shall be the duty of the City's Designated Official to determine if said use is: 1) consistent with the intent of the zone; and 2) compatible with other listed permitted uses.

3. Existing Utilities

Existing utilities and all uses allowed by existing easements shall continue to be permitted in all designations within the PUD.

4. Clearing and Grading

The developer shall be permitted to commence grading of the property, including clearing and grubbing upon the City's review of tree survey samples, in preparation of development upon preliminary plat approval. For road construction, grading may commence upon the submittal of construction drawings. However, prior to any grading activity a Storm Water Pollution Plan must be submitted and any required City of Manvel grading permits must be obtained. The City may issue the necessary permits prior to the approval of construction plans and plat recordation with the understanding that any grading performed under these circumstances shall be at the risk of the developer.

5. Temporary Uses

Temporary uses conducted in connection with the development of the property shall not require zoning permits from the city, but will require health and safety permits (electrical, plumbing, structural, HVAC, etc.). However, all temporary uses must be approved by the developer or the Architectural Review Committee. These uses may include, but are not limited to:

a. Sales office
b. Construction office
c. Construction/storage yards
d. Construction roads
e. Fencing
f. Water pumps and ponds
g. Concrete batch plants or rock crushing operations and equipment for the processing of on-site materials provided such operations:
   i. Maintain a 1,000-foot separation between all operations or storage and the nearest occupied residence;
   ii. Limit hours of operation to between 7:00 a.m. and dusk, Monday through Friday;
   iii. Do not include the import or export of materials except as to be used on the property or for off-site improvements related to the project.
   iv. Are enclosed by a fence having a minimum height of six (6) feet.

6. Design Guidelines

Design guidelines address site and building design within the development. The purpose of these guidelines is to preserve the character of Manvel Crossing by establishing high quality design standards for development. Copies of these guidelines will be provided to City Staff prior to the submittal of the first permit request.

7. Signage

All signage must be composed of materials and colors compatible with the associated use and the overall development. LED signage is permitted throughout the development so long as they do not flash or pulse, move at a fast pace, or use blue and red lights that mimic emergency vehicles. All signage will comply with the City of Manvel Lighting Standards. See “Exhibit 4” for an example of multi-tenant signage (subject to change). The following regulations shall apply:

a. *Multi-Tenant Monument/Pylon Signs* - A multi-tenant sign is defined as a freestanding sign with signage panels for multiple tenants within a single development.
   i. Multi-tenant signs may be constructed up to fifty (50) feet when located on Highway 6, and up to forty (40) feet elsewhere, with a maximum width of twenty-five (25) feet.
   ii. The bottom of such sign message area shall not be less than ten (10) feet above the surrounding finished grade level.
   iii. Each tenant sign may not exceed five (5) feet in height or fifty (50) square feet in area.
   iv. In some instances, a multi-tenant sign may be considered off-premises if included within the Manvel Crossing development.
   v. Three total multi-tenant signs are permitted along Highway 6 are equal spacing along the property line.

b. *Single-Tenant Monument/Pylon Signs* – A single-tenant sign is defined as a freestanding sign advertising a single use.
   i. Single-tenant signs may be constructed up to six (6) feet in height and 36 square feet in area.
   ii. One single tenant monument sign is permitted for each platted of otherwise designated tract or parcel. If a parcel has frontage on two public roadways/highways, thoroughfares, one monument sign is permitted on each street frontage.

c. *Fuel Station Signage*
   i. Fuel stations may have canopy signage, as follows:
      1. Signage may be incorporated on all sides of the canopy so long as it does not cover more than 50% of the total canopy area.
      2. Maximum letter height - Twenty-four (24) inches for one line of text, eighteen (18) inches for two lines of text.
      3. The face of any LED fuel pricing sign will not exceed one hundred (100) SF. Signage may include the fuel station's graphics, logos, and similar branding.

d. *Wall Mounted Signage* – A Wall sign is defined as a sign anchored to a wall elevation of a business.
   i. Wall signs are limited to 25% of the elevation they are placed on. All parts of the elevation are used in this calculation.
   ii. No wall sign can extend above the parapet.
   iii. For individual uses greater than 8,000 square feet in gross floor area, up to one hundred twenty inches (120) of letter height is permitted.

iv. For buildings over one 120,000 square feet of gross floor area Wall mounted signage lettering may not exceed one-hundred thirty (130) inches in overall height.
v. Wall mounted logos, symbols, and related branding shall not exceed one-hundred ninety-eight (198) inches in height.

e. General Signage Requirements
i. All signage shall be located a minimum of ten (10) feet from the property line.
ii. All signage must be perpendicular to the right of way.
iii. Directional/informational signs within the Manvel Town Center project indicating the location of a business, street or facility within the project are not limited in size, height or number or minimum distance requirements.
iv. Temporary Signage: Temporary signage shall be subject to the regulations listed in Section 53-10 of the City of Manvel Code of Ordinances in effect November 20, 2017.
v. Prohibited Signage: Unless specifically permitted in the above regulations, all signage listed in 53-11 of the City of Manvel Code of Ordinances in effect November 20, 2017, is prohibited.

8. Lighting

LED signage is recommended within the development for all business types and must comply with the Outdoor Lighting Standards and Regulations listed within the City of Manvel Ordinance No. 2024-O-36.

9. Design Criteria Manual

The Project shall abide by the version of the City of Manvel Design Criteria Manual dated May 6, 2024.



Exhibit 4 - Manvel Crossing Multi-tenant Sign

October, 2025

EHRA JOB NO. 231-085-00

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Development Standards

1. Permitted Land Use Table

1. Abstract or title company	25. Dance studio
2. Accounting, tax preparation, bookkeeping and payroll services	26. Delivery service
3. Administrative Support Services	27. Dental clinic
4. Advertising agency	28. Department store
5. Ambulatory Health Care Services	29. Drafting service
6. Antique store	30. Drinking Places (Alcoholic Beverages)
7. Art gallery	31. Drug store, with or without liquor or beer and wine sales
8. Arts and crafts store	32. Dry cleaning storefront, but not dry-cleaning plant
9. Automobile repair and maintenance	33. Educational Support Services
10. Automotive part and accessory retailers	34. Electronic sales and repair store
11. Bakery (Retail)	35. Filling station or service station, including oil change and inspection services
12. Banks and financial institutions, including drive-through and outdoor ATM facilities	36. Fitness and Recreational Sports Centers (including martial arts, dance studios, ballet, etc.)
13. Barber or beauty shop	37. Florist shop
14. Bookstore	38. Full-service restaurant
15. Building material, garden equipment, and supplies dealers	39. Food and Beverage Store
16. Cafeteria	40. Furniture store
17. Catering	41. Gasoline station with convenience retail
18. Cellular phone sales and repair store	42. General Merchandise Retailers
19. Child care facility	43. Gift shop
20. Clinic	44. Gun shop
21. Clothing store (no re-used clothing)	45. Grocery store
22. Collection agency	46. Hardware store
23. Computer sales and repair store	47. Home improvement store
24. Convenience store with or without gasoline, liquor or beer and wine sales	48. Home appliance store

49. House wares and linens store	73. Public safety site
50. Lessor of mini-warehouse and self-storage	74. Radio sales and repair
51. Locksmith	75. Radio studio (excluding tower)
52. Maintenance facility	76. Real Estate
53. Medical and healthcare services	77. Record and tape store
54. Medical supply store	78. Recreational facilities
55. Micro-Brewery, with or without food service	79. Religious assembly
56. Minor utilities	80. Restaurant with micro-brewery
57. Mixed use	81. Restaurants (limited service and quick service), with or without drive-thru.
58. Mortgage company	82. Retail
59. Motels and hotels	83. Retail warehouse clubs and supercenters
60. Motion picture theaters and dinner theaters	84. Scientific and Technical Services
61. Motor Vehicles and Parts	85. Shoe store and repair shop
62. Musical instrument store	86. Sporting goods store
63. Nursery, Garden center, and farm supply retailers	87. Studio (art, music or photo)
64. Office supply and machinery store and repairs	88. Tailor
65. Optician or optometrist	89. Taverns
66. Personal services	90. Telecommunication towers
67. Personal climate controlled self-storage	91. Temporary uses
68. Personal and household goods store	92. Toy store
69. Pharmacy	93. Travel agency
70. Postal Service	94. Veterinary Services
71. Professional office	95. Video arcade
72. Public facilities	96. Warehouse and Storage – ancillary to primary use

2. Non-Permitted Land Use Table

1. Auction	9. Self-service car wash
2. Automobile repair, major, with outside work or storage	10. Sexually oriented businesses
3. Billboards	11. Swap meet
4. Cemeteries	12. Tattoo shops
5. Drive-in theater	13. Taxidermist
6. Feed store	14. Upholstery shop
7. Kennel (Commercial)	15. Vape shop
8. Pawn shop	

3. Site Standards

Minimum Setbacks:

Along Major Roads:

- Front: 25 feet
- Rear: 15 feet
- Side: 15 feet

Along collector or internal streets/drives:

- Front: 10 feet
- Side: 0 feet
- Rear: 0 feet
- Corner Side: 5 feet

Adjacent to Commercial:

- Side: 0 feet
- Rear: 0 feet

Adjacent to Residential:

- Side: 10 feet
- Rear: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

C. Architectural Standards:

1. Maximum Building Height:

Pad Sites:

- Maximum 35 feet

Commercial Anchor Tenants:

- Maximum 60 feet

Mixed use/Office/Medical:

- Maximum 150 feet

2. Building Materials:

All commercial buildings must be composed of a minimum of 75% on fronts and sides and 50% on rear and service facades masonry, exclusive of windows, doors, or other transparent materials. The following materials shall meet the masonry requirement:

- Stone
- Brick
- Concrete
- Hollow clay tile
- Glass block
- True Stucco
- Insulated Concrete Forms

Non-masonry materials may not exceed 40% of the building's elevation.

Additional permitted non-masonry materials (with proof of compliance to ICC and Texas Windstorm standards):

- Cementitious fiber
- EIFS
- Architectural metal panels

Nationally or regionally recognized chains may use company-specific materials (e.g., metal roofing/siding, wood siding), which are not typically allowed under standard ordinance.

3. Parking Requirement: Shall comply with the parking standards established in this section.

4. *Additional Requirements*: Telecommunication towers may not exceed eighty (80) feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.
5. *Open Storage:* Open storage is permitted within the parking lot for temporary seasonal sales or temporary promotional events. Additionally, buildings with 80,000 square feet of gross leasable floor area or more are permitted to use off-street parking spaces provided to comply with the City of Manvel's parking requirements for permanent, long-term, or seasonal storage of inventory, equipment, vehicles, or other business-related property, not to exceed twelve percent (12%) of all parking spaces provided for that building. No permits are required for temporary storage.

D. Parking

Parking within the Manvel Crossing site shall be provided according to Sec. 77-45. of The City of Manvel Zoning Ordinance, with the addition of the land use "Building Material and Garden Equipment and Supplies Dealers", NAICS 444, at the rate of 3 spaces per 1,000 gross square feet.

Deviations from the above requirements shall be considered by the City's Designated Official on a case-by-case basis. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

The City's Designated Official shall determine the minimum number of parking spaces required for any use not specified. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

Shared parking should be encouraged where appropriate. Adjustment of the minimum number of parking spaces required to serve a combination of occupancies shall be determined according to the following formula:

1. Determine the parking requirement for each occupancy as though it were a separate use;
2. Multiply each amount by the corresponding percentage for each applicable time period shown in the following schedule:

Shared Parking Schedule					
	Weekdays			Weekends	
Use	Night Midnight – 6 a.m.	Day 9 a.m. – 4 p.m.	Evening 6 p.m. - Midnight	Day 9 a.m. – 4 p.m.	Evening 6 p.m. - Midnight
Retail	5%	50%	90%	100%	70%
Hotel/Motel	80%	80%	100%	80%	100%
Office	5%	100%	10%	10%	5%
Restaurant / Tavern	10%	50%	100%	50%	100%
Entertainment / Recreation	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

3. Calculate the column total for each time period;

4. The column with the highest value shall be the parking requirement.

E. Landscaping

1. Minimum 10% of site (excluding building footprint) must be landscaped. Specific tree and shrub spacing and screening requirements apply. Upon verification of protected trees found on the site from sample surveys conducted per Sec. 77-44.(b)(7)(d) of the Zoning Ordinance, a fee-in-lieu will be paid for the percentage of protected trees identified in the samples. All pervious area shall be counted toward the total landscape area, including the maintenance berm of detention ponds. The design of detention pond maintenance berms shall incorporate landscaping and pedestrian trails where feasible, to enhance connectivity and visual appeal. Landscaping within these areas shall be consistent with the overall development standards and contribute to the cohesive character of the site.

2. Landscaping and/or decorative fence shall screen outside storage areas, loading docks, garbage collection bins and delivery entrances from adjacent property and public street right of way.

3. Street Trees

    i. A minimum of one (1) street tree is required for every thirty (30) feet of street frontage.

    ii. No street tree shall be less than two and a half (2.5) inch caliper

    iii. The maximum allowed spacing between trees is forty-five (45) feet.

    iv. Trees may be grouped or placed at regular intervals so long as the spacing requirements listed above are met.

4. Parking lot landscaping

    i. In addition to the Street Trees noted above, a tree of minimum one and a half (1.5) inch caliper shall be provided within or adjacent to the parking area at tree islands that:

        a. Are at least nine feet (9') wide (back of curb to back of curb).

        b. Each have a square footage of minimum 180 SF.

        c. Are located so that no parking space is further away than one hundred feet (100') from a tree island.

    ii. Shrub planting shall be placed along the perimeter of a parking lot in order to screen the parking lot. The shrubs shall be maintained at a maximum height of 36 inches.

    iii. At entrance and exits, shrubs shall be no higher than twelve (12) inches in height.

5. Trees Along Highway 6

    i. Trees along Highway 6 will be staggered, with small and ornamental trees closest to Highway 6, and shade trees set back per distances listed below for a more natural look, as well as a precaution from unnecessary trimming near the power line.

a. Small and Ornamental Trees: May be planted up to 10 feet from any powerlines.

    1) Crape myrtles may constitute up to 30% of the small and ornamental trees planted.

b. Shade trees: May be planted up to 20 feet from the powerline.

    1) Evergreen trees shall constitute a minimum of 10% of trees planted.

See "Appendix 3" below for a list of approved trees.

F. Definitions

Abstract or title company – an establishment that examines historical records to create a summary of a piece of real estate, showing ownership, liens, mortgages, or other encumbrances, and often will issue title insurance to protect against ownership disputes.

Accounting, tax preparation, bookkeeping and payroll services – a business that functions to perform financial analysis and strategic advising, performs tax preparation for individuals or businesses, and may handle employee compensation for payroll related responsibilities.

Administrative support services – an establishment that handles day-to-day operations for other businesses or entities, including but not limited to office operations, information management, internal and external communication, scheduling, documenting, and other forms of support.

Advertising agency – a business that prepares strategies and products meant to seek the attraction, or to direct the attention, of the public to any goods, services, merchandise, purpose or cause.

Alley – a private right-of-way that provides vehicular access to buildings or properties that front on an adjacent street.

Ambulatory Health Care Services – medical services performed on an outpatient basis, without admission to a hospital or other facility.

Antique store – a retail business that buys and sells old items, sch as furniture, art, and collectible, which are considered valuable due to their age, historical significance or rarity.

Architectural feature – an ornamentation or decorative feature attached to or protruding from the exterior wall of a building. Architectural features may include, but are not limited to windows (e.g. bay windows), chimneys, columns, awnings, marquees, façade or facia.

Art gallery – a room or building used for the display or sale of works of art.

Arts and crafts store – a retail store selling a wide variety of supplies, materials, and tools for artistic creativity.

Auction - a public or private sale where goods or property are sold to the highest bidder.

Automobile parts and accessory retailers - A business that diagnoses and fixes mechanical or electrical issues in vehicles, and stores and repairs vehicles on the site, outside of a vehicle bay.

Automotive repair and maintenance - a facility used for the repair or replacement of engines, transmissions, differentials, drivetrains, or any parts thereof, in addition to the replacement of parts, service, and incidental repairs to private passenger vehicles. A private passenger vehicle is defined as automobiles, motorcycles, station wagons, vans, SUVs, or pickup trucks reserved for personal use.

Automotive part sales – a retail store that involves the sale of components, accessories, and related equipment for vehicles.

Bakery (retail) – an establishment that produces and sells baked goods to the public in a storefront setting.

Banking or financial institution – a chartered financial institution that engages in deposit banking and closely related functions such as making loans, investments and other fiduciary activities. Drive-up windows and drive-thru automated teller machines (ATM) are permitted as an accessory use.

Barber or beauty shop – a business that offers hairdressing, cosmetology, and personal grooming services.

Billboards – large outdoor advertising structures typically found along highways or in high-traffic areas.

Block length – the distance measured along a street between two intersecting streets.

Bookstore - means a retail establishment that engages in the sale, rental, or other charge-for-use of books, magazines, newspapers, greeting cards, postcards, videotapes, computer software, or any other printed or electronically conveyed information or media, excluding any "adult bookstore," "adult theater," "theater," or "studio theater."

Building – a structure used for or supporting any use or occupancy that requires a building permit.

Building material, garden equipment, and supplies dealers - retail establishments that sell building materials (like lumber, paint, hardware) and lawn and garden products (such as plants, tools, and outdoor power equipment) to consumers and contractors.

Cafeteria - a restaurant or dining room located in part of a business in which customers serve themselves or are served from a counter and pay before eating.

Candy store – a specialized retail business that provides sweet treats as their primary inventory.

Car wash – a facility used for the cleaning of motor vehicles, such as passenger cars, trucks, and motorcycles. A heavy vehicle wash is not included in this definition. Only one (1) nationally or regionally recognized brand permitted at this location by this PUD.

Catering – a business that provides food and beverage for an event at a location other than a traditional restaurant, handling everything from menu planning to food preparation, set-up, serving, and cleanup.

Cellular phone sales and repair store - a business that provides small-scale electronic repair services for items of the general public, including, but not limited to cellphone repair and other related minor repairs.

Childcare facility – a commercial or non-profit facility that provides shelter, care, activity, and supervision of children for periods of less than 24 hours a day and is licensed by the state.

Clinic - a building, other than a hospital as herein defined, used by one (1) or more licensed physicians for the purpose of receiving and treating patients.

Clothing store (no re-used clothing) - a small retail establishment that sells fashionable clothing or accessories.

Collection Agency – an business that attempt to collect past-due or unpaid debts on behalf

of a creditor or lender, or purchases the debt itself to collect.

Collector street – a public street designated as a "minor corridor" on the City's Major Thoroughfare Plan.

Computer sales and repair store - a business that sells and provides computer electronic repair services for items of the general public.

Convenience store – any retail establishment offering for sale gasoline and a limited line of groceries and household items intended for the convenience of the neighborhood. Automotive washing is permitted as an accessory use. The sale of alcohol is permitted as an accessory use.

Council – Shall mean the City Council of the City of Manvel.

Cul-de-sac - any street with only one (1) outlet that terminates in a vehicular turnaround.

Dance studio - a facility in which students are instructed and educated on the particulars of a physical art form. This does not include adult uses such as adult cabaret.

Delivery service – a commercial service that transports goods, parcels, or prepared food from a point of origin to a customer-specified destination.

Dental Clinic – a healthcare facility where dental services are provided.

Department store – a retail establishment that conducts business under a single owner's name wherein a variety of unrelated merchandise and services are housed and are exhibited and sold directly to the customer for whom the goods and services are furnished.

Designated Official – the individual authorized by the City of Manvel to provide direction and oversight and personally perform duties related to a comprehensive program to protect the health and safety of citizens and the quality of life by ensuring that planning activities meet appropriate codes, standards, and city ordinances.

Drafting service – a business that provides technical drawings and plans used in architecture, engineering, or manufacturing.

Drinking places (alcoholic beverages) - establishments primarily serving alcoholic drinks, such as bars, pubs, and lounges.

Drug store, with or without liquor or beer and wine sales – an establishment that sells prescription medications, health products, and may also offer alcoholic beverages depending on licensing.

Dry-cleaning storefront, but not dry-cleaning plant - A retail location where customers drop off and pick up garments for cleaning; the actual cleaning is done off-site

Educational support services - non-instructional services that assist educational institutions, such as curriculum development, testing, or tutoring.

Electronic sales and repair store - sells and repairs consumer electronics like phones, computers, and televisions.

Entry features – Primary points of vehicular entry into the property that are enhanced with landscaping, water features, architectural treatments, and lighting.

Filling station or service station, including oil change and inspection services – a business that offers fuel and basic vehicle maintenance services such as oil changes, inspections, and minor repairs.

Fitness and recreational sports center - facilities offering exercise equipment, fitness classes, and wellness programs.

Florist shop – a business that sells flowers, floral arrangements, and related decorative items

Food and beverage store – a store that sells perishable goods for human consumption, and includes grocery stores, convenience stores, and specialty food retailers.

Frontage – Frontage shall mean that portion of any lot or tract that abuts a street or approved common area. A lot or tract abutting more than one (1) street shall have frontage on only one (1) street which shall be deemed to be the side having the shortest dimension unless otherwise indicated on the subdivision plat.

Full-service restaurants - a restaurant where meals are primarily prepared individually for the customer and are served to customers at their table by wait staff. A restaurant which is a fast-food restaurant, or which has drive-thru facilities is not considered a full-service restaurant.

Furniture store – a store that sells household or office furniture such as sofas, tables, and beds

Gasoline stations with convenience retail - a business that sells automotive fuels alongside a variety of non-fuel items such as snacks, drinks, basic groceries, and other everyday consumer goods. Alcohol sales are permitted with the appropriate permits as required by the Texas Alcoholic Beverage Code.

General development plan – A plan that illustrates the portion of Manvel Crossing located within the City, which identifies the major thoroughfares and collector streets

that are proposed in the property and any recorded easements over 20 feet in width that affect the property and proposed land use.

General merchandise retailers - stores offering a wide variety of goods, such as department stores or big-box retailers.

Gift shop – a store that sells novelty items, souvenirs, and small gifts.

Grocery store – A retail establishment primarily selling prepackaged and perishable food as well as other convenience and household goods. The sale of alcohol is permitted as an accessory use.

Gross acreage – Gross acreage shall mean the total area of land inclusive of all encumbrances, including, but not limited to rights-of-way, drainage ways, pipeline and utility easements, detention facilities, parks and open space areas.

Gun shop – a store that sells firearms, ammunition, and related accessories.

Hardware store – a store that sells tools, building materials, and home repair supplies.

Home appliance store – a store that sells large and small appliances like refrigerators, washers, and microwaves.

Home improvement store – a store that offers products for remodeling, construction, and DIY projects.

House wares and linens store – a store that sells kitchenware, bedding, towels, and other household items.

Institutional use – A use designated for public facilities including, but not limited to major and minor utilities, public safety sites, libraries, schools (both public and private) and other civic uses.

Knuckle – The projection toward the outside corner of a bend in the right-of-way of that allows for adequate turning movements for emergency and other vehicles.

Landscaping – Planting and related improvements for the purpose of beautifying and enhancing a portion of land and for the control of erosion and the reduction of glare, dust and noise. Rocks and/or gravel, by itself shall not constitute landscaping.

Lessor of mini-warehouse and self-storage - a business that rents out small storage units or spaces for personal or commercial use.

Locksmith - services related to locks, keys, and security systems, including installation and emergency access.

Lodging facilities – A building in which lodging is offered for compensation for a period of less than seven (7) days. This use includes hotels, motels, inns, and bed and breakfast residences, but does not include group homes and boarding houses.

Lot – An undivided tract of land having frontage on a public or private street which is designated as a separate and distinct tract and identified by numerical identification on a duly and properly recorded subdivision plat.

Maintenance facility – A facility intended to store equipment related to the maintenance, upkeep, or repair of the parks, open space, and detention/drainage areas inside the Project.

Major thoroughfare - A public street designated as a "major corridor" on the City's Major Thoroughfare Plan.

Major utility – Uses or structures providing utility services that have a potential major impact by virtue of appearance, noise, size, traffic generation, or other operational characteristics, which include, but are not limited to, transmission substations, wastewater treatment facilities, water reservoirs and pump stations, and power plants. This use does not include private individual water supplies or septic tanks. *See Minor Utilities.*

Medical and health care services - a healthcare facility offering outpatient services such as diagnosis, treatment, and preventive care. Examples of such a use are multi-specialty medical group practices providing outpatient care, offices of physicians, and general medical and surgical hospitals.

Medical supply store – a store that sells medical equipment and supplies like wheelchairs, bandages, and diagnostic tools.

Micro-brewery, with or without food service - a small-scale brewery producing limited quantities of beer, often with an on-site tasting room or restaurant, that has the necessary permits per the Texas Alcoholic Beverage Code.

Minor utility – Small scale facilities that are necessary to support development and that involve only minor structures. Minor utilities include, but are not limited to facilities such as power lines, water and sewer lines, storm drainage facilities, transformers, hydrants, switching boxes, wastewater lift stations, and similar structures.

Mixed-use – A tract of land, building, or structure developed for two or more different uses such as, but not limited to, residential, office, retail, public, or entertainment. The mix of uses may occur either on the same tract of land, but compartmentalized into separate buildings, or located within the same building (e.g. retail on the first floor and office or residential on the floors above the retail).

Mortgage Company – a business that provides loans for purchasing real estate and may offer refinancing or financial consulting services.

Motels and Hotels - lodging establishments offering overnight accommodations, with varying levels of amenities and services.

Motion picture theater companies and dinner theaters (with or without food service or alcoholic beverage sales) - a venue for screening films to the public, which may include concessions or full dining options.

Motor vehicles and parts – A business involved in the sale, repair, or distribution of cars, trucks, motorcycles, and related parts or accessories.

Musical instrument store- a store that sells instruments, sheet music, and accessories; may also offer rentals or repairs.

Nursery, garden center, and farm supply retailers – a business that primarily sell plants, such as trees, shrubs, and flowers, as well as garden and farm supplies like seeds, fertilizers, tools, and animal feed.

Office supply and machinery store and repairs – a store that sells office equipment and supplies and may provide repair services for items like printers or copiers.

Optician or optometrist – Provides vision care services including eye exams, prescriptions, and eyewear fittings.

Overall project - The approximately 49 acres of land that constitutes the entire Manvel Crossing project.

Parkway – A right-of-way with a total width of 120 feet, designed for higher traffic transportation.

Personal and household goods store - services that sell, fix, or maintain items like appliances, furniture, electronics, or clothing.

Personal services – a business that includes but is not limited to salons, spas, dry cleaners, and other businesses that cater to individual needs and grooming.

Personal climate controlled self-storage - facilities or units rented by individuals for storing personal belongings.

Pharmacy – an establishment that dispenses prescription medications and offers health-related products and advice.

Postal Service – an establishment that offers mail and package delivery, shipping, and related services, either publicly or privately operated.

Private – Elements of the development that are not intended for public use and are operated and maintained by a private entity.

Private street - A street that is privately owned and maintained. Private streets may be gated.

Private utilities – Utilities other than water and wastewater. Other utilities may be public and/or private in nature and may include, but are not limited to electrical power, gas, telephone, wireless communication, internet, and cable television.

Professional office- A room or group of rooms used for conducting the affairs of a business, medical, professional or service industry.

Project – The approximately 46 acres of land which is the subject of this PUD, the legal description of which is contained in the appendix of this document.

Public facilities – Any non-commercial land use (whether publicly or privately owned) which is to be used and/or allocated for the general good of the public. These uses include, but are not limited to governmental offices, libraries, parks, and major and minor utilities.

Public safety site – a location dedicated to emergency services such as police stations, fire departments, or emergency response centers

Public utilities – Any utilities that are provided by the city, county or municipal utility district which may include, but are not limited to water and wastewater.

Radio sales and repair - businesses that sell and/or repair radio equipment and related electronics.

Radio Studio (excluding tower) - a facility for producing and broadcasting radio programs, not including transmission towers.

Real estate - services related to buying, selling, leasing, or managing property.

Record and tape store – a store that sells music in physical formats such as vinyl records, cassette tapes, and CDs.

Recreational facilities – Any structure or building intended for active recreational use. Recreational uses shall include, but are not limited to clubhouses, tennis courts, basketball courts, sports fields, pools, playground equipment, bleachers, etc.

Religious assembly – A building or group of buildings used or proposed to be used for conducting organized religious services and accessory uses directly associated with the use.

Restaurant - limited service (LSR) and quick service - a dining establishment emphasizing speed and convenience, where customers typically order and pay before eating and often help themselves to drinks, cutlery, and table maintenance. Quick Service Restaurant (QSR) is a specific type of LSR, a subset that is synonymous with "fast food," prioritizing very fast, efficient service, often with a consistent, streamlined menu and limited table service or a drive-thru window.

Restaurant with micro-brewery - a restaurant where meals are primarily prepared individually for the customer and are served to customers at their table by wait staff, where malt liquors or beer are produced on-site, as permitted by the Texas Alcoholic Beverage Code.

Retail – Retail sales of any article, substance, or commodity within a building or structure.

Retail warehouse clubs and supercenters – a business that sells goods directly to consumers (retail) or in bulk to other businesses (wholesale).

Scientific and technical services - professional services involving research, engineering, consulting, or specialized technical expertise.

School (public or private) – An institution for the teaching of children or adults including primary and secondary schools, colleges, professional schools, art schools, trade schools, and similar facilities.

Self-service car wash - a facility where customers wash their own vehicles using provided equipment.

Sexually oriented Businesses - Establishments that provide adult entertainment or sell adult products, such as strip clubs, adult bookstores, or adult video stores.

Shade Tree - A shade tree is a tree planted or valued primarily for the shade it provides, rather than for fruit, beauty, or other purposes.

Shared parking – the use of the same off-street parking stall or stalls to satisfy the off-street parking requirements for two or more individual land uses without significant conflict or encroachment.

Shoe store and repair shop – a store that sells footwear and provides shoe repair services.

Small or ornamental tree - a tree that is grown for its aesthetic appeal, such as attractive flowers, fall foliage, or unique bark, rather than for practical purposes like fruit or wood

Sporting goods store – a store that sells equipment, apparel, and accessories for sports and outdoor activities.

Studio (art, music or photo) - a space used for creating or teaching visual arts, music, or photography.

Subdivision – the division of a lot, tract, or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose of residential, industrial, office, and business development or other uses.

Tailor – an establishment that alters, repairs, or customizes clothing to fit individual clients.

Tattoo shop – a business where licensed artists perform body modification, including but not limited to applying permanent body art using ink and needles, and piercings.

Tavern – an establishment that primarily serving alcoholic beverages, often with food and entertainment.

Taxidermist - A professional who prepares, stuffs, and mounts the skins of animals for display.

Telecommunication tower – A structure on which there are electronic facilities for receiving or transmitting communication signals.

Temporary use – Any use allowed for a specific period of time. A use that is not of a permanent nature.

Toy store – a store that sells toys, games, and educational items for children.

Travel agency – a business that offers travel planning, booking, and tourism-related services.

Upholstery shop - a business that repairs or replaces fabric, padding, and springs on furniture or vehicle interiors.

Veterinary services - medical care and treatment for animals, including surgeries and vaccinations.

Video arcade – a venue offering coin-operated or digital games for public entertainment, including pinball machines, racing simulators, shooting games, and other interactive amusements. These establishments are designed for recreational play and social engagement, often catering to families and youth. Gambling activities, including games of chance with monetary payouts or betting mechanisms, are strictly prohibited in video arcades to maintain compliance with state law.

Warehouse and storage – ancillary to primary use - facilities for storing goods, either for distribution, safekeeping, or inventory management, located on the same site as a compatible use.

Wastewater treatment facilities – Any facility used for the treatment of commercial and residential wastewater for sewer systems and for the reduction and handling of solids and gasses removed from such wastes.

Water plant facilities – Any facility used for the collection, treatment, testing, storage, pumping, or distribution of water for a public water system.

GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose

This section establishes guidelines regarding the administration and future amendments to the PUD.

B. Changes to the Zoning Ordinance

The Development Regulations section of the PUD addresses only those areas that differ from the City of Manvel Zoning Ordinance. In the event that an issue, condition, or situation arises that is not specifically addressed in the PUD, the City of Manvel Zoning Ordinance in place at the time of the adoption of this document shall be used by the City's Designated Official as the basis to resolve the issue.

C. Variances from the Zoning Ordinance

The criteria established in this PUD require variances from the City of Manvel Subdivision Ordinance as amended on May 6, 2023. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 7 describes the requested variances and their corresponding section of the subdivision ordinance. These variances shall apply to all property within the PUD.

D. Variances from the Design Criteria Manual

The criteria established in this PUD require variances from the City of Manvel Design Manual as adopted on May 6, 2024. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 8 describes the requested variances and their corresponding section of the design manual. These variances shall apply to all property within the PUD.

Zoning and Subdivision Deviations

Ordinance reference	Requirement	Proposed	Difference	Justification
Sec. 77-31. – Light-commercial (LC) district (c)	*Setbacks.* (1) Minimum front yard setback is 25 feet. (2) Minimum rear yard setback is ten feet. (3) Minimum side yard and corner side yard is five feet.	*Minimum Setbacks:* *Along Major Roads:* Front: 25 feet, Rear: 15 feet, Side: 15 feet *Along collector or internal streets:* Front: 10 feet, Side: 0 feet, Rear: 0 feet, Corner Side: 5 feet *Adjacent to Commercial:* Side: 0 feet, Rear: 0 feet *Adjacent to Residential:* Side: 10 feet, Rear: 10 feet Architectural features may encroach into the setback area a maximum of three (3) feet.	15-foot reduction for front setbacks along collector or internal streets 10-foot reduction for rear setbacks along collector or internal streets 5-foot reduction for side setbacks along collector or internal streets 10-foot reduction for rear setbacks adjacent to commercial 5-foot reduction for side setbacks adjacent to commercial	With the intended design of the site and pad placements, the setbacks will be reduced for adequate use of the property, as it is a larger site not fronting on Highway 6 directly.
Sec. 77-31. – Light-commercial (LC) district (d)	*Maximum building height.* The maximum height of any building in the light commercial district may not exceed 60 feet measured from the finished grade to the highest point of the roof, not including ancillary structures such as chimneys.	*Mixed use/Office/Medical:* Maximum 150 feet	90-foot increase in height specifically for Mixed use/Office/Medical	This type of use will likely incorporate several stories.
Sec. 62-108. – Lots (a) (8)	*Any subdivision of land shall provide each lot with access to a public street as specified in the design criteria manual. The public street shall have a minimum width of 60 feet, or the proposed plat must dedicate the necessary additional rights-of-way to provide a minimum width of 30 feet from the centerline of the existing or original right-of-way.*	*Parcels without public road frontage may use **recorded cross-access easements** to meet access requirements*	Cross-access easements for access to properties	This is a typical course of action for sites with multiple tenants along major highways
Sec. 77-36. State Highway 6 overlay (SH-6) district. (c)	*Exterior building materials.* *(1) All building façades must be constructed of a minimum of 90 percent masonry materials on all non-transparent portions of all exterior walls. The percentage of masonry materials is calculated on a per façade basis. Permitted masonry materials include:* *a. Stone;* *b. Brick;* *c. Concrete;* *d. Hollow clay tile;* *e. Decorative concrete block or tile;* *f. Glass block;* *g. True stucco.* *The use of any material that is not specified on the above permitted masonry materials list is prohibited.* *(2) Up to the remaining ten percent of all exterior walls on non-transparent portions of the building may be constructed of materials not listed in the permitted masonry materials list but under no circumstances will the following prohibited materials be allowed:* *a. Sheet metal material; coated, galvanized, or uncoated with a metal thickness less than one-quarter inch;* *b. Smooth concrete masonry units (CMU) or*	All commercial buildings must be composed of a **minimum of 75% on fronts and sides and 50% on rears and service facades** masonry, exclusive of windows, doors, or other transparent materials. The following materials shall meet the masonry requirement: • Stone • Brick • Concrete • Hollow clay tile • Glass block • True Stucco • Insulated Concrete Forms Non-masonry materials **may not exceed 40%** of the building's elevation. **Additional permitted non-masonry materials** (with proof of compliance to ICC and Texas Windstorm standards): • Cementitious fiber • EIFS • Architectural metal panels **Nationally or regionally recognized chains** may use **company-specific materials** (e.g., metal roofing/siding, wood siding), which are **not typically allowed** under standard ordinance.	Insulated concrete forms added as approved, the addition of non-masonry materials approved at up to 40% of the elevations utilizing cementitious fiber, EIFS, or architectural metal panels, nationally or regionally recognized chains may use company specific materials	This will allow the developer more freedom to build with more contrast in materials for different locations within the site

	block, painted or un-painted; *c. Exterior insulation finish systems (EIFS);* *d. Plywood or oriented strand board (OSB).* *(3) No more than 75 percent of any façade may consist of glass.*			
Sec. 77-45. – Parking. (a)	Use not listed in table	The addition of a 3 per 1,000 gross square feet parking requirement for NAICS 444 (Building Material and Garden Equipment and Supplies Dealers)	Added a use to the parking table	This will allow a reasonable amount of parking for the NAICS 444 classified use, should one be located at this site
Sec. 77-45. – Parking. (c) & (d)	*(c) Shared Parking.* *(1) Shared parking is encouraged and intended to make use of parking areas that are not used during certain parts of the day. Shared parking is permitted only with a written agreement between the subject landowners. Such agreement shall be maintained in the office of the city secretary.* *(2) Property on which shared parking is proposed shall be no further than 300 feet from the boundary of the principal property, as measured along public rights-of-way, such as streets or sidewalks.* *(3) No more than 75 percent of the total amount of parking spaces required for the principal use shall be shared parking spaces.* *(4) Required handicapped parking spaces shall not be used in the calculation for shared parking spaces.* *(d) Parking space dimensions.* *(1) The minimum size of a car parking space shall be ten feet wide and 20 feet long for residential or commercial land uses.* *(2) The minimum size of a handicapped parking space shall be as required by the Americans with Disabilities Act.* *(3) Compact car parking spaces shall not be credited to the overall parking calculation requirement.*	Shared parking allowed and shall satisfy the minimum parking ratio requirements. Stall size: a 50%/50% mix of 9 ft x 19 ft. and 10 ft x 20 ft.	Allowed Shared parking to satisfy all required parking when necessary. Reduced 50% of the parking spaces provided to 9 ft x 9 ft	Both changes will allow for a reduction of unused parking, creating less pavement, and allowing for more business at this location
Sec. 77-52. – Open storage and display of items	Open storage of items not for sale and for sale is permitted when incidental to principal land use on the same property.	Open storage is permitted within the parking lot for temporary seasonal sales or temporary promotional events. No permits are required for temporary storage. Buildings with 80,000 square feet of gross leasable floor area or more are permitted to use off-street parking spaces provided to comply with the City of Manvel's parking requirements for permanent, long-term or seasonal storage of inventory, equipment, vehicles, or other business-related property, not to exceed twelve percent (12%) of all parking spaces provided for that building.	Temporary outdoor sales can occur in the parking areas, and buildings of 80,000 square feet of GLA are permitted to use off-street parking for storage of various business related equipment, not exceeding 12% of the parking	This allows flexibility to the businesses to utilize a small portion of their parking lot for business purposes
Sec. 77-44. - Tree preservation, landscaping, fencing and screening. (c) (1) & (2)	Landscaping is required for street frontage as well as for parking lots at a rate of one street tree per 30 feet of frontage, and one parking lot tree per 10 parking spaces.	Minimum **10% of site** (excluding building footprint) must be landscaped. Specific tree and shrub spacing and screening requirements apply. All pervious area shall be counted toward the total landscape area, including the maintenance berm of detention ponds. The design of detention pond maintenance berms shall incorporate landscaping and pedestrian trails where feasible, to enhance connectivity and visual appeal. Landscaping within these areas shall be consistent with the overall	The addition of a minimum of 10% landscaping, maintenance berms and detention ponds can count towards pervious area. Landscaping will be included with maintenance berms where feasible. Maximum of 45 feet spacing for tree groups or single trees. Street trees do not need to be evenly spaced and may be grouped.	More diversity in tree types will enhance the streetscape, and the addition of landscaping around detention ponds will accomplish a similar outcome

		development standards and contribute to the cohesive character of the site. Street Trees ii. One street tree is required for every thirty (30) feet of street frontage. iii. No street tree shall be less than two and a half (2.5) inch caliper iv. The maximum allowed spacing between trees is forty-five (45) feet. v. Trees may be grouped or placed at regular intervals so long as the spacing requirements listed above are met. No more than 30% of street trees may be crape myrtle along Highway 6. Staggering of trees along the highway is required adjacent to powerlines. Examples of tree types are given.	A limit on the number of crape myrtles allowed to be planted.	

Manvel Design Criteria Manual Deviation

Design Manual reference	Requirement	Proposed	Difference	Justification
1.04 Design Requirements (A) (10) (e)	The design and dimensions of off-street parking areas shall be in accordance with the following table of minimum dimensions. The minimum size of the parking spaces shall be 10 (ten) feet wide and twenty (20) feet long.	A mix of 50%/50% 10 ft x 20 ft spaces and 9 ft x 19 ft spaces.	Half of the spaces provided will be a foot less in width and depth.	Not all spaces are required for larger vehicles, and a halfway split will provide for more space on the site for other needs and uses

D. Interpretation

The City's Designated Official shall be responsible for interpreting the provisions of the PUD. Appeals to the Designated Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the interpretation. Appeals shall be heard by the Zoning Board of Adjustments a maximum of sixty (60) days after receipt by City staff.

E. Administrative Approval

Certain changes to the provisions may be made administratively by the City of Manvel Designated Official, provided such changes are consistent with the intent and general purpose of the PUD and do not result in the reduction of open space by more than ten (10) percent within the project or exceed the maximum number of dwelling units permitted.

Decisions by the Designated Official regarding administrative changes shall be subject to appeal by the Zoning Board of Adjustments. The following categories shall be considered administrative changes, but are not limited to:

- The addition of new information to the PUD, including maps or text that does not change or affect any of the regulations or guidelines contained therein.
- Changes to the community infrastructure phasing and alignment, such as roads, drainage, water and sewer systems, excluding water and sewer plant locations.
- Changes or modifications in lot sizes and/or configuration, provided that the lots meet the minimum requirements established in the development standards for their respective land use.
- Changes to development regulations that are in the interest of the community and do not affect health or safety issues.
- Placement and/or construction of community identity or character features not addressed in the City of Manvel Sign Ordinance, such as entry monuments, neighborhood signage, community art, mailboxes, etc.

- The determination that a use may be allowed which is not specifically listed as a permitted use, but may be determined to be analogous and/or accessory to a permitted use as determined by the City's Designated Official.

The City's Designated Official shall have the authority to make a determination whether an administrative approval is appropriate regarding any situations or circumstances that are not specifically listed here.

F. Substantial Change

The PUD may be substantially amended by the procedure outlined in the City of Manvel Zoning Ordinance, Section 7 of the City of Manvel Zoning Ordinance.

G. Fees

All fees associated with the entitlement process shall be assessed as indicated by the City's adopted fee schedule that is in place at the time of Council approval. All fees shall be fair and reasonable.

Appendix 1
Metes & Bounds Description and Boundary Map

WINDROSE
LAND SURVEYING | PLATTING

DESCRIPTION OF
11.3999 ACRES OR 496,581 SQ. FT.

A TRACT OR PARCEL CONTAINING 11.399 ACRES OR 496.581 SQUARE FEET OF LAND SITUATED IN THE H. T. & B. RR.CO. SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, SAME BEING CALLED "PART TWO OF TRACT FOUR" 11.395 ACRES OF LAND DESCRIBED IN DEED TO TH PROPERTY, INC., RECORDED UNDER BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.) NO. 2022037379, AND BRAZORIA COUNTY CLERK'S FILE (B.C.C.F.) NO. 2002056335, WITH SAID 11.3999 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, WITH ALL BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE (NAD 83):

COMMENCING, AT BEGINNING AT A CAPPED 5/8 INCH IRON ROD STAMPED "BGE" FOUND MARKING THE SOUTH END OF A CUTBACK CORNER OF THE INTERSECTION OF THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF STATE HIGHWAY NO. 6 (200' WIDE) AS RECORDED UNDER PLAT NO. 2022037379,(B.C.P.R.) AND THE WEST R.O.W. LINE OF KIRBY DRIVE (120' WIDE) AS RECORDED UNDER PLAT NO. 2022037379, (B.C.P.R.), SAME BEING THE MOST SOUTHERLY SOUTHEAST CORNER OF CALLED 35.905 ACRES OF LAND DESCRIBED IN DEED TO TH PROPERTY, INC. AS RECORDED UNDER MAP OR PLAT NO. 2022037379 AND B.C.C.F. NO. 2002056335,;

THENCE, NORTH 70 DEG. 28 MIN. 31 SEC. WEST, ALONG THE NORTH R.O.W. LINE OF SAID HWY 6 PASSING A FOUND 5/8 INCH IRON ROD FOR A DISTANCE OF 1248.34 FEET MARKING THE SOUTHEAST CORNER OF A 40 FEET R.O.W. (UNIMPROVED) RECORDED UNDER A MAP OR PLAT VOL.2, PG. 81-82, B.C.P.R., AND THE SOUTHWEST CORNER OF SAID 35.905 ACRE TRACT, TO A FOUND 5/8 INCH IRON ROD FOR A TOTAL DISTANCE OF 1291.68 FEET MARKING THE SOUTHWEST CORNER OF SAID 40 FEET R.O.W. AND THE SOUTHEAST CORNER OF SAID 11.395 ACRE TRACT SAME BEING THE **POINT OF BEGINNING** OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 70 DEG. 28 MIN. 31 SEC. WEST, CONTIUING ALONG THE NORTH R.O.W. LINE OF SAID HWY 6 AND THE SOUTH LINE OF SAID 11.395 ACRE TRACT, A DISTANCE OF 692.21 FEET TO A FOUND 5/8 INCH IRON ROD MARKING THE SOUTHEAST CORNER OF CALLED LOT 6 AND LOT 7, 8.28689 ACRES OF LAND DESCRIBED IN DEED TO JERRY A. ARGOVITZ, AS RECORDED UNDER MAP OR PLAT VOL. 2, PG. 81, B.C.P.R. AND VOL. 1151, PG. 839 OF B.C.C.F., AND THE SOUTHWEST CORNER OF SAID 11.395 ACRES AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 03 DEG. 21 MIN. 05 SEC. WEST, ALONG THE COMMON LINE OF SAID LOT 6 AND LOT 7 AND SAID 11.395 ACRE TRACT, FOR A DISTANCE OF 644.48 FEET TO A CAPPED 5/8 INCH IRON ROD STAMPED "WINDROSE" SET FOR THE SOUTHEAST CORNER OF CALLED LOT 5 BEING A PART OF CALLED 201.0164 ACRES OF LAND DESCRIBED IN DEED TO NEW RODEO 288, LTD., AS RECORDED UNDER MAP OR PLAT THEREOF VOL. 2, PG. 81, B.C.P.R. AND B.C.C.F. NO. 2005039031, AND VOL. 1181, PG. 884 OF B.C.C.F., AND THE SOUTHWEST CORNER OF CALLED LOT 13 OR CALLED 10.30 ACRES OF LAND DESCRIBED IN DEED TO J.W. WINZELLER AND LESLIE R. WINZELLER AS RECORDED UNDER MAP OR PLAT THEREOF VOL. 2, PG. 81-82, B.C.P.R. AND B.C.C.F. NO. 200539091 AND SAME BEING THE NORTHWEST CORNER OF SAID 11.395 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 86 DEG. 53 MIN. 57 SEC. EAST, ALONG THE COMMON LINE OF SAID LOT 13 AND 11.395 ACRE TRACT, A DISTANCE OF 639.16 FEET TO A CORNER ON THE WEST R.O.W. LINE OF SAID 40 FEET AND THE SOUTHEAST CORNER OF SAID LOT 13 AND THE NORTHEAST CORNER OF SAID 11.395 ACRE TRACT AND THE HEREIN DESCRIBED TRACT FROM WHICH FOUND 5/8 INCH IRON ROD BEARS SOUTH 16 DEG. 54 MIN. 59 SEC. WEST, FOR A DISTANCE OF .304 FEET;

THENCE, SOUTH 03 DEG. 15 MIN. 50 SEC. EAST, ALONG THE WEST R.O.W. LINE OF SAID 40 FEET AND THE EAST LINE OF SAID 11.395 ACRE TRACT, A DISTANCE OF 910.78 FEET TO THE **POINT OF BEGINNING** AND CONTAINING 11.3999 ACRES OR 496,581 SQUARE FEET OF LAND, AS SHOWN ON JOB NO. 59121-BND, PREPARED BY WINDROSE.

_____

LUCAS G. DAVIS
R.P.L.S. NO. 6599
STATE OF TEXAS
FIRM REGISTRATION NO. 10108800

10-31-2023
DATE:

WINDROSE
LAND SURVEYING | PLATTING

DESCRIPTION OF
34.28 ACRES OR 1,493,196 SQ. FT.

A TRACT OR PARCEL CONTAINING 34.28 ACRES OR 1,493,196 SQUARE FEET OF LAND SITUATED IN THE H. T. & B. RR. CO. SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, SAME BEING CALLED "PART ONE, TRACT ONE" OR 35.905 ACRES OF LAND DESCRIBED IN DEED TO TH PROPERTY, INC., RECORDED UNDER BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.) NO. 2022037379, AND BRAZORIA COUNTY CLERK'S FILE (B.C.C.F.) NO. 2002056335, WITH SAID 34.28 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, WITH ALL BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE (NAD 83):

BEGINNING, AT BEGINNING AT A CAPPED 5/8 INCH IRON ROD STAMPED "BGE" FOUND MARKING THE SOUTH END OF A CUTBACK CORNER OF THE INTERSECTION OF THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF SAID STATE HIGHWAY NO. 6 (200' WIDE) AS RECORDED UNDER MAP OR PLAT NO. 2022037379, B.C.P.R. AND THE WEST R.O.W. LINE OF KIRBY DRIVE (120' WIDE) AS RECORDED UNDER MAP OR PLAT NO. 2022037379, B.C.P.R., SAME BEING THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 70 DEG. 28 MIN. 31 SEC. WEST, ALONG THE SOUTH LINE OF SAID 35.905 ACRES AND NORTH LINE OF SAID HWY NO. 6, A DISTANCE OF 1,248.34 FEET TO A 5/8 INCH IRON ROD FOUND ON THE SOUTHEAST CORNER OF A 40 FEET R.O.W. (UNIMPROVED), AS RECORDED UNDER MAP OR PLAT VOL. 2, PG. 81-82, B.P.C.R., AND THE SOUTHWEST CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 03 DEG. 15 MIN. 50 SEC. WEST, ALONG THE EAST LINE OF SAID 40 FEET R.O.W. AND WEST LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 927.47 FEET TO A CAPPED 5/8 INCH IRON ROD STAMPED "WINDROSE" SET ON THE EAST LINE OF SAID 40 FEET R.O.W. AND THE SOUTHWEST CORNER OF CALLED LOT 21 BEING A PART OF CALLED 201.0164 ACRE TRACT OF LAND DESCRIBED IN DEED TO NEW RODEO 288, LTD., AS RECORED UNDER MAP OR PLAT VOL. 2, PG. 81. B.C.P.R. AND BRAZORIA COUNTY CLERK'S FILE (B.C.C.F.) NO. 2006043836., AND THE NORTHWEST CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 86 DEG. 53 MIN. 57 SEC. EAST, ALONG THE SOUTH LINE OF SAID 201.0164 ACRE TRACT AND NORTH LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 1,280.25 FEET TO A CORNER FOR THE SOUTHEAST CORNER OF CALLED LOT 29, BEING A PROTION OF SAID 201.0164 ACRE TRACT OF LAND AND ON THE WEST LINE OF CALLED 40 FEET R.O.W., AS RECORDED UNDER MAP OR PLAT VOL. 2, PG. 81-82 B.C.P.R. AND B.C.C.F. NO. 2019057985, AND B.C.C.F. NO. 2019057983, AND SAME BEING THE NORTHEAST CORNER OF SAID 35.905 ACRE AND OF THE HERIEN DESCRIBED TRACT FROM A 5/8 INCH IRON ROD BEARS SOUTH 16 DEG. 18 MIN. 34 SEC. WEST FOR A DISTANCE OF 0.366 FEET;

THENCE, SOUTH 03 DEG. 15 MIN. 50 SEC. EAST, ALONG THE WEST LINE OF SAID 40 FEET R.O.W. AND EAST LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 681.87 FEET TO CAPPED 5/8 INCH IRON ROD STAMPED "WINDROSE" SET ON THE WEST LINE OF SAID 40 FEET R.O.W., AND MARKING THE MOST NORTHEASTERLEY CORNER OF SAID KIRBY DRIVE AND THE MOST EASTERLY CORNER OF SAID 35.905 ACER TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 86 DEG. 39 MIN. 32 SEC. WEST, ALONG THE COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT, A DISTANCE OF 36.57 FEET TO A CAPPED 5/8 INCH IRON ROD STAMPED "BGE INC." FOR THE NORTHWEST CORNER OF SAID KIRBY DRIVE AND THE EAST CORNER OF SAID 35.905 ACRE TRACT, AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 03 DEG. 20 MIN. 28 SEC. EAST, ALONG THE WEST R.O.W. LINE OF SAID KIRBY DRIVE AND THE EAST LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 499.85 FEET, TO A POINT STARTING A NONTANGENT CURVE TO THE RIGHT FROM WHICH A FOUND 5/8 INCH IRON ROD BEARS SOUTH 46 DEG. 58 MIN. 53 SEC. WEST FOR A DISTANCE OF 0.267 FEET;

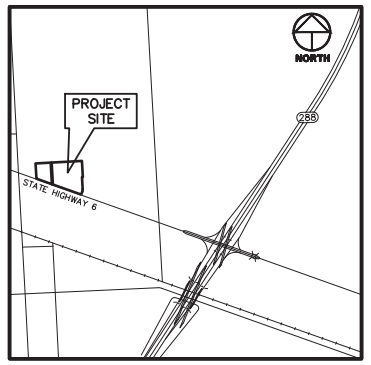
THENCE, CONTIUNING ALONG THE COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT, WITH A CURVE TO THE RIGHT, HAVING A RADIUS OF 270.05 FEET, A CENTRAL ANGLE OF 22 DEG. 51 MIN. 57 SEC., AN ARC LENGTH OF 107.77 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 08 DEG. 05 MIN. 31 SEC. WEST, - 107.06 FEET TO A FOUND 5/8 INCH IRON ROD ON THE SAME SAID COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 19 DEG. 31 MIN. 29 SEC. WEST, CONTINUING ALONG THE COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT, A DISTANCE OF 119.23 FEET TO A 5/8 INCH IRON ROD FOUND MARKING THE NORTH END OF A CUT BACK CORNER OF THE INTERSECTION OF THE WEST R.O.W. LINE OF SAID KIRBY DRIVE AND THE NORTH R.O.W. LINE OF SAID HWY 6, SAME BEING THE MOST SOUTHEASTERLY CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 64 DEG. 31 MIN. 29 SEC. WEST, ALONG THE SAME SAID CUTBACK LINE OF THE INTERSECTION OF SAID HWY 6 AND SAID KIRBY DRIVE, A DISTANCE OF 28.29 FEET THE **POINT OF BEGINNING** AND CONTAINING 34.28 ACRES OR 1,493,196 SQUARE FEET OF LAND, AS SHOWN ON JOB NO. 59121-BND, PREPARED BY WINDROSE.

_____
LUCAS G. DAVIS
R.P.L.S. NO. 6599
STATE OF TEXAS
FIRM REGISTRATION NO. 10108800

10-31-2023
DATE:



CITY OF MANVEL, BRAZORIA COUNTY, TEXAS

VICINITY MAP

SCALE: 1" = 2000

NORTH

GRAPHIC SCALE: 1" = 100'

100 0 100 150 200 Feet

BENCHMARK PUBLISHED ELEVATION – 59.14'

PROJECT BENCHMARK IS BRAZORIA COUNTY DRAINAGE DISTRICT NO. 4 BENCHMARK NO. CR58–1, BEING A BRASS DISK STAMPED "CR58–1" FOUND ON A CONCRETE HEADWALL AT THE INTERSECTION OF OUTFALL "A" AND THE NORTH SIDE OF COUNTY ROAD 58, NEAR CR58 WEST DETENTION. ELEVATION – NAVD88, 2001 ADJUSTMENT.

TEMPORARY BENCHMARK "A" ELEVATION – 54.64'

TEMPORARY BENCHMARK "A" IS A BOX CUT ON THE CONCRETE FRAME OF AN ELECTRIC PULL BOX LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 6, APPROXIMATELY 1325 WEST OF ITS INTERSECTION WITH KIRBY DRIVE, AND ABOUT 42 FEET WEST OF THE CENTER OF AN ACCESS DRIVE.

TEMPORARY BENCHMARK "B" ELEVATION – 56.68'

TEMPORARY BENCHMARK "B" IS A BOX CUT ON A TYPE "C" STORM CURB INLET LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 6, AT ITS INTERSECTION WITH KIRBY DRIVE AND ON THE EAST SIDE OF KIRBY DRIVE, APPROXIMATELY 27 FEET NORTHWEST OF A TRAFFIC SIGNAL POLE.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 86°39'32" W	36.57'
L2	S 64°31'29" W	28.29'

CURVE CHART					
CURVE	RADIUS	DELTA	LENGTH	BEARING	CHORD
C1	270.05'	22°51'57"	107.77'	S 08°05'31" W	107.06'

LOT 5
CALLED 201.0164 ACRES
NEW RODEO 288, LTD.
B.C.C.F. NO. 2005039091
VOL.1181, PG. 884 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

LOT 7
CALLED 10.36432 ACRES
LOT 6
CALLED 8.28689 ACRES
JERRY A. ARGOVITZ
VOL.1151, PG. 839 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

TRACT 13
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81–82, B.C.P.R.

LOT 13
CALLED 10.30 ACRES
J.W. WINZELER AND LESLIE R. WINZELER
B.C.C.F. NO. 2005039091

CALLED 201.0164 ACRES
NEW RODEO 288, LTD.
B.C.C.F. NO. 2005039091
VOL.1181, PG. 884 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

LOT 21
CALLED 19.0062 ACRES
NEW RODEO 288, LTD..
VOL. 2, PG. 81, B.C.P.R.
B.C.C.F. NO. 2006043836

TRACT 29
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81, B.C.P.R.

PORTION OF LOT 29
CALLED 1.6366 ACRES
CATHERINE KECK WAGGONER.
B.C.C.F. NO. 2020042539
VOL. 2, PG. 81, B.C.P.R.

TRACT 34
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81–82, B.C.P.R.

SET 5/8 IRC "WINDROSE"

N 86°53'57" E 639.16'

FND 5/8 IR FOR REFERENCE (S 16°54'59" W, 0.30')

SET 5/8 IRC "WINDROSE"

N 86°53'57" E 1,280.25'

FND 5/8 IRC FOR REFERENCE (S 16°18'34" W, .366')

40' R.O.W. (UNIMPROVED) VOL. 2, PG. 81–82, B.C.P.R.

FUTURE KIRBY DRIVE (PROPOSED 120' WIDE R.O.W.) B.C.C.F. NO. 2022037379

40' R.O.W. (UNIMPROVED) VOL. 2, PG. 81–82, B.C.P.R. B.C.C.F. NO. 2019057985 B.C.C.F. NO. 2019057983

11.3999 ACRES
496,581 SQ.FT.

EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
VOL. 2, PG. 81–82, B.C.P.R.
B.C.P.R. NO. 2022037379

PART TWO "TRACT FOUR"
CALLED 11.395 ACRES
TH PROPERTY, INC.
B.C.C.F. NO. 2002056335
B.C.P.R. NO. 2022037379

34.2791 ACRES
1,493,196 SQ.FT.

EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
VOL. 2, PG. 81–82, B.C.P.R.
B.C.P.R. NO. 2022037379

PART ONE "TRACT ONE"
CALLED 35.905 ACRES
TH PROPERTY, INC.
B.C.C.F. NO. 2002056335
B.C.P.R. NO. 2022037379

N 03°21'05" W 644.48'

S 03°15'50" E 910.78'

N 03°15'50" W 927.47'

S 03°15'50" E 681.87'

FND 5/8 IR

FND 5/8 IRC "BGE INC"

SET 5/8 IRC "WINDROSE"

FND 5/8 IR

N 70°28'31" W 692.21'

P.O.B. FND 5/8 IR

40'

FND 5/8 IR

S 03°20'28" E 499.85'

KIRBY DRIVE
120' R.O.W.
PLAT NO. 2022037379, B.C.P.R.

STATE HIGHWAY 6
200' R.O.W.
PLAT NO. 2022037379, B.C.P.R

N 70°28'07" W 1,291.68'

N 70°28'31" W 1,248.34'

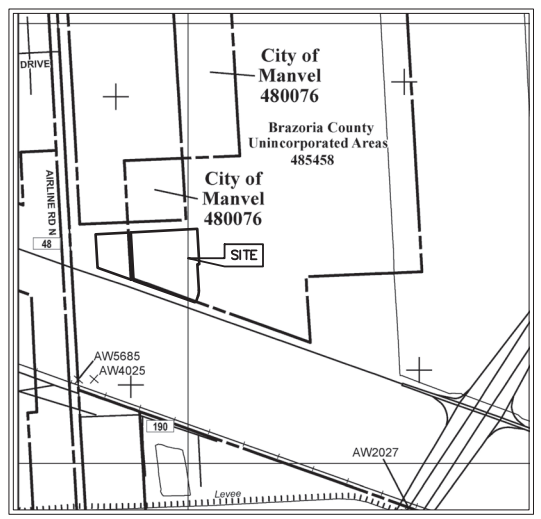
FND 5/8 IR FOR REFERENCE (S 46°58'53" W, 0.27')

FND 5/8 IRC "BGE INC"

L2 S 19°31'29" W 118.23'

FND 5/8 IR

P.O.B. FND 5/8 IRC "BGE"



FLOOD INSURANCE RATE MAP

BRAZORIA COUNTY, TEXAS
AND INCORPORATED AREAS

PANEL 110 OF 925

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ALVIN, CITY OF	485461	0110	K
BRAZORIA COUNTY	485458	0110	K
IOWA COLONY, CITY OF	481071	0110	K
MANVEL, CITY OF	480076	0110	K
PEARLAND, CITY OF	480077	0110	K

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
48039C0110K

MAP REVISED
DECEMBER 30, 2020

SURVEYOR'S CERTIFICATION

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY
MEMORIAL ACQUISITIONS, LLC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 7a, 7b1, 7c, 8, 9, 11b, 13, 14, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 20, 2023.

STATE OF TEXAS REGISTERED LUCAS G. DAVIS 6599 PROFESSIONAL LAND SURVEYOR

LUCAS G. DAVIS
Registered Professional Land Surveyor
Texas Registration No. 6599

10/30/2023
DATE

WINDROSE
LAND SURVEYING | PLATTING
5353 W SAM HOUSTON PKWY N, STE 150 | HOUSTON, TX 77041 | 713.458.2281
FIRM REGISTRATION NO. 10108800 | WINDROSESERVICES.COM

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
34.2791 ACRES OR 1,493,196 SQ. FT.
11.3999 ACRES OR 496,581 SQ. FT.
SITUATED IN THE
H. T. & B. RR. CO. SURVEY, SECTION 71
ABSTRACT NO. 291
BRAZORIA COUNTY, TEXAS

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FIELDED BY: RP	CHECKED BY: CL	JOB NO. 59121
DRAWN BY: AO	DATE: OCTOBER 2023	SHEET NO. 1 OF 10

Appendix 2
Approved Tree List

Plant List for Manvel Crossing

The following is a list of approved trees and shrubs. Alternative plants not specified in this list may be approved by the Director If determined that an alternative is substantially equal to or better than a specified material and the use will not violate any provision of the PUD.

Shade Trees:

Pecan	*Carya Illinoinensis*
Fringe Tree	*Chionanthus virginicus*
Japanese Blueberry	*Elaeocarpus decipiens*
Nellie R. Stevens Holly	*Ilex x attenuata 'Nellie R. Stevens'*
Savannah Holly	*Ilex attenuata 'Savannah'*
Southern Magnolia	*Magnolia grandiflora*
Loblolly Pine	*Pinus taeda*
Texas Pistache	*Pistacia texana*
Sycamore	*Platunus occidentalis'*
Bur Oak	*Quercus macrocarpa*
Chinkapin Oak	*Quercus muehlenbergii*
Monterey Oak	*Quercus polymorpha*
Water Oak	*Quercus nigra*
Live Oak	*Quercus virginiana*
Shumard Oak	*Quercus* shumardii
Bald Cypress	*Taxodium distichum*
Pond Cypress	*Taxodium ascendens*
Cedar Elm	*Ulmus crassifolia*
Bosque or Drake Elm	*Ulmus parvifolia 'Bosque' or 'Drake'*

Small & Ornamental Trees:

Texas Redbud	*Cercs canadensis 'var. texensis'*
European Fan Palm	*Chamaerops humilis*
Desert Willow	*Chilopsis linearis*
Smokebush	*Cotinus obovatus*
Loquat	*Eryobotrya japonica*
Foster Holly	*Ilex x attenuata 'Fosterii'*
Possumhaw Holly	*Ilex decidua*
Yaupon Holly	*Ilex vomitoria*
Columnar Junlper	*Juniporus spp.*
Crape Myrtle	*Lagerstroemia indica 'Basham's Pink', 'Natchez', 'Muskogee'*
Little Gem Magnolia	*Magnolia grandiflora 'Little Gem'*
Tree form (MT) Ligustrum	*Ligustrum japonicum*
Saucer Magnolia	*Magnolia x soulangeana*
Sweetbay Magnolia	*Magnolia virginiana*
Tree Wax Myrtle	*Myrica cerifica*
Mexican Plum	*Prunus mexicana*
Texas Sable Palm	*Sabal texana*
Texas Mountain Laurel	*Sophora secundiflora*
Windmill Palm	*Trachycarpus fortunei*
Chaste Tree	*Vitex agnus-castus*

Shrubs:

Abelia	*Abelia x grandiflora 'Prostrata', 'Sherwoodii', 'Edward Goucher'*
Dwarf Bottlebrush	*Callistemon citrinus 'Austraflora', 'Firebrand', 'Little John', 'Splendens'*
Japanese Cleyera	*Ternstroemia gymnanthera*
Sago Palm	*Cycas revoluta*
Umbrella Plant	*Cyperus alternifolius*
African/Butterfly Iris	*Dietes iridioides, Dietes bicolor*
Elaeagnus Ebbingel	*Elaeagnus macrophylla*
Silverberry	*Elaeagnus fruitlandii*
Pineapple Guava	*Feijoa sellowiana*
Red Yucca	*Hesperaloe parviflora*
Barbados Cherry	*Malpighia glabra*
Fatsia	*Fatsia japonica*
Dwarf Burford Holly	*Ilex cornuta 'Bufordii Nana'*
Chinese Holly	*Ilex cornuta 'Rotunda'*
Dwarf Yaupon	*Ilex vomitoria 'Nana'*
Louisiana Iris	*Iris louisiana*
Dwarf Crape Myrtle	*Lagerstroemia indica 'Nana'*
Ligustrum	*Ligustrum japonicum*
Waxleaf Glossy Privet	*Ligustrum lucidum*
Fringe Flower	*Loropetalum chinense*
Maiden Grass	*Miscanthus sinensis var.*
Dwarf Wax Myrtle	*Myrica pusilla*
Nandina	*Nandina domestica*
Purple Fountain Grass	*Pennisetum setaceum*
Indian Hawthorn	*Raphiolepis indica 'Clara'*
Shrub Rose	*Rosa spp. 'Knockout', 'The Fairy', 'Bonica', 'Carefree Wonder'*
Society Garlic	*Tulbaghia violacea*
Sweet Viburnum	*Viburnum spp.*
Bridal Wreath Spirea	*Spirea prunifolia*
Oleander	*Nerium oleander*
Dwarf Oleander	*Nerium oleander 'Petite Pink', 'Little Red'*
Plumbago	*Plumbago auriculata*
Dwarf Pomegranate	*Punica granatum 'Nana'*
Kumquat	*Fortunella spp.*
Muhly Grass	*Meuhlenbergia lindheimeri*
Dwarf Maiden Grass	*Miscanthus sinensis 'Morning Light'*

Evergreen Trees:

Japanese Blueberry	*Elaeocarpus decipiens*
Nellie R. Stevens Holly	*Ilex x 'Nellie R. Stevens'*
Savannah Holly	*Ilex x attenuata 'Savannah'*
Southern Magnolia	*Magnolia grandiflora*
Loblolly Pine	*Pinus taeda*
Live Oak	*Quercus virginiana*
European Fan Palm	*Chamaerops humilis*
Loquat	*Eriobotrya japonica*
Foster Holly	*Ilex x attenuata 'Fosteri'*
Yaupon Holly	*Ilex vomitória*
Columnar Juniper	*Juniperus spp.*
Little Gem Magnolia	*Magnolia grandiflora ' Little Gem'*
Tree Form Ligustrum	*Ligustrum japonicum*
Sweetbay Magnolia	*Magnolia virginiana*
Tree Wax Myrtle	*Morella cerifera*
Texas Sable Palm	*Sabal mexicana*
Texas Mountain Laurel	*Sophora secundiflora*
Windmill Palm	*Trachycarpus fortunei*

Appendix 3
Ordinance No. XXXX-XX (PUD Ordinance)

EHRA
ENGINEERING THE FUTURE
SINCE 1936

TBPE No. F-726
TBPLS No. 10092300

October 29, 2025

Jose Abraham
Director of Development Services
City of Manvel
20031 Highway 6
Manvel, TX 77578

Re: Manvel Crossing Project - Planned Unit Development (PUD)

Jose,

As mentioned at the Planning Development & Zoning meeting, I am providing a list of all the changes that have been made to the proposed Manvel Crossing PUD from the draft submitted previously.

1. Relocated the following sections to the “Development Regulations” section of the PUD.
   - Additional Uses
   - Temporary Uses
   - Signage
   - Lighting
   - Design Criteria Manual
   - Sidewalks
2. The requested sidewalk deviation was added to the deviation table.
3. Specified that if the PUD expires, the land will revert back to the Light Commercial District as the property’s base zoning.
4. Made several formatting and typography changes.
5. Identified Manvel Town Center as the Commercial Development to the east, and added surrounding land uses to the vicinity map.
6. Adjusted the “Goals and Objectives”, Number 3, to reflect the development in a more realistic manner.
7. Added a sentence to the “Future Access” section addressing when roadway dedication would take place.
8. Rewrote the “Sidewalks” section to allow dialogue between the developer and city to take place.
9. Adjusted the width and thickness requirements for sidewalks to reflect the proper design requirements.
10. Removed temporary detention facility language.
11. Relocated power line and electrical panel box location requirements to the “Design Regulations”.
12. Placed a three (3) year limit on enforcing City codes in place at the time of adoption and ensured that the ICC technical codes are documented to be followed as they are “amended from time to time”.
13. Changed the “City’s Designated Official” throughout the document to the proper entity.
14. Relocated the “Additional Uses” section to a more appropriate section, after the use tables.
15. Added to the permitted uses that any use permitted in the Light Commercial zoning district is permitted in this PUD.
16. Added language regarding the platting process regarding portions of the property being sold.

17. Added language to the “Temporary Uses” section indicating these are intended for the construction phase.
18. Added deviations from the Sign Code to the deviations table in the PUD document.
19. Removed “pylon” from single-tenant signs.
20. Re-arranged the “Signs” section to locate “General Requirements” at the beginning of the section.
21. Removed the “no limit” of directional signage and matched the Zoning Ordinance.
22. Corrected the ordinance adoption date reference for temporary and prohibited signage.
23. Provided the NAICS codes for the use tables.
24. Removed “Religious Assembly” from the use table.
25. Clarified the definition for “Temporary Uses”.
26. Moved “carwash” out of the non-permitted use table into the permitted use table per developer’s request.
27. Added a 10-foot setback adjacent to undeveloped lands.
28. Changed the zero-foot setbacks for “Along Collector or Internal Streets/Drives” to 10 feet.
29. Clarified that the zero-foot setback for “Adjacent to Commercial” is for inside the PUD boundary only.
30. Clarified that “Mixed-use” is pertaining to solely commercial.
31. Tied open storage regulations to commercial/retail only.
32. Removed the deviation request of 3:1000 parking spaces for NAICS 444 – Building Material and Garden Equipment and Supplies Dealers and utilized Manvel Town Center’s approved variance of 4:1000 parking spaces for floor area, and 2:1000 parking spaces for outdoor sales.
33. Removed redundant deviations language from the “Parking” Section.
34. Added that certain ADA and TAS requirements will apply to required parking spaces.
35. Added landscape buffer language per the Zoning Ordinance.
36. Upon reviewing the tree survey, changed the language in the “Landscaping” section.
37. Changed the “Variances from the Zoning Ordinance” section to relate to PUD deviations that may be requested post-adoption.
38. Added additional setback requirements for taller buildings.
39. Expanded on the “Landscaping” section by requiring more distribution of landscaping to prevent isolating plants in all one location.
40. Removed the tree grouping portion of the “Landscaping” section.
41. Removed “Administrative Approval” and revised the appeal process.

Should any additional information or supporting documentation be required, please do not hesitate to contact me. I would be happy to assist in any way necessary.

Regards,



Ian Knox
Planner III | Planning and Visioning
EHRA Engineering



MANVEL CROSSING Planned Unit Development District

The City of Manvel

Ordinance #XXXXXX
Submitted: 10/14/2025

Prepared for:
BCS Capital Group
5847 San Felipe, Suite 2030
Houston, TX 77057
214.905.1505

TABLE OF CONTENTS

INTRODUCTION **6**

A. Summary 6

B. Purpose of the PUD 6

C. Project Location 6

D. Site History 6

E. Existing Zoning 7

F. Out Parcel 7

G. Surrounding Land Use 7

H. Existing Site Conditions 7

DEVELOPMENT PLAN **8**

A. Purpose & Intent 8

B. Goals & Objectives 8

1. Ensure Quality Development 8

2. A Broader Deeper Tax Base and Employment Opportunities 8

3. Preserve the “Town and Country” Lifestyle 9

4. Providing a Wider Range of Community Amenities and Commercial Services 9

C. Transportation 10

1. Existing Access 10

2. Future Access 10

3. Site Internal Circulation Plan 11

Sidewalks 11

D. Infrastructure 12

1. Water & Wastewater 12

2. Storm Drainage & Detention System 12

3. Other Utilities 13

DEVELOPMENT REGULATIONS 13

A. Purpose & Intent 13

B. General Provisions 13

1. Applicability 13

2. Additional Uses 14

3. Existing Utilities 14

4. Clearing and Grading 14

5. Temporary Uses 14

6. Design Guidelines 15

7. Signage 15

8. Lighting 17

9. Design Criteria Manual 17

Development Standards 18

1. Permitted Land Use Table 18

2. Non-Permitted Land Use Table 20

3. Site Standards 20

C. Architectural Standards: 21

D. Parking 22

E. Landscaping 23

F. Definitions 25

GENERAL ADMINISTRATION & AMENDMENTS 37

A. Purpose 37

B. Changes to the Zoning Ordinance 37

C. Variances from the Zoning Ordinance 37

D. Variances from the Design Criteria Manual 37

EXHIBITS

Exhibit 1 Vicinity Map

Exhibit 2 Internal Circulation Plan and Proposed Right-of-ways

Exhibit 3 Preliminary Drainage Plan

Exhibit 4 Sign Elevations

TABLES

Land Use	26
Shared Parking Schedule	36
Zoning and Subdivision Variances	46
Design Criteria Manual Variances	48

INTRODUCTION

A. Summary

The Planned Unit Development District (PUD) establishes comprehensive guidance and regulations for Manvel Crossing Commercial Development. Manvel Crossing is comprised of approximately 49 acres of privately owned land. The entirety of the property currently lies in the Extraterritorial Jurisdiction (ETJ) of the City of Manvel but is intended to be annexed into the City.

The PUD will offer flexibility to encourage the most appropriate uses and amenities, providing access to more diversified options for citizens and visitors alike. The PUD will achieve this by providing a means by which development may occur in an orderly and responsible manner and establishing guidelines that ensure quality development and specifically address the goals of both the city and the developer.

B. Purpose of the PUD

The City of Manvel is growing at an exponential rate. The Census Bureau predicts that by the end of 2025, there will be double the number of residents documented in the 2020 Census. With such a fast-paced rate of growth, commercial development is pivotal for the community to maintain its independence without needing to travel out of town for goods or services. This PUD will allow the Manvel Crossing site to develop in a way that will achieve this goal.

C. Project Location

The Project is located generally east of Old Airline Road (County Road 48), north and adjacent to State Highway 6, and abutting Kirby Drive to the east. The property is currently wholly located in Brazoria County, and will be annexed into the City of Manvel.

D. Site History

Based on a review of historical information, the site consisted of undeveloped and/or agricultural land starting around 1938 through the 1960's. In the 1960's an on-site pipeline easement was established, and throughout this time up to the 1980's, the land appears to have been utilized for rice farming. The site has remained undeveloped to present day.

E. Existing Zoning

The entirety of the site is located in the ETJ of the City of Manvel and therefore has no zoning district classification. Upon annexation and approval of the PUD, the base zoning of Light Commercial with a PUD overlay will be assigned. In addition to the base zone, a large portion, approximately 33 acres, of the site will be added to the Highway 6 Overlay District.

F. Out Parcel

Located to the northwest of the project is a 10 acre parcel of land that is not owned or controlled by the developer. This tract of land is adjacent to the project area but is not a part of this PUD and therefore is not subject to any of the regulations contained herein. Access to the tract will be provided by a minimum of sixty (60) feet of frontage along a public right-of-way as part of the development of the adjacent area or by other means determined to be suitable by the City's Designated Official, unless added to this PUD in which case access can be provided by other means.

G. Surrounding Land Use

The majority of properties surrounding the project are undeveloped, or agricultural in nature. To the east of the site is development similar in nature to Manvel Crossing with a mixture of commercial uses, to the south, State Highway 6 is abutting the property, and generally around the undeveloped areas and across the highway there are several commercial developments. This indicates that the location of the proposed development aligns with the surrounding land uses. There are also multiple single-family projects in development north of the site.

H. Existing Site Conditions

There are no major natural features on the site, however, there is a clearing where agricultural activity took place on the western portion of the property. A thirty (30') foot pipeline easement starts at the west property line and turns to the south into Highway 6. There appear to be a small number of manmade drainage canals close to Kirby Drive, but aside from this, the property is generally flat with little topography. A Phase One environmental site assessment was conducted for the entire property, and no significant environmental conditions or endangered species were found.

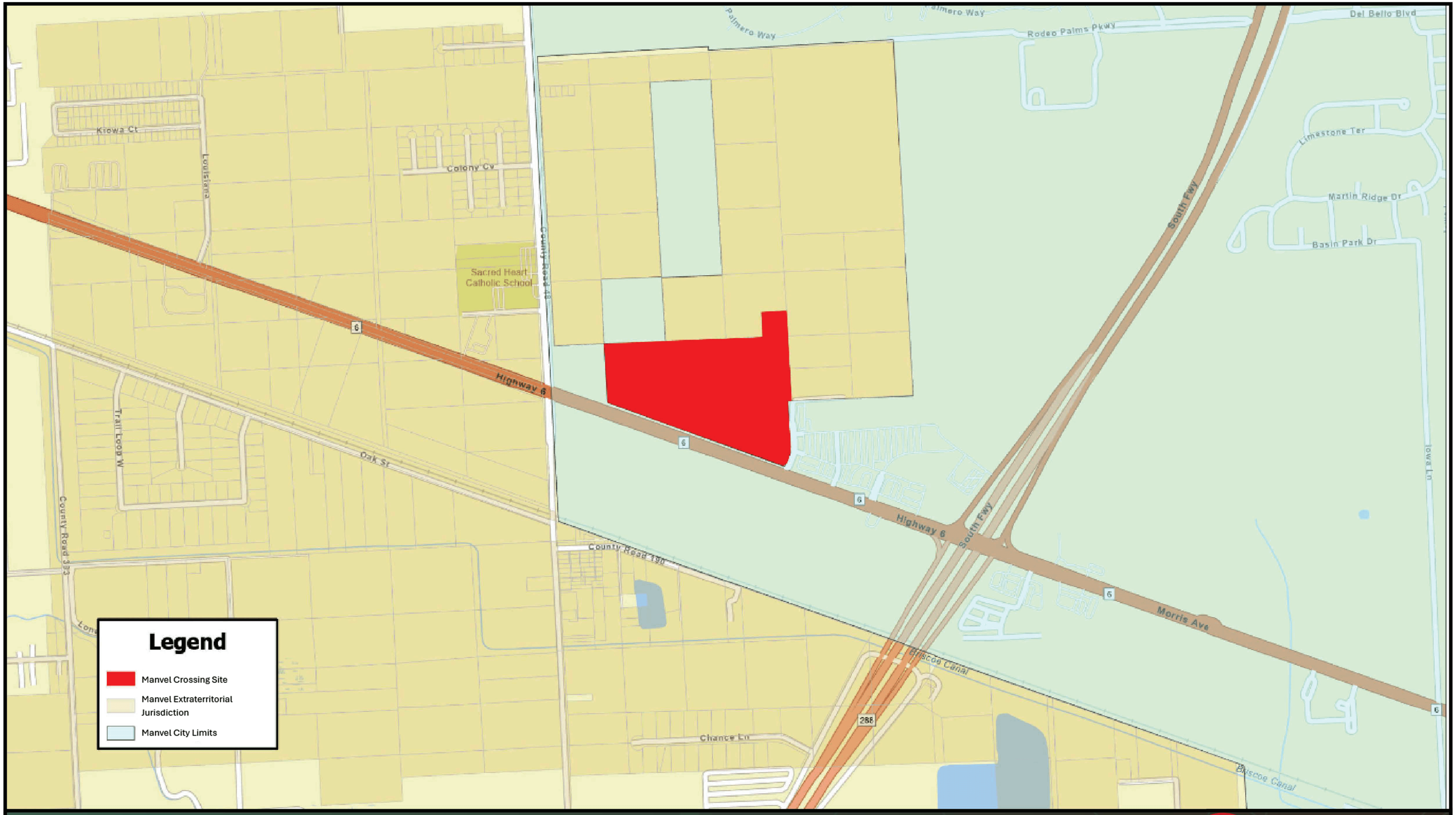


Exhibit 1 - Manvel Crossing Vicinity Map

A ± 49 acre tract located in Manvel, Texas, in Brazoria County, Texas.

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October, 2025

0 250' 500' 1,000'

SCALE: 1"=200'
TRUE SCALE AT 11" x 17"

NORTH

EHRA JOB NO.
231-085-00

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DEVELOPMENT PLAN

A. Purpose & Intent

The purpose of the Development Plan is to clarify planning considerations within the plan area and guide the implementation of the vision for the community in addition to establishing a framework for Manvel Crossing by establishing standards that address the many aspects of a successful commercial development that not only responsibly achieves the vision of Manvel Crossing , but also enhances the City of Manvel and supports its exceedingly fast growth.

This section contains a description of the goals, objectives, and policies of the PUD combined with various plan components intended to guide the design principles of the mmunity.

B. Goals & Objectives

The primary goal of the Manvel Crossing Planned Unit Development District is to create a master planned commercial development that will assist the City in implementing its vision by annexing into the City and increasing the area's tax base which in turn will fund public services and improvements. Additionally, the development will provide more access to goods and resources.

In order to achieve this goal, key objectives have been established in order to guide development and provide direction for the overall vision of the community. These objectives are consistent with the vision statement contained in the 2045 Strategic Plan adopted by the City and are as follows:

1. Ensure Quality Development

Manvel Crossing will ensure the quality of development through the establishment of design guidelines that regulate architectural standards, robust landscaping, attractive signage, and other common elements of the development

2. A Broader Deeper Tax Base and Employment Opportunities

The addition of Manvel Crossing to the City of Manvel will not only increase the tax-base, which in turn will provide funding for needed infrastructure improvements, but will also provide employment opportunities for the citizens of Manvel.

3. **Preserve the "Town and Country" Lifestyle**

   The location of the development is west of Highway 288 which acts as a boundary line for transition into the country feel of the City of Manvel. This location is best suited for commercial development, that is easily accessible by those further into town. Being located at the edge of the city limits and surrounded by other commercial uses, it is an ideal location for commercial development.

4. **Providing a Wider Range of Community Amenities and Commercial Services**

   With the extensive land use list provided by this PUD, there will be an increase in options for the visitors to the Manvel Crossing development. More shopping means more tax revenue, which can in turn be used to improve local amenities for the citizens to enjoy.

C. Transportation

Manvel Crossing will establish a transportation network consisting of internal circulation and other forms of transportation that will comply with the City's Major Thoroughfare Plan (the Transportation Corridor Plan contained within the adopted Comprehensive Plan) adopted by City Council August 2, 2021, and meet the mobility needs of the community along Highway 6, and to the north and surrounding lands as they develop.

This proposed transportation network is in compliance with the City's Major Thoroughfare Plan as amended on August 2, 2021.

1. Existing Access

Manvel Crossing currently has access directly from Highway 6 and from Kirby Drive to the east. In addition, Old Airline Road (County Road 48) is in close proximity to the site, which gives direct north south access to Pearland. Highway 288 is to the east for direct access to the City of Houston and the Gulf Coast.

2. Future Access

With the construction of the eventual continuation of Kirby Drive to the north, and its planned connection to Rodeo Drive, Manvel Crossing will become an easily accessible shopping area for the surrounding neighborhoods. This planned connectivity will lessen the congestion from the surrounding area and improve the local street network.

Rodeo Drive shall be classified as a local street and constructed within a 60-foot right-of-way, it will be a tertiary entry point for the Foxtail Palms single-family development. The roadway will consist of a 28-foot-wide pavement section, accompanied by 6-foot sidewalks on both sides to support pedestrian connectivity and accessibility.

Kirby Drive shall be classified as a Parkway and constructed within a 120-foot right-of-way. It will be one of the main access points to the north portion of the site. Should City Council take action to reduce the required right-of-way width for Kirby Drive via an update to the City's Major Thoroughfare Plan, the reduced width requirement of the Major Thoroughfare Plan shall supersede the requirements of this PUD.

The intersection of Kirby Drive and Rodeo Drive shall be designed and constructed in accordance with the recommendations outlined in the Traffic Impact Analysis (TIA), which will be submitted to and subject to approval by the City of Manvel.

3. Internal Circulation Plan

Internal circulation throughout the Manvel Crossing development will consist of an interior east/west oriented road located in a public access easement that will grant access to all the businesses, including the two (2) proposed businesses at the rear of the site. There are four (4) planned entrances from Highway 6, and a side-site entrance to the east from Kirby Drive.

The City agrees that the PUD may provide "satisfactory access" to certain parcels that may not have physical frontage on an abutting public road from cross-access easement(s) which provide for public access and noted on a subdivision plat after being filed for record. The subdivision plat will show the recorded cross access easement(s) and/or notate the cross-access easement agreement on the face of the plat. Public access easements (PAE) are not required for parcels less than 300 feet from the right-of-way of Highway 6 or Highway 288. Should a PAE be designated, the minimum width will be twenty-five (25) feet. No parking/loading is allowed within PAEs.

Additionally, there is an existing forty (40) foot right-of-way dividing the western 1/3 of the site, that runs north/south and provides access to the out parcel to the north. This right-of-way will be widened and improved to meet the requirements of the City of Manvel Design Criteria Manual and will also provide access through a portion of the site; however, the right-of-way may be rerouted or abandoned in the future with further action by City Council. Should City Council proceed with this option, this PUD shall not be required to be amended.

4. Sidewalks

Sidewalks are not required along Highway 6, and to the southeast there are no sidewalks that would provide a connection. Fee-in-lieu of construction said sidewalks will be paid to the city prior to recordation of the first final plat associated with this PUD. Furthermore, the location of the existing open ditch drainage provides challenges to any attempt to install sidewalks along the Highway. Internal sidewalks must meet American Disability Act (ADA) and Texas Accessibility Standards (TAS). Any internal sidewalk must be a minimum of 4 feet wide and 4 inches thick with steel reinforcement, unless otherwise required in the City's approved Master Thoroughfare Plan.

D. Infrastructure

1. Water & Wastewater

The water distribution system within the Manvel Crossing development will be designed to meet or exceed applicable requirements. Once annexed into the city limits, the site will be served by city water and wastewater services.

Impact fees shall be assessed and collected at the time of the building-permit issuance or utility-connection approval, whichever occurs first. The assessment and collection of impact fees shall be limited to the building permit or utility connection for which application is being made.

2. Storm Drainage & Detention System

The drainage plan and storm sewer system will be designed in accordance with City of Manvel and Brazoria County Drainage District #4 regulations. The storm water runoff within the Manvel Crossing site will be routed to storm sewer lines that will outfall into detention ponds located at the rear of the site. The internal detention ponds will provide storage volume for the increased storm water runoff resulting from development of the property. The storm water from the detention ponds will outfall in a controlled fashion to an offsite wet drainage channel and tie into storm sewers to the east.

The drainage collection systems will be designed to convey the 100-year sheet flow either in the collection system near the outfall point or by sheet flow drainage through the curb and gutter streets with maximum ponding per agency requirements. The proposed internal detention pond system will be sized to contain the excess run-off resulting from a 24-hour 100-year frequency rainfall event for developed and undeveloped conditions with a minimum freeboard of one (1') foot before out falling into the receiving stream. The storm sewer system will consist of reinforced concrete pipe and box culverts sized per agency requirements. Concrete channelization will be minimized.

Detention facilities may be temporarily located as the site develops. Any temporary detention capacity shall be filed at the County with the off-site property owner's acknowledgement and approval.

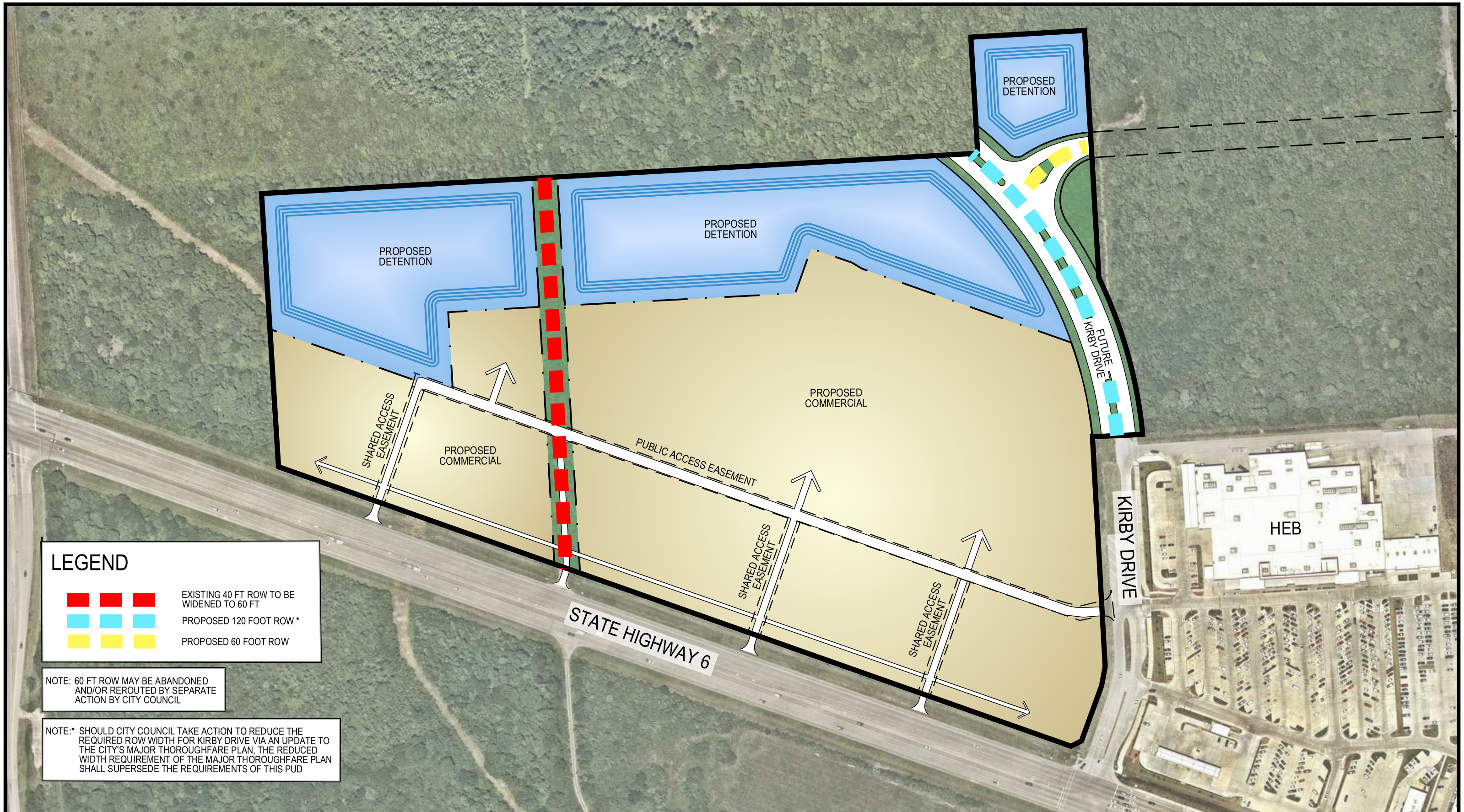


Exhibit 2 - Internal Circulation Plan

October, 2025

0 50' 100' 200'

SCALE: 1"=200'

TRUE SCALE AT 11" x 17"

NORTH

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Exhibit 3 - Preliminary Drainage Plan

October, 2025

0 125 250

SCALE: 1"=250
TRUE SCALE AT 11" x 17"

NORTH

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231-085-00

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Should detention footprints be reduced in size or otherwise create additional usable acreage, such acreage may be developed for commercial purposes and shall be incorporated into the overall PUD uses and requirements.

3. Other Utilities

Electricity, natural gas, telecommunications, and cable services will be provided to the Manvel Crossing site through agreements with private or public (CenterPoint Energy Gas and Power) utility companies as development occurs.

When determined by the utility provider as physically possible, all new three-phase (primary) overhead power lines will be located at the rear of new developed property.

Secondary power connections for new development from existing power poles located within the right-of-way of State Highway 6 will be placed underground.

Electrical panel boxes will not be located on a building façade facing State Highway 6 and be located on the rear of the buildings.

DEVELOPMENT REGULATIONS

A. Purpose & Intent

The purpose of the development regulations is to serve as the primary means of achieving the goals and objectives of the Development Plan.

They are designed to establish clear minimum development standards while providing a reasonable amount of flexibility in order to accommodate future needs.

B. General Provisions

1. Applicability

The regulations contained herein shall apply to all property located within the boundaries of the Manvel Crossing PUD. Appendix 1 contains the legal description of the property.

All construction and development within the PUD area shall comply with applicable provisions of the City of Manvel codes and ordinances as they exist on the date of adoption of this PUD and the laws of the State of Texas, except as modified within this PUD.

If specific development standards are not established or if an issue, condition, or

situation arises or occurs that is not clearly addressed or understandable in the PUD, then those regulations and standards of the City of Manvel codes and ordinances that are applicable for the most similar issue, condition, or situation shall apply as determined by the City's Designated Official. Appeal of any determination regarding applicability may be made to the Zoning Board of Adjustments.

This PUD may be amended by the same procedure as it was adopted, by ordinance. Each amendment shall include all sections or portions of the PUD that are affected by the change.

2. Additional Uses

In the event that a proposed use has not specifically been listed as being a permitted use in a particular land use category within the PUD, it shall be the duty of the City's Designated Official to determine if said use is: 1) consistent with the intent of the zone; and 2) compatible with other listed permitted uses.

3. Existing Utilities

Existing utilities and all uses allowed by existing easements shall continue to be permitted in all designations within the PUD.

4. Clearing and Grading

The developer shall be permitted to commence grading of the property, including clearing and grubbing upon the City's review of tree survey samples, in preparation of development upon preliminary plat approval. For road construction, grading may commence upon the submittal of construction drawings. However, prior to any grading activity a Storm Water Pollution Plan must be submitted and any required City of Manvel grading permits must be obtained. The City may issue the necessary permits prior to the approval of construction plans and plat recordation with the understanding that any grading performed under these circumstances shall be at the risk of the developer.

5. Temporary Uses

Temporary uses conducted in connection with the development of the property shall not require zoning permits from the city, but will require health and safety permits (electrical, plumbing, structural, HVAC, etc.). However, all temporary uses must be approved by the developer or the Architectural Review Committee. These uses may include, but are not limited to:

a. Sales office
b. Construction office
c. Construction/storage yards
d. Construction roads
e. Fencing
f. Water pumps and ponds
g. Concrete batch plants or rock crushing operations and equipment for the processing of on-site materials provided such operations:
   i. Maintain a 1,000-foot separation between all operations or storage and the nearest occupied residence;
   ii. Limit hours of operation to between 7:00 a.m. and dusk, Monday through Friday;
   iii. Do not include the import or export of materials except as to be used on the property or for off-site improvements related to the project.
   iv. Are enclosed by a fence having a minimum height of six (6) feet.

6. Design Guidelines

Design guidelines address site and building design within the development. The purpose of these guidelines is to preserve the character of Manvel Crossing by establishing high quality design standards for development. Copies of these guidelines will be provided to City Staff prior to the submittal of the first permit request.

7. Signage

All signage must be composed of materials and colors compatible with the associated use and the overall development. LED signage is permitted throughout the development so long as they do not flash or pulse, move at a fast pace, or use blue and red lights that mimic emergency vehicles. All signage will comply with the City of Manvel Lighting Standards. See "Exhibit 4" for an example of multi-tenant signage (subject to change). The following regulations shall apply:

a. *Multi-Tenant Monument/Pylon Signs* - A multi-tenant sign is defined as a freestanding sign with signage panels for multiple tenants within a single development.
   i. Multi-tenant signs may be constructed up to fifty (50) feet when located on Highway 6, and up to forty (40) feet elsewhere, with a maximum width of twenty-five (25) feet.
   ii. The bottom of such sign message area shall not be less than ten (10) feet above the surrounding finished grade level.
   iii. Each tenant sign may not exceed five (5) feet in height or fifty (50) square feet in area.
   iv. In some instances, a multi-tenant sign may be considered off-premises if included within the Manvel Crossing development.
   v. Three total multi-tenant signs are permitted along Highway 6 are equal spacing along the property line.

b. *Single-Tenant Monument/Pylon Signs* – A single-tenant sign is defined as a freestanding sign advertising a single use.
   i. Single-tenant signs may be constructed up to six (6) feet in height and 36 square feet in area.
   ii. One single tenant monument sign is permitted for each platted of otherwise designated tract or parcel. If a parcel has frontage on two public roadways/highways, thoroughfares, one monument sign is permitted on each street frontage.

c. *Fuel Station Signage*
   i. Fuel stations may have canopy signage, as follows:
      1. Signage may be incorporated on all sides of the canopy so long as it does not cover more than 50% of the total canopy area.
      2. Maximum letter height - Twenty-four (24) inches for one line of text, eighteen (18) inches for two lines of text.
      3. The face of any LED fuel pricing sign will not exceed one hundred (100) SF. Signage may include the fuel station's graphics, logos, and similar branding.

d. *Wall Mounted Signage* – A Wall sign is defined as a sign anchored to a wall elevation of a business.
   i. Wall signs are limited to 25% of the elevation they are placed on. All parts of the elevation are used in this calculation.
   ii. No wall sign can extend above the parapet.
   iii. For individual uses greater than 8,000 square feet in gross floor area, up to one hundred twenty inches (120) of letter height is permitted.

iv. For buildings over one 120,000 square feet of gross floor area Wall mounted signage lettering may not exceed one-hundred thirty (130) inches in overall height.
v. Wall mounted logos, symbols, and related branding shall not exceed one-hundred ninety-eight (198) inches in height

General Signage Requirements

i. All signage shall be located a minimum of ten (10) feet from the property line.
ii. All signage must be perpendicular to the right of way.
iii. Directional/informational signs within the Manvel Town Center project indicating the location of a business, street or facility within the project are not limited in size, height or number or minimum distance requirements.
iv. Temporary Signage: Temporary signage shall be subject to the regulations listed in Section 53-10 of the City of Manvel Code of Ordinances in effect November 20, 2017.
v. Prohibited Signage: Unless specifically permitted in the above regulations, all signage listed in 53-11 of the City of Manvel Code of Ordinances in effect November 20, 2017, is prohibited.

8. Lighting

LED signage is recommended within the development for all business types and must comply with the Outdoor Lighting Standards and Regulations listed within the City of Manvel Ordinance No. 2024-O-36.

9. Design Criteria Manual

The Project shall abide by the version of the City of Manvel Design Criteria Manual dated May 6, 2024.



Exhibit 4 - Manvel Crossing Multi-tenant Sign

October, 2025

EHRA JOB NO. 231-085-00

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No warranty or representation of intended use, design or proposed improvements are made herein. All Plans for land or facilities are subject to change without notice.

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Development Standards

1. Permitted Land Use Table

1. Abstract or title company	25. Dance studio
2. Accounting, tax preparation, bookkeeping and payroll services	26. Delivery service
3. Administrative Support Services	27. Dental clinic
4. Advertising agency	28. Department store
5. Ambulatory Health Care Services	29. Drafting service
6. Antique store	30. Drinking Places (Alcoholic Beverages)
7. Art gallery	31. Drug store, with or without liquor or beer and wine sales
8. Arts and crafts store	32. Dry cleaning storefront, but not dry-cleaning plant
9. Automobile repair and maintenance	33. Educational Support Services
10. Automotive part and accessory retailers	34. Electronic sales and repair store
11. Bakery (Retail)	35. Filling station or service station, including oil change and inspection services
12. Banks and financial institutions, including drive-through and outdoor ATM facilities	36. Fitness and Recreational Sports Centers (including martial arts, dance studios, ballet, etc.)
13. Barber or beauty shop	37. Florist shop
14. Bookstore	38. Full-service restaurant
15. Building material, garden equipment, and supplies dealers	39. Food and Beverage Store
16. Cafeteria	40. Furniture store
17. Catering	41. Gasoline station with convenience retail
18. Cellular phone sales and repair store	42. General Merchandise Retailers
19. Child care facility	43. Gift shop
20. Clinic	44. Gun shop
21. Clothing store (no re-used clothing)	45. Grocery store
22. Collection agency	46. Hardware store
23. Computer sales and repair store	47. Home improvement store
24. Convenience store with or without gasoline, liquor or beer and wine sales	48. Home appliance store

49. House wares and linens store	73. Public safety site
50. Lessor of mini-warehouse and self-storage	74. Radio sales and repair
51. Locksmith	75. Radio studio (excluding tower)
52. Maintenance facility	76. Real Estate
53. Medical and healthcare services	77. Record and tape store
54. Medical supply store	78. Recreational facilities
55. Micro-Brewery, with or without food service	79. Religious assembly
56. Minor utilities	80. Restaurant with micro-brewery
57. Mixed use	81. Restaurants (limited service and quick service), with or without drive-thru.
58. Mortgage company	82. Retail
59. Motels and hotels	83. Retail warehouse clubs and supercenters
60. Motion picture theaters and dinner theaters	84. Scientific and Technical Services
61. Motor Vehicles and Parts	85. Shoe store and repair shop
62. Musical instrument store	86. Sporting goods store
63. Nursery, Garden center, and farm supply retailers	87. Studio (art, music or photo)
64. Office supply and machinery store and repairs	88. Tailor
65. Optician or optometrist	89. Taverns
66. Personal services	90. Telecommunication towers
67. Personal climate controlled self-storage	91. Temporary uses
68. Personal and household goods store	92. Toy store
69. Pharmacy	93. Travel agency
70. Postal Service	94. Veterinary Services
71. Professional office	95. Video arcade
72. Public facilities	96. Warehouse and Storage – ancillary to primary use

2. Non-Permitted Land Use Table

1. Auction	9. Self-service car wash
2. Automobile repair, major, with outside work or storage	10. Sexually oriented businesses
3. Billboards	11. Swap meet
4. Cemeteries	12. Tattoo shops
5. Drive-in theater	13. Taxidermist
6. Feed store	14. Upholstery shop
7. Kennel (Commercial)	15. Vape shop
8. Pawn shop	

3. Site Standards

Minimum Setbacks:

Along Major Roads:

- Front: 25 feet
- Rear: 15 feet
- Side: 15 feet

Along collector or internal streets/drives:

- Front: 10 feet
- Side: 0 feet
- Rear: 0 feet
- Corner Side: 5 feet

Adjacent to Commercial:

- Side: 0 feet
- Rear: 0 feet

Adjacent to Residential:

- Side: 10 feet
- Rear: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

C. Architectural Standards:

1. Maximum Building Height:

Pad Sites:

- Maximum 35 feet

Commercial Anchor Tenants:

- Maximum 60 feet

Mixed use/Office/Medical:

- Maximum 150 feet

2. Building Materials:

All commercial buildings must be composed of a minimum of 75% on fronts and sides and 50% on rear and service facades masonry, exclusive of windows, doors, or other transparent materials. The following materials shall meet the masonry requirement:

- Stone
- Brick
- Concrete
- Hollow clay tile
- Glass block
- True Stucco
- Insulated Concrete Forms

Non-masonry materials may not exceed 40% of the building's elevation.

Additional permitted non-masonry materials (with proof of compliance to ICC and Texas Windstorm standards):

- Cementitious fiber
- EIFS
- Architectural metal panels

Nationally or regionally recognized chains may use company-specific materials (e.g., metal roofing/siding, wood siding), which are not typically allowed under standard ordinance.

3. Parking Requirement: Shall comply with the parking standards established in this section.

4. *Additional Requirements*: Telecommunication towers may not exceed eighty (80) feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.
5. *Open Storage:* Open storage is permitted within the parking lot for temporary seasonal sales or temporary promotional events. Additionally, buildings with 20,000 square feet of gross leasable floor area or more are permitted to use off-street parking spaces provided to comply with the City of Manvel's parking requirements for permanent, long-term, or seasonal storage of inventory, equipment, vehicles, or other business-related property, not to exceed twelve percent (12%) of all parking spaces provided for that building. No permits are required for temporary storage.

D. Parking

Parking within the Manvel Crossing site shall be provided according to Sec. 77-45. of The City of Manvel Zoning Ordinance, with the addition of the land use "Building Material and Garden Equipment and Supplies Dealers", NAICS 444, at the rate of 3 spaces per 1,000 gross square feet.

Deviations from the above requirements shall be considered by the City's Designated Official on a case-by-case basis. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

The City's Designated Official shall determine the minimum number of parking spaces required for any use not specified. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

Shared parking should be encouraged where appropriate. Adjustment of the minimum number of parking spaces required to serve a combination of occupancies shall be determined according to the following formula:

1. Determine the parking requirement for each occupancy as though it were a separate use;
2. Multiply each amount by the corresponding percentage for each applicable time period shown in the following schedule:

Shared Parking Schedule					
	Weekdays			Weekends	
Use	Night Midnight – 6 a.m.	Day 9 a.m. – 4 p.m.	Evening 6 p.m. - Midnight	Day 9 a.m. – 4 p.m.	Evening 6 p.m. - Midnight
Retail	5%	50%	90%	100%	70%
Hotel/Motel	80%	80%	100%	80%	100%
Office	5%	100%	10%	10%	5%
Restaurant / Tavern	10%	50%	100%	50%	100%
Entertainment / Recreation	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

3. Calculate the column total for each time period;

4. The column with the highest value shall be the parking requirement.

E. Landscaping

1. Minimum 10% of site (excluding building footprint) must be landscaped. Specific tree and shrub spacing and screening requirements apply. Upon verification of protected trees found on the site from sample surveys conducted per Sec. 77-44.(b)(7)(d) of the Zoning Ordinance, a fee-in-lieu will be paid for the percentage of protected trees identified in the samples. All pervious area shall be counted toward the total landscape area, including the maintenance berm of detention ponds. The design of detention pond maintenance berms shall incorporate landscaping and pedestrian trails where feasible, to enhance connectivity and visual appeal. Landscaping within these areas shall be consistent with the overall development standards and contribute to the cohesive character of the site.

2. Landscaping and/or decorative fence shall screen outside storage areas, loading docks, garbage collection bins and delivery entrances from adjacent property and public street right of way.

3. Street Trees

    i. A minimum of one (1) street tree is required for every thirty (30) feet of street frontage.

    ii. No street tree shall be less than two and a half (2.5) inch caliper

    iii. The maximum allowed spacing between trees is forty-five (45) feet.

    iv. Trees may be grouped or placed at regular intervals so long as the spacing requirements listed above are met.

4. Parking lot landscaping

    i. In addition to the Street Trees noted above, a tree of minimum one and a half (1.5) inch caliper shall be provided within or adjacent to the parking area at tree islands that:

        a. Are at least nine feet (9') wide (back of curb to back of curb).

        b. Each have a square footage of minimum 180 SF.

        c. Are located so that no parking space is further away than one hundred feet (100') from a tree island.

    ii. Shrub planting shall be placed along the perimeter of a parking lot in order to screen the parking lot. The shrubs shall be maintained at a maximum height of 36 inches.

    iii. At entrance and exits, shrubs shall be no higher than twelve (12) inches in height.

5. Trees Along Highway 6

    i. Trees along Highway 6 will be staggered, with small and ornamental trees closest to Highway 6, and shade trees set back per distances listed below for a more natural look, as well as a precaution from unnecessary trimming near the power line.

a. Small and Ornamental Trees: May be planted up to 10 feet from any powerlines.

    1) Crape myrtles may constitute up to 30% of the small and ornamental trees planted.

b. Shade trees: May be planted up to 20 feet from the powerline.

    1) Evergreen trees shall constitute a minimum of 10% of trees planted.

See "Appendix 3" below for a list of approved trees.

F. Definitions

Abstract or title company – an establishment that examines historical records to create a summary of a piece of real estate, showing ownership, liens, mortgages, or other encumbrances, and often will issue title insurance to protect against ownership disputes.

Accounting, tax preparation, bookkeeping and payroll services – a business that functions to perform financial analysis and strategic advising, performs tax preparation for individuals or businesses, and may handle employee compensation for payroll related responsibilities.

Administrative support services – an establishment that handles day-to-day operations for other businesses or entities, including but not limited to office operations, information management, internal and external communication, scheduling, documenting, and other forms of support.

Advertising agency – a business that prepares strategies and products meant to seek the attraction, or to direct the attention, of the public to any goods, services, merchandise, purpose or cause.

Alley – a private right-of-way that provides vehicular access to buildings or properties that front on an adjacent street.

Ambulatory Health Care Services – medical services performed on an outpatient basis, without admission to a hospital or other facility.

Antique store – a retail business that buys and sells old items, sch as furniture, art, and collectible, which are considered valuable due to their age, historical significance or rarity.

Architectural feature – an ornamentation or decorative feature attached to or protruding from the exterior wall of a building. Architectural features may include, but are not limited to windows (e.g. bay windows), chimneys, columns, awnings, marquees, façade or facia.

Art gallery – a room or building used for the display or sale of works of art.

Arts and crafts store – a retail store selling a wide variety of supplies, materials, and tools for artistic creativity.

Auction - a public or private sale where goods or property are sold to the highest bidder.

Automobile parts and accessory retailers - A business that diagnoses and fixes mechanical or electrical issues in vehicles, and stores and repairs vehicles on the site, outside of a vehicle bay.

Automotive repair and maintenance - a facility used for the repair or replacement of engines, transmissions, differentials, drivetrains, or any parts thereof, in addition to the replacement of parts, service, and incidental repairs to private passenger vehicles. A private passenger vehicle is defined as automobiles, motorcycles, station wagons, vans, SUVs, or pickup trucks reserved for personal use.

Automotive part sales – a retail store that involves the sale of components, accessories, and related equipment for vehicles.

Bakery (retail) – an establishment that produces and sells baked goods to the public in a storefront setting.

Banking or financial institution – a chartered financial institution that engages in deposit banking and closely related functions such as making loans, investments and other fiduciary activities. Drive-up windows and drive-thru automated teller machines (ATM) are permitted as an accessory use.

Barber or beauty shop – a business that offers hairdressing, cosmetology, and personal grooming services.

Billboards – large outdoor advertising structures typically found along highways or in high-traffic areas.

Block length – the distance measured along a street between two intersecting streets.

Bookstore - means a retail establishment that engages in the sale, rental, or other charge-for-use of books, magazines, newspapers, greeting cards, postcards, videotapes, computer software, or any other printed or electronically conveyed information or media, excluding any "adult bookstore," "adult theater," "theater," or "studio theater."

Building – a structure used for or supporting any use or occupancy that requires a building permit.

Building material, garden equipment, and supplies dealers - retail establishments that sell building materials (like lumber, paint, hardware) and lawn and garden products (such as plants, tools, and outdoor power equipment) to consumers and contractors.

Cafeteria - a restaurant or dining room located in part of a business in which customers serve themselves or are served from a counter and pay before eating.

Candy store – a specialized retail business that provides sweet treats as their primary inventory.

Car wash – a facility used for the cleaning of motor vehicles, such as passenger cars, trucks, and motorcycles. A heavy vehicle wash is not included in this definition. Only one (1) nationally or regionally recognized brand permitted at this location by this PUD.

Catering – a business that provides food and beverage for an event at a location other than a traditional restaurant, handling everything from menu planning to food preparation, set-up, serving, and cleanup.

Cellular phone sales and repair store - a business that provides small-scale electronic repair services for items of the general public, including, but not limited to cellphone repair and other related minor repairs.

Childcare facility – a commercial or non-profit facility that provides shelter, care, activity, and supervision of children for periods of less than 24 hours a day and is licensed by the state.

Clinic - a building, other than a hospital as herein defined, used by one (1) or more licensed physicians for the purpose of receiving and treating patients.

Clothing store (no re-used clothing) - a small retail establishment that sells fashionable clothing or accessories.

Collection Agency – an business that attempt to collect past-due or unpaid debts on behalf

of a creditor or lender, or purchases the debt itself to collect.

Collector street – a public street designated as a "minor corridor" on the City's Major Thoroughfare Plan.

Computer sales and repair store - a business that sells and provides computer electronic repair services for items of the general public.

Convenience store – any retail establishment offering for sale gasoline and a limited line of groceries and household items intended for the convenience of the neighborhood. Automotive washing is permitted as an accessory use. The sale of alcohol is permitted as an accessory use.

Council – Shall mean the City Council of the City of Manvel.

Cul-de-sac - any street with only one (1) outlet that terminates in a vehicular turnaround.

Dance studio - a facility in which students are instructed and educated on the particulars of a physical art form. This does not include adult uses such as adult cabaret.

Delivery service – a commercial service that transports goods, parcels, or prepared food from a point of origin to a customer-specified destination.

Dental Clinic – a healthcare facility where dental services are provided.

Department store – a retail establishment that conducts business under a single owner's name wherein a variety of unrelated merchandise and services are housed and are exhibited and sold directly to the customer for whom the goods and services are furnished.

Designated Official – the individual authorized by the City of Manvel to provide direction and oversight and personally perform duties related to a comprehensive program to protect the health and safety of citizens and the quality of life by ensuring that planning activities meet appropriate codes, standards, and city ordinances.

Drafting service – a business that provides technical drawings and plans used in architecture, engineering, or manufacturing.

Drinking places (alcoholic beverages) - establishments primarily serving alcoholic drinks, such as bars, pubs, and lounges.

Drug store, with or without liquor or beer and wine sales – an establishment that sells prescription medications, health products, and may also offer alcoholic beverages depending on licensing.

Dry-cleaning storefront, but not dry-cleaning plant - A retail location where customers drop off and pick up garments for cleaning; the actual cleaning is done off-site

Educational support services - non-instructional services that assist educational institutions, such as curriculum development, testing, or tutoring.

Electronic sales and repair store - sells and repairs consumer electronics like phones, computers, and televisions.

Entry features – Primary points of vehicular entry into the property that are enhanced with landscaping, water features, architectural treatments, and lighting.

Filling station or service station, including oil change and inspection services – a business that offers fuel and basic vehicle maintenance services such as oil changes, inspections, and minor repairs.

Fitness and recreational sports center - facilities offering exercise equipment, fitness classes, and wellness programs.

Florist shop – a business that sells flowers, floral arrangements, and related decorative items

Food and beverage store – a store that sells perishable goods for human consumption, and includes grocery stores, convenience stores, and specialty food retailers.

Frontage – Frontage shall mean that portion of any lot or tract that abuts a street or approved common area. A lot or tract abutting more than one (1) street shall have frontage on only one (1) street which shall be deemed to be the side having the shortest dimension unless otherwise indicated on the subdivision plat.

Full-service restaurants - a restaurant where meals are primarily prepared individually for the customer and are served to customers at their table by wait staff. A restaurant which is a fast-food restaurant, or which has drive-thru facilities is not considered a full-service restaurant.

Furniture store – a store that sells household or office furniture such as sofas, tables, and beds

Gasoline stations with convenience retail - a business that sells automotive fuels alongside a variety of non-fuel items such as snacks, drinks, basic groceries, and other everyday consumer goods. Alcohol sales are permitted with the appropriate permits as required by the Texas Alcoholic Beverage Code.

General development plan – A plan that illustrates the portion of Manvel Crossing located within the City, which identifies the major thoroughfares and collector streets

that are proposed in the property and any recorded easements over 20 feet in width that affect the property and proposed land use.

General merchandise retailers - stores offering a wide variety of goods, such as department stores or big-box retailers.

Gift shop – a store that sells novelty items, souvenirs, and small gifts.

Grocery store – A retail establishment primarily selling prepackaged and perishable food as well as other convenience and household goods. The sale of alcohol is permitted as an accessory use.

Gross acreage – Gross acreage shall mean the total area of land inclusive of all encumbrances, including, but not limited to rights-of-way, drainage ways, pipeline and utility easements, detention facilities, parks and open space areas.

Gun shop – a store that sells firearms, ammunition, and related accessories.

Hardware store – a store that sells tools, building materials, and home repair supplies.

Home appliance store – a store that sells large and small appliances like refrigerators, washers, and microwaves.

Home improvement store – a store that offers products for remodeling, construction, and DIY projects.

House wares and linens store – a store that sells kitchenware, bedding, towels, and other household items.

Institutional use – A use designated for public facilities including, but not limited to major and minor utilities, public safety sites, libraries, schools (both public and private) and other civic uses.

Knuckle – The projection toward the outside corner of a bend in the right-of-way of that allows for adequate turning movements for emergency and other vehicles.

Landscaping – Planting and related improvements for the purpose of beautifying and enhancing a portion of land and for the control of erosion and the reduction of glare, dust and noise. Rocks and/or gravel, by itself shall not constitute landscaping.

Lessor of mini-warehouse and self-storage - a business that rents out small storage units or spaces for personal or commercial use.

Locksmith - services related to locks, keys, and security systems, including installation and emergency access.

Lodging facilities – A building in which lodging is offered for compensation for a period of less than seven (7) days. This use includes hotels, motels, inns, and bed and breakfast residences, but does not include group homes and boarding houses.

Lot – An undivided tract of land having frontage on a public or private street which is designated as a separate and distinct tract and identified by numerical identification on a duly and properly recorded subdivision plat.

Maintenance facility – A facility intended to store equipment related to the maintenance, upkeep, or repair of the parks, open space, and detention/drainage areas inside the Project.

Major thoroughfare - A public street designated as a "major corridor" on the City's Major Thoroughfare Plan.

Major utility – Uses or structures providing utility services that have a potential major impact by virtue of appearance, noise, size, traffic generation, or other operational characteristics, which include, but are not limited to, transmission substations, wastewater treatment facilities, water reservoirs and pump stations, and power plants. This use does not include private individual water supplies or septic tanks. *See Minor Utilities.*

Medical and health care services - a healthcare facility offering outpatient services such as diagnosis, treatment, and preventive care. Examples of such a use are multi-specialty medical group practices providing outpatient care, offices of physicians, and general medical and surgical hospitals.

Medical supply store – a store that sells medical equipment and supplies like wheelchairs, bandages, and diagnostic tools.

Micro-brewery, with or without food service - a small-scale brewery producing limited quantities of beer, often with an on-site tasting room or restaurant, that has the necessary permits per the Texas Alcoholic Beverage Code.

Minor utility – Small scale facilities that are necessary to support development and that involve only minor structures. Minor utilities include, but are not limited to facilities such as power lines, water and sewer lines, storm drainage facilities, transformers, hydrants, switching boxes, wastewater lift stations, and similar structures.

Mixed-use – A tract of land, building, or structure developed for two or more different uses such as, but not limited to, residential, office, retail, public, or entertainment. The mix of uses may occur either on the same tract of land, but compartmentalized into separate buildings, or located within the same building (e.g. retail on the first floor and office or residential on the floors above the retail).

Mortgage Company – a business that provides loans for purchasing real estate and may offer refinancing or financial consulting services.

Motels and Hotels - lodging establishments offering overnight accommodations, with varying levels of amenities and services.

Motion picture theater companies and dinner theaters (with or without food service or alcoholic beverage sales) - a venue for screening films to the public, which may include concessions or full dining options.

Motor vehicles and parts – A business involved in the sale, repair, or distribution of cars, trucks, motorcycles, and related parts or accessories.

Musical instrument store- a store that sells instruments, sheet music, and accessories; may also offer rentals or repairs.

Nursery, garden center, and farm supply retailers – a business that primarily sell plants, such as trees, shrubs, and flowers, as well as garden and farm supplies like seeds, fertilizers, tools, and animal feed.

Office supply and machinery store and repairs – a store that sells office equipment and supplies and may provide repair services for items like printers or copiers.

Optician or optometrist – Provides vision care services including eye exams, prescriptions, and eyewear fittings.

Overall project - The approximately 49 acres of land that constitutes the entire Manvel Crossing project.

Parkway – A right-of-way with a total width of 120 feet, designed for higher traffic transportation.

Personal and household goods store - services that sell, fix, or maintain items like appliances, furniture, electronics, or clothing.

Personal services – a business that includes but is not limited to salons, spas, dry cleaners, and other businesses that cater to individual needs and grooming.

Personal climate controlled self-storage - facilities or units rented by individuals for storing personal belongings.

Pharmacy – an establishment that dispenses prescription medications and offers health-related products and advice.

Postal Service – an establishment that offers mail and package delivery, shipping, and related services, either publicly or privately operated.

Private – Elements of the development that are not intended for public use and are operated and maintained by a private entity.

Private street - A street that is privately owned and maintained. Private streets may be gated.

Private utilities – Utilities other than water and wastewater. Other utilities may be public and/or private in nature and may include, but are not limited to electrical power, gas, telephone, wireless communication, internet, and cable television.

Professional office- A room or group of rooms used for conducting the affairs of a business, medical, professional or service industry.

Project – The approximately 46 acres of land which is the subject of this PUD, the legal description of which is contained in the appendix of this document.

Public facilities – Any non-commercial land use (whether publicly or privately owned) which is to be used and/or allocated for the general good of the public. These uses include, but are not limited to governmental offices, libraries, parks, and major and minor utilities.

Public safety site – a location dedicated to emergency services such as police stations, fire departments, or emergency response centers

Public utilities – Any utilities that are provided by the city, county or municipal utility district which may include, but are not limited to water and wastewater.

Radio sales and repair - businesses that sell and/or repair radio equipment and related electronics.

Radio Studio (excluding tower) - a facility for producing and broadcasting radio programs, not including transmission towers.

Real estate - services related to buying, selling, leasing, or managing property.

Record and tape store – a store that sells music in physical formats such as vinyl records, cassette tapes, and CDs.

Recreational facilities – Any structure or building intended for active recreational use. Recreational uses shall include, but are not limited to clubhouses, tennis courts, basketball courts, sports fields, pools, playground equipment, bleachers, etc.

Religious assembly – A building or group of buildings used or proposed to be used for conducting organized religious services and accessory uses directly associated with the use.

Restaurant - limited service (LSR) and quick service - a dining establishment emphasizing speed and convenience, where customers typically order and pay before eating and often help themselves to drinks, cutlery, and table maintenance. Quick Service Restaurant (QSR) is a specific type of LSR, a subset that is synonymous with "fast food," prioritizing very fast, efficient service, often with a consistent, streamlined menu and limited table service or a drive-thru window.

Restaurant with micro-brewery - a restaurant where meals are primarily prepared individually for the customer and are served to customers at their table by wait staff, where malt liquors or beer are produced on-site, as permitted by the Texas Alcoholic Beverage Code.

Retail – Retail sales of any article, substance, or commodity within a building or structure.

Retail warehouse clubs and supercenters – a business that sells goods directly to consumers (retail) or in bulk to other businesses (wholesale).

Scientific and technical services - professional services involving research, engineering, consulting, or specialized technical expertise.

School (public or private) – An institution for the teaching of children or adults including primary and secondary schools, colleges, professional schools, art schools, trade schools, and similar facilities.

Self-service car wash - a facility where customers wash their own vehicles using provided equipment.

Sexually oriented Businesses - Establishments that provide adult entertainment or sell adult products, such as strip clubs, adult bookstores, or adult video stores.

Shade Tree - A shade tree is a tree planted or valued primarily for the shade it provides, rather than for fruit, beauty, or other purposes.

Shared parking – the use of the same off-street parking stall or stalls to satisfy the off-street parking requirements for two or more individual land uses without significant conflict or encroachment.

Shoe store and repair shop – a store that sells footwear and provides shoe repair services.

Small or ornamental tree - a tree that is grown for its aesthetic appeal, such as attractive flowers, fall foliage, or unique bark, rather than for practical purposes like fruit or wood

Sporting goods store – a store that sells equipment, apparel, and accessories for sports and outdoor activities.

Studio (art, music or photo) - a space used for creating or teaching visual arts, music, or photography.

Subdivision – the division of a lot, tract, or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose of residential, industrial, office, and business development or other uses.

Tailor – an establishment that alters, repairs, or customizes clothing to fit individual clients.

Tattoo shop – a business where licensed artists perform body modification, including but not limited to applying permanent body art using ink and needles, and piercings.

Tavern – an establishment that primarily serving alcoholic beverages, often with food and entertainment.

Taxidermist - A professional who prepares, stuffs, and mounts the skins of animals for display.

Telecommunication tower – A structure on which there are electronic facilities for receiving or transmitting communication signals.

Temporary use – Any use allowed for a specific period of time. A use that is not of a permanent nature.

Toy store – a store that sells toys, games, and educational items for children.

Travel agency – a business that offers travel planning, booking, and tourism-related services.

Upholstery shop - a business that repairs or replaces fabric, padding, and springs on furniture or vehicle interiors.

Veterinary services - medical care and treatment for animals, including surgeries and vaccinations.

Video arcade – a venue offering coin-operated or digital games for public entertainment, including pinball machines, racing simulators, shooting games, and other interactive amusements. These establishments are designed for recreational play and social engagement, often catering to families and youth. Gambling activities, including games of chance with monetary payouts or betting mechanisms, are strictly prohibited in video arcades to maintain compliance with state law.

Warehouse and storage – ancillary to primary use - facilities for storing goods, either for distribution, safekeeping, or inventory management, located on the same site as a compatible use.

Wastewater treatment facilities – Any facility used for the treatment of commercial and residential wastewater for sewer systems and for the reduction and handling of solids and gasses removed from such wastes.

Water plant facilities – Any facility used for the collection, treatment, testing, storage, pumping, or distribution of water for a public water system.

GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose

This section establishes guidelines regarding the administration and future amendments to the PUD.

B. Changes to the Zoning Ordinance

The Development Regulations section of the PUD addresses only those areas that differ from the City of Manvel Zoning Ordinance. In the event that an issue, condition, or situation arises that is not specifically addressed in the PUD, the City of Manvel Zoning Ordinance in place at the time of the adoption of this document shall be used by the City's Designated Official as the basis to resolve the issue.

C. Variances from the Zoning Ordinance

The criteria established in this PUD require variances from the City of Manvel Subdivision Ordinance as amended on May 6, 2023. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 7 describes the requested variances and their corresponding section of the subdivision ordinance. These variances shall apply to all property within the PUD.

D. Variances from the Design Criteria Manual

The criteria established in this PUD require variances from the City of Manvel Design Manual as adopted on May 6, 2024. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 8 describes the requested variances and their corresponding section of the design manual. These variances shall apply to all property within the PUD.

Zoning and Subdivision Deviations

Ordinance reference	Requirement	Proposed	Difference	Justification
Sec. 77-31. – Light-commercial (LC) district (c)	*Setbacks.* (1) Minimum front yard setback is 25 feet. (2) Minimum rear yard setback is ten feet. (3) Minimum side yard and corner side yard is five feet.	*Minimum Setbacks:* *Along Major Roads:* Front: 25 feet, Rear: 15 feet, Side: 15 feet *Along collector or internal streets:* Front: 10 feet, Side: 0 feet, Rear: 0 feet, Corner Side: 5 feet *Adjacent to Commercial:* Side: 0 feet, Rear: 0 feet *Adjacent to Residential:* Side: 10 feet, Rear: 10 feet Architectural features may encroach into the setback area a maximum of three (3) feet.	15-foot reduction for front setbacks along collector or internal streets 10-foot reduction for rear setbacks along collector or internal streets 5-foot reduction for side setbacks along collector or internal streets 10-foot reduction for rear setbacks adjacent to commercial 5-foot reduction for side setbacks adjacent to commercial	With the intended design of the site and pad placements, the setbacks will be reduced for adequate use of the property, as it is a larger site not fronting on Highway 6 directly.
Sec. 77-31. – Light-commercial (LC) district (d)	*Maximum building height.* The maximum height of any building in the light commercial district may not exceed 60 feet measured from the finished grade to the highest point of the roof, not including ancillary structures such as chimneys.	*Mixed use/Office/Medical:* Maximum 150 feet	90-foot increase in height specifically for Mixed use/Office/Medical	This type of use will likely incorporate several stories.
Sec. 62-108. – Lots (a) (8)	*Any subdivision of land shall provide each lot with access to a public street as specified in the design criteria manual. The public street shall have a minimum width of 60 feet, or the proposed plat must dedicate the necessary additional rights-of-way to provide a minimum width of 30 feet from the centerline of the existing or original right-of-way.*	*Parcels without public road frontage may use **recorded cross-access easements** to meet access requirements*	Cross-access easements for access to properties	This is a typical course of action for sites with multiple tenants along major highways
Sec. 77-36. State Highway 6 overlay (SH-6) district. (c)	*Exterior building materials.* *(1) All building façades must be constructed of a minimum of 90 percent masonry materials on all non-transparent portions of all exterior walls. The percentage of masonry materials is calculated on a per façade basis. Permitted masonry materials include:* *a. Stone;* *b. Brick;* *c. Concrete;* *d. Hollow clay tile;* *e. Decorative concrete block or tile;* *f. Glass block;* *g. True stucco.* *The use of any material that is not specified on the above permitted masonry materials list is prohibited.* *(2) Up to the remaining ten percent of all exterior walls on non-transparent portions of the building may be constructed of materials not listed in the permitted masonry materials list but under no circumstances will the following prohibited materials be allowed:* *a. Sheet metal material; coated, galvanized, or uncoated with a metal thickness less than one-quarter inch;* *b. Smooth concrete masonry units (CMU) or*	All commercial buildings must be composed of a **minimum of 75% on fronts and sides and 50% on rears and service facades** masonry, exclusive of windows, doors, or other transparent materials. The following materials shall meet the masonry requirement: • Stone • Brick • Concrete • Hollow clay tile • Glass block • True Stucco • Insulated Concrete Forms Non-masonry materials **may not exceed 40%** of the building's elevation. **Additional permitted non-masonry materials** (with proof of compliance to ICC and Texas Windstorm standards): • Cementitious fiber • EIFS • Architectural metal panels **Nationally or regionally recognized chains** may use **company-specific materials** (e.g., metal roofing/siding, wood siding), which are **not typically allowed** under standard ordinance.	Insulated concrete forms added as approved, the addition of non-masonry materials approved at up to 40% of the elevations utilizing cementitious fiber, EIFS, or architectural metal panels, nationally or regionally recognized chains may use company specific materials	This will allow the developer more freedom to build with more contrast in materials for different locations within the site

	block, painted or un-painted; *c. Exterior insulation finish systems (EIFS);* *d. Plywood or oriented strand board (OSB).* *(3) No more than 75 percent of any façade may consist of glass.*			
Sec. 77-45. – Parking. (a)	Use not listed in table	The addition of a 3 per 1,000 gross square feet parking requirement for NAICS 444 (Building Material and Garden Equipment and Supplies Dealers)	Added a use to the parking table	This will allow a reasonable amount of parking for the NAICS 444 classified use, should one be located at this site
Sec. 77-45. – Parking. (c) & (d)	*(c) Shared Parking.* *(1) Shared parking is encouraged and intended to make use of parking areas that are not used during certain parts of the day. Shared parking is permitted only with a written agreement between the subject landowners. Such agreement shall be maintained in the office of the city secretary.* *(2) Property on which shared parking is proposed shall be no further than 300 feet from the boundary of the principal property, as measured along public rights-of-way, such as streets or sidewalks.* *(3) No more than 75 percent of the total amount of parking spaces required for the principal use shall be shared parking spaces.* *(4) Required handicapped parking spaces shall not be used in the calculation for shared parking spaces.* *(d) Parking space dimensions.* *(1) The minimum size of a car parking space shall be ten feet wide and 20 feet long for residential or commercial land uses.* *(2) The minimum size of a handicapped parking space shall be as required by the Americans with Disabilities Act.* *(3) Compact car parking spaces shall not be credited to the overall parking calculation requirement.*	Shared parking allowed and shall satisfy the minimum parking ratio requirements. Stall size: a 50%/50% mix of 9 ft x 19 ft. and 10 ft x 20 ft.	Allowed Shared parking to satisfy all required parking when necessary. Reduced 50% of the parking spaces provided to 9 ft x 9 ft	Both changes will allow for a reduction of unused parking, creating less pavement, and allowing for more business at this location
Sec. 77-52. – Open storage and display of items	Open storage of items not for sale and for sale is permitted when incidental to principal land use on the same property.	Open storage is permitted within the parking lot for temporary seasonal sales or temporary promotional events. No permits are required for temporary storage. Buildings with 80,000 square feet of gross leasable floor area or more are permitted to use off-street parking spaces provided to comply with the City of Manvel's parking requirements for permanent, long-term or seasonal storage of inventory, equipment, vehicles, or other business-related property, not to exceed twelve percent (12%) parking spaces provided for that building.	Temporary outdoor sales can occur in the parking areas, and buildings of 80,000 square feet of GLA are permitted to use off-street parking for storage of various business related equipment, not exceeding 12% of the parking	This allows flexibility to the businesses to utilize a small portion of their parking lot for business purposes
Sec. 77-44. - Tree preservation, landscaping, fencing and screening. (c) (1) & (2)	Landscaping is required for street frontage as well as for parking lots at a rate of one street tree per 30 feet of frontage, and one parking lot tree per 10 parking spaces.	Minimum **10%** of site (excluding building footprint) must be landscaped. Specific tree and shrub spacing and screening requirements apply. All pervious area shall be counted toward the total landscape area, including the maintenance berm of detention ponds. The design of detention pond maintenance berms shall incorporate landscaping and pedestrian trails where feasible, to enhance connectivity and visual appeal. Landscaping within these areas shall be consistent with the overall	The addition of a minimum of 10% landscaping, maintenance berms and detention ponds can count towards pervious area. Landscaping will be included with maintenance berms where feasible. Maximum of 45 feet spacing for tree groups or single trees. Street trees do not need to be evenly spaced and may be grouped.	More diversity in tree types will enhance the streetscape, and the addition of landscaping around detention ponds will accomplish a similar outcome

		development standards and contribute to the cohesive character of the site. Street Trees ii. One street tree is required for every thirty (30) feet of street frontage. iii. No street tree shall be less than two and a half (2.5) inch caliper iv. The maximum allowed spacing between trees is forty-five (45) feet. v. Trees may be grouped or placed at regular intervals so long as the spacing requirements listed above are met. No more than 30% of street trees may be crape myrtle along Highway 6. Staggering of trees along the highway is required adjacent to powerlines. Examples of tree types are given.	A limit on the number of crape myrtles allowed to be planted.	

Manvel Design Criteria Manual Deviation

Design Manual reference	Requirement	Proposed	Difference	Justification
1.04 Design Requirements (A) (10) (e)	The design and dimensions of off-street parking areas shall be in accordance with the following table of minimum dimensions. The minimum size of the parking spaces shall be 10 (ten) feet wide and twenty (20) feet long.	A mix of 50%/50% 10 ft x 20 ft spaces and 9 ft x 19 ft spaces.	Half of the spaces provided will be a foot less in width and depth.	Not all spaces are required for larger vehicles, and a halfway split will provide for more space on the site for other needs and uses

D. Interpretation

The City's Designated Official shall be responsible for interpreting the provisions of the PUD. Appeals to the Designated Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the interpretation. Appeals shall be heard by the Zoning Board of Adjustments a maximum of sixty (60) days after receipt by City staff.

E. Administrative Approval

Certain changes to the provisions may be made administratively by the City of Manvel Designated Official, provided such changes are consistent with the intent and general purpose of the PUD and do not result in the reduction of open space by more than ten (10) percent within the project or exceed the maximum number of dwelling units permitted.

Decisions by the Designated Official regarding administrative changes shall be subject to appeal by the Zoning Board of Adjustments. The following categories shall be considered administrative changes, but are not limited to:

- The addition of new information to the PUD, including maps or text that does not change or affect any of the regulations or guidelines contained therein.
- Changes to the community infrastructure phasing and alignment, such as roads, drainage, water and sewer systems, excluding water and sewer plant locations.
- Changes or modifications in lot sizes and/or configuration, provided that the lots meet the minimum requirements established in the development standards for their respective land use.
- Changes to development regulations that are in the interest of the community and do not affect health or safety issues.
- Placement and/or construction of community identity or character features not addressed in the City of Manvel Sign Ordinance, such as entry monuments, neighborhood signage, community art, mailboxes, etc.

- The determination that a use may be allowed which is not specifically listed as a permitted use, but may be determined to be analogous and/or accessory to a permitted use as determined by the City's Designated Official.

The City's Designated Official shall have the authority to make a determination whether an administrative approval is appropriate regarding any situations or circumstances that are not specifically listed here.

F. Substantial Change

The PUD may be substantially amended by the procedure outlined in the City of Manvel Zoning Ordinance, Section 7 of the City of Manvel Zoning Ordinance.

G. Fees

All fees associated with the entitlement process shall be assessed as indicated by the City's adopted fee schedule that is in place at the time of Council approval. All fees shall be fair and reasonable.

Appendix 1
Metes & Bounds Description and Boundary Map

WINDROSE
LAND SURVEYING | PLATTING

DESCRIPTION OF
11.3999 ACRES OR 496,581 SQ. FT.

A TRACT OR PARCEL CONTAINING 11.399 ACRES OR 496.581 SQUARE FEET OF LAND SITUATED IN THE H. T. & B. RR.CO. SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, SAME BEING CALLED "PART TWO OF TRACT FOUR" 11.395 ACRES OF LAND DESCRIBED IN DEED TO TH PROPERTY, INC., RECORDED UNDER BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.) NO. 2022037379, AND BRAZORIA COUNTY CLERK'S FILE (B.C.C.F.) NO. 2002056335, WITH SAID 11.3999 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, WITH ALL BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE (NAD 83):

COMMENCING, AT BEGINNING AT A CAPPED 5/8 INCH IRON ROD STAMPED "BGE" FOUND MARKING THE SOUTH END OF A CUTBACK CORNER OF THE INTERSECTION OF THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF STATE HIGHWAY NO. 6 (200' WIDE) AS RECORDED UNDER PLAT NO. 2022037379,(B.C.P.R.) AND THE WEST R.O.W. LINE OF KIRBY DRIVE (120' WIDE) AS RECORDED UNDER PLAT NO. 2022037379, (B.C.P.R.), SAME BEING THE MOST SOUTHERLY SOUTHEAST CORNER OF CALLED 35.905 ACRES OF LAND DESCRIBED IN DEED TO TH PROPERTY, INC. AS RECORDED UNDER MAP OR PLAT NO. 2022037379 AND B.C.C.F. NO. 2002056335,;

THENCE, NORTH 70 DEG. 28 MIN. 31 SEC. WEST, ALONG THE NORTH R.O.W. LINE OF SAID HWY 6 PASSING A FOUND 5/8 INCH IRON ROD FOR A DISTANCE OF 1248.34 FEET MARKING THE SOUTHEAST CORNER OF A 40 FEET R.O.W. (UNIMPROVED) RECORDED UNDER A MAP OR PLAT VOL.2, PG. 81-82, B.C.P.R., AND THE SOUTHWEST CORNER OF SAID 35.905 ACRE TRACT, TO A FOUND 5/8 INCH IRON ROD FOR A TOTAL DISTANCE OF 1291.68 FEET MARKING THE SOUTHWEST CORNER OF SAID 40 FEET R.O.W. AND THE SOUTHEAST CORNER OF SAID 11.395 ACRE TRACT SAME BEING THE **POINT OF BEGINNING** OF THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 70 DEG. 28 MIN. 31 SEC. WEST, CONTIUING ALONG THE NORTH R.O.W. LINE OF SAID HWY 6 AND THE SOUTH LINE OF SAID 11.395 ACRE TRACT, A DISTANCE OF 692.21 FEET TO A FOUND 5/8 INCH IRON ROD MARKING THE SOUTHEAST CORNER OF CALLED LOT 6 AND LOT 7, 8.28689 ACRES OF LAND DESCRIBED IN DEED TO JERRY A. ARGOVITZ, AS RECORDED UNDER MAP OR PLAT VOL. 2, PG. 81, B.C.P.R. AND VOL. 1151, PG. 839 OF B.C.C.F., AND THE SOUTHWEST CORNER OF SAID 11.395 ACRES AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 03 DEG. 21 MIN. 05 SEC. WEST, ALONG THE COMMON LINE OF SAID LOT 6 AND LOT 7 AND SAID 11.395 ACRE TRACT, FOR A DISTANCE OF 644.48 FEET TO A CAPPED 5/8 INCH IRON ROD STAMPED "WINDROSE" SET FOR THE SOUTHEAST CORNER OF CALLED LOT 5 BEING A PART OF CALLED 201.0164 ACRES OF LAND DESCRIBED IN DEED TO NEW RODEO 288, LTD., AS RECORDED UNDER MAP OR PLAT THEREOF VOL. 2, PG. 81, B.C.P.R. AND B.C.C.F. NO. 2005039031, AND VOL. 1181, PG. 884 OF B.C.C.F., AND THE SOUTHWEST CORNER OF CALLED LOT 13 OR CALLED 10.30 ACRES OF LAND DESCRIBED IN DEED TO J.W. WINZELLER AND LESLIE R. WINZELLER AS RECORDED UNDER MAP OR PLAT THEREOF VOL. 2, PG. 81-82, B.C.P.R. AND B.C.C.F. NO. 200539091 AND SAME BEING THE NORTHWEST CORNER OF SAID 11.395 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 86 DEG. 53 MIN. 57 SEC. EAST, ALONG THE COMMON LINE OF SAID LOT 13 AND 11.395 ACRE TRACT, A DISTANCE OF 639.16 FEET TO A CORNER ON THE WEST R.O.W. LINE OF SAID 40 FEET AND THE SOUTHEAST CORNER OF SAID LOT 13 AND THE NORTHEAST CORNER OF SAID 11.395 ACRE TRACT AND THE HEREIN DESCRIBED TRACT FROM WHICH FOUND 5/8 INCH IRON ROD BEARS SOUTH 16 DEG. 54 MIN. 59 SEC. WEST, FOR A DISTANCE OF .304 FEET;

THENCE, SOUTH 03 DEG. 15 MIN. 50 SEC. EAST, ALONG THE WEST R.O.W. LINE OF SAID 40 FEET AND THE EAST LINE OF SAID 11.395 ACRE TRACT, A DISTANCE OF 910.78 FEET TO THE **POINT OF BEGINNING** AND CONTAINING 11.3999 ACRES OR 496,581 SQUARE FEET OF LAND, AS SHOWN ON JOB NO. 59121-BND, PREPARED BY WINDROSE.

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LUCAS G. DAVIS
R.P.L.S. NO. 6599
STATE OF TEXAS
FIRM REGISTRATION NO. 10108800

10-31-2023
DATE:

WINDROSE
LAND SURVEYING | PLATTING

DESCRIPTION OF
34.28 ACRES OR 1,493,196 SQ. FT.

A TRACT OR PARCEL CONTAINING 34.28 ACRES OR 1,493,196 SQUARE FEET OF LAND SITUATED IN THE H. T. & B. RR. CO. SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS, SAME BEING CALLED "PART ONE, TRACT ONE" OR 35.905 ACRES OF LAND DESCRIBED IN DEED TO TH PROPERTY, INC., RECORDED UNDER BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.) NO. 2022037379, AND BRAZORIA COUNTY CLERK'S FILE (B.C.C.F.) NO. 2002056335, WITH SAID 34.28 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, WITH ALL BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE (NAD 83):

BEGINNING, AT BEGINNING AT A CAPPED 5/8 INCH IRON ROD STAMPED "BGE" FOUND MARKING THE SOUTH END OF A CUTBACK CORNER OF THE INTERSECTION OF THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF SAID STATE HIGHWAY NO. 6 (200' WIDE) AS RECORDED UNDER MAP OR PLAT NO. 2022037379, B.C.P.R. AND THE WEST R.O.W. LINE OF KIRBY DRIVE (120' WIDE) AS RECORDED UNDER MAP OR PLAT NO. 2022037379, B.C.P.R., SAME BEING THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 70 DEG. 28 MIN. 31 SEC. WEST, ALONG THE SOUTH LINE OF SAID 35.905 ACRES AND NORTH LINE OF SAID HWY NO. 6, A DISTANCE OF 1,248.34 FEET TO A 5/8 INCH IRON ROD FOUND ON THE SOUTHEAST CORNER OF A 40 FEET R.O.W. (UNIMPROVED), AS RECORDED UNDER MAP OR PLAT VOL. 2, PG. 81-82, B.P.C.R., AND THE SOUTHWEST CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 03 DEG. 15 MIN. 50 SEC. WEST, ALONG THE EAST LINE OF SAID 40 FEET R.O.W. AND WEST LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 927.47 FEET TO A CAPPED 5/8 INCH IRON ROD STAMPED "WINDROSE" SET ON THE EAST LINE OF SAID 40 FEET R.O.W. AND THE SOUTHWEST CORNER OF CALLED LOT 21 BEING A PART OF CALLED 201.0164 ACRE TRACT OF LAND DESCRIBED IN DEED TO NEW RODEO 288, LTD., AS RECORED UNDER MAP OR PLAT VOL. 2, PG. 81. B.C.P.R. AND BRAZORIA COUNTY CLERK'S FILE (B.C.C.F.) NO. 2006043836., AND THE NORTHWEST CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, NORTH 86 DEG. 53 MIN. 57 SEC. EAST, ALONG THE SOUTH LINE OF SAID 201.0164 ACRE TRACT AND NORTH LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 1,280.25 FEET TO A CORNER FOR THE SOUTHEAST CORNER OF CALLED LOT 29, BEING A PROTION OF SAID 201.0164 ACRE TRACT OF LAND AND ON THE WEST LINE OF CALLED 40 FEET R.O.W., AS RECORDED UNDER MAP OR PLAT VOL. 2, PG. 81-82 B.C.P.R. AND B.C.C.F. NO. 2019057985, AND B.C.C.F. NO. 2019057983, AND SAME BEING THE NORTHEAST CORNER OF SAID 35.905 ACRE AND OF THE HERIEN DESCRIBED TRACT FROM A 5/8 INCH IRON ROD BEARS SOUTH 16 DEG. 18 MIN. 34 SEC. WEST FOR A DISTANCE OF 0.366 FEET;

THENCE, SOUTH 03 DEG. 15 MIN. 50 SEC. EAST, ALONG THE WEST LINE OF SAID 40 FEET R.O.W. AND EAST LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 681.87 FEET TO CAPPED 5/8 INCH IRON ROD STAMPED "WINDROSE" SET ON THE WEST LINE OF SAID 40 FEET R.O.W., AND MARKING THE MOST NORTHEASTERLEY CORNER OF SAID KIRBY DRIVE AND THE MOST EASTERLY CORNER OF SAID 35.905 ACER TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 86 DEG. 39 MIN. 32 SEC. WEST, ALONG THE COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT, A DISTANCE OF 36.57 FEET TO A CAPPED 5/8 INCH IRON ROD STAMPED "BGE INC." FOR THE NORTHWEST CORNER OF SAID KIRBY DRIVE AND THE EAST CORNER OF SAID 35.905 ACRE TRACT, AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 03 DEG. 20 MIN. 28 SEC. EAST, ALONG THE WEST R.O.W. LINE OF SAID KIRBY DRIVE AND THE EAST LINE OF SAID 35.905 ACRE TRACT, A DISTANCE OF 499.85 FEET, TO A POINT STARTING A NONTANGENT CURVE TO THE RIGHT FROM WHICH A FOUND 5/8 INCH IRON ROD BEARS SOUTH 46 DEG. 58 MIN. 53 SEC. WEST FOR A DISTANCE OF 0.267 FEET;

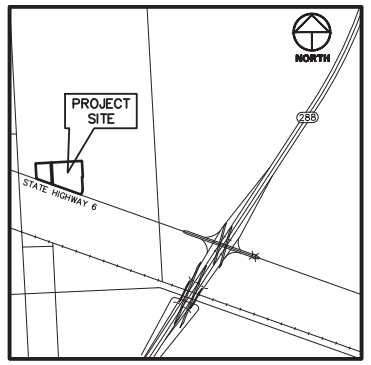
THENCE, CONTIUNING ALONG THE COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT, WITH A CURVE TO THE RIGHT, HAVING A RADIUS OF 270.05 FEET, A CENTRAL ANGLE OF 22 DEG. 51 MIN. 57 SEC., AN ARC LENGTH OF 107.77 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 08 DEG. 05 MIN. 31 SEC. WEST, - 107.06 FEET TO A FOUND 5/8 INCH IRON ROD ON THE SAME SAID COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 19 DEG. 31 MIN. 29 SEC. WEST, CONTINUING ALONG THE COMMON LINE OF SAID KIRBY DRIVE AND SAID 35.905 ACRE TRACT, A DISTANCE OF 119.23 FEET TO A 5/8 INCH IRON ROD FOUND MARKING THE NORTH END OF A CUT BACK CORNER OF THE INTERSECTION OF THE WEST R.O.W. LINE OF SAID KIRBY DRIVE AND THE NORTH R.O.W. LINE OF SAID HWY 6, SAME BEING THE MOST SOUTHEASTERLY CORNER OF SAID 35.905 ACRE TRACT AND THE HEREIN DESCRIBED TRACT;

THENCE, SOUTH 64 DEG. 31 MIN. 29 SEC. WEST, ALONG THE SAME SAID CUTBACK LINE OF THE INTERSECTION OF SAID HWY 6 AND SAID KIRBY DRIVE, A DISTANCE OF 28.29 FEET THE **POINT OF BEGINNING** AND CONTAINING 34.28 ACRES OR 1,493,196 SQUARE FEET OF LAND, AS SHOWN ON JOB NO. 59121-BND, PREPARED BY WINDROSE.

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LUCAS G. DAVIS
R.P.L.S. NO. 6599
STATE OF TEXAS
FIRM REGISTRATION NO. 10108800

10-31-2023
DATE:



CITY OF MANVEL, BRAZORIA COUNTY, TEXAS

VICINITY MAP

SCALE: 1" = 2000

NORTH

GRAPHIC SCALE: 1" = 100'

100 0 100 150 200 Feet

BENCHMARK PUBLISHED ELEVATION – 59.14'

PROJECT BENCHMARK IS BRAZORIA COUNTY DRAINAGE DISTRICT NO. 4 BENCHMARK NO. CR58–1, BEING A BRASS DISK STAMPED "CR58–1" FOUND ON A CONCRETE HEADWALL AT THE INTERSECTION OF OUTFALL "A" AND THE NORTH SIDE OF COUNTY ROAD 58, NEAR CR58 WEST DETENTION. ELEVATION – NAVD88, 2001 ADJUSTMENT.

TEMPORARY BENCHMARK "A" ELEVATION – 54.64'

TEMPORARY BENCHMARK "A" IS A BOX CUT ON THE CONCRETE FRAME OF AN ELECTRIC PULL BOX LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 6, APPROXIMATELY 1325 WEST OF ITS INTERSECTION WITH KIRBY DRIVE, AND ABOUT 42 FEET WEST OF THE CENTER OF AN ACCESS DRIVE.

TEMPORARY BENCHMARK "B" ELEVATION – 56.68'

TEMPORARY BENCHMARK "B" IS A BOX CUT ON A TYPE "C" STORM CURB INLET LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 6, AT ITS INTERSECTION WITH KIRBY DRIVE AND ON THE EAST SIDE OF KIRBY DRIVE, APPROXIMATELY 27 FEET NORTHWEST OF A TRAFFIC SIGNAL POLE.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 86°39'32" W	36.57'
L2	S 64°31'29" W	28.29'

CURVE CHART					
CURVE	RADIUS	DELTA	LENGTH	BEARING	CHORD
C1	270.05'	22°51'57"	107.77'	S 08°05'31" W	107.06'

LOT 5
CALLED 201.0164 ACRES
NEW RODEO 288, LTD.
B.C.C.F. NO. 2005039091
VOL.1181, PG. 884 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

LOT 7
CALLED 10.36432 ACRES
LOT 6
CALLED 8.28689 ACRES
JERRY A. ARGOVITZ
VOL.1151, PG. 839 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

TRACT 13
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81–82, B.C.P.R.

LOT 13
CALLED 10.30 ACRES
J.W. WINZELER AND LESLIE R. WINZELER
B.C.C.F. NO. 2005039091

CALLED 201.0164 ACRES
NEW RODEO 288, LTD.
B.C.C.F. NO. 2005039091
VOL.1181, PG. 884 B.C.C.F.
VOL. 2, PG. 81, B.C.P.R.

LOT 21
CALLED 19.0062 ACRES
NEW RODEO 288, LTD..
VOL. 2, PG. 81, B.C.P.R.
B.C.C.F. NO. 2006043836

TRACT 29
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81, B.C.P.R.

PORTION OF LOT 29
CALLED 1.6366 ACRES
CATHERINE KECK WAGGONER.
B.C.C.F. NO. 2020042539
VOL. 2, PG. 81, B.C.P.R.

TRACT 34
EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
HT & B RR. CO. SURVEY
ABSTACT 291,
VOL. 2, PG. 81–82, B.C.P.R.

SET 5/8 IRC "WINDROSE"

N 86°53'57" E 639.16'

FND 5/8 IR FOR REFERENCE (S 16°54'59" W, 0.30')

SET 5/8 IRC "WINDROSE"

N 86°53'57" E 1,280.25'

FND 5/8 IRC FOR REFERENCE (S 16°18'34" W, .366')

40' R.O.W. (UNIMPROVED) VOL. 2, PG. 81–82, B.C.P.R.

FUTURE KIRBY DRIVE (PROPOSED 120' WIDE R.O.W.) B.C.C.F. NO. 2022037379

40' R.O.W. (UNIMPROVED) VOL. 2, PG. 81–82, B.C.P.R. B.C.C.F. NO. 2019057985 B.C.C.F. NO. 2019057983

11.3999 ACRES
496,581 SQ.FT.

EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
VOL. 2, PG. 81–82, B.C.P.R.
B.C.P.R. NO. 2022037379

PART TWO "TRACT FOUR"
CALLED 11.395 ACRES
TH PROPERTY, INC.
B.C.C.F. NO. 2002056335
B.C.P.R. NO. 2022037379

34.2791 ACRES
1,493,196 SQ.FT.

EMIGRATION LAND
COMPANY SUBDIVISION
SECTION 71
VOL. 2, PG. 81–82, B.C.P.R.
B.C.P.R. NO. 2022037379

PART ONE "TRACT ONE"
CALLED 35.905 ACRES
TH PROPERTY, INC.
B.C.C.F. NO. 2002056335
B.C.P.R. NO. 2022037379

N 03°21'05" W 644.48'

S 03°15'50" E 910.78'

N 03°15'50" W 927.47'

S 03°15'50" E 681.87'

FND 5/8 IR

FND 5/8 IRC "BGE INC"

SET 5/8 IRC "WINDROSE"

FND 5/8 IR

N 70°28'31" W 692.21'

P.O.B. FND 5/8 IR

40'

FND 5/8 IR

S 03°20'28" E 499.85'

KIRBY DRIVE
120' R.O.W.
PLAT NO. 2022037379, B.C.P.R.

STATE HIGHWAY 6
200' R.O.W.
PLAT NO. 2022037379, B.C.P.R

N 70°28'07" W 1,291.68'

N 70°28'31" W 1,248.34'

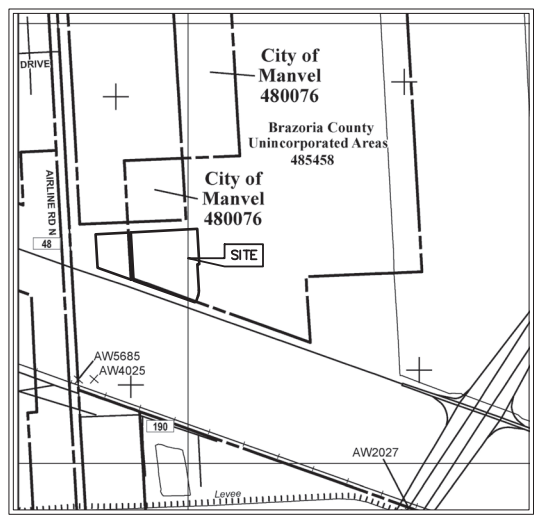
FND 5/8 IR FOR REFERENCE (S 46°58'53" W, 0.27')

FND 5/8 IRC "BGE INC"

L2 S 19°31'29" W 118.23'

FND 5/8 IR

P.O.B. FND 5/8 IRC "BGE"



FLOOD INSURANCE RATE MAP

BRAZORIA COUNTY, TEXAS
AND INCORPORATED AREAS

PANEL 110 OF 925

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ALVIN, CITY OF	485461	0110	K
BRAZORIA COUNTY	485458	0110	K
IOWA COLONY, CITY OF	481071	0110	K
MANVEL, CITY OF	480076	0110	K
PEARLAND, CITY OF	480077	0110	K

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
48039C0110K

MAP REVISED
DECEMBER 30, 2020

SURVEYOR'S CERTIFICATION

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY
MEMORIAL ACQUISITIONS, LLC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 7a, 7b1, 7c, 8, 9, 11b, 13, 14, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 20, 2023.

STATE OF TEXAS REGISTERED LUCAS G. DAVIS 6599 PROFESSIONAL LAND SURVEYOR

LUCAS G. DAVIS
Registered Professional Land Surveyor
Texas Registration No. 6599

10/30/2023
DATE

WINDROSE
LAND SURVEYING | PLATTING
5353 W SAM HOUSTON PKWY N, STE 150 | HOUSTON, TX 77041 | 713.458.2281
FIRM REGISTRATION NO. 10108800 | WINDROSESERVICES.COM

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
34.2791 ACRES OR 1,493,196 SQ. FT.
11.3999 ACRES OR 496,581 SQ. FT.
SITUATED IN THE
H. T. & B. RR. CO. SURVEY, SECTION 71
ABSTRACT NO. 291
BRAZORIA COUNTY, TEXAS

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FIELDED BY: RP	CHECKED BY: CL	JOB NO. 59121
DRAWN BY: AO	DATE: OCTOBER 2023	SHEET NO. 1 OF 10

Appendix 2
Approved Tree List

Plant List for Manvel Crossing

The following is a list of approved trees and shrubs. Alternative plants not specified in this list may be approved by the Director If determined that an alternative is substantially equal to or better than a specified material and the use will not violate any provision of the PUD.

Shade Trees:

Pecan	*Carya Illinoinensis*
Fringe Tree	*Chionanthus virginicus*
Japanese Blueberry	*Elaeocarpus decipiens*
Nellie R. Stevens Holly	*Ilex x attenuata 'Nellie R. Stevens'*
Savannah Holly	*Ilex attenuata 'Savannah'*
Southern Magnolia	*Magnolia grandiflora*
Loblolly Pine	*Pinus taeda*
Texas Pistache	*Pistacia texana*
Sycamore	*Platunus occidentalis'*
Bur Oak	*Quercus macrocarpa*
Chinkapin Oak	*Quercus muehlenbergii*
Monterey Oak	*Quercus polymorpha*
Water Oak	*Quercus nigra*
Live Oak	*Quercus virginiana*
Shumard Oak	*Quercus* shumardii
Bald Cypress	*Taxodium distichum*
Pond Cypress	*Taxodium ascendens*
Cedar Elm	*Ulmus crassifolia*
Bosque or Drake Elm	*Ulmus parvifolia 'Bosque' or 'Drake'*

Small & Ornamental Trees:

Texas Redbud	*Cercs canadensis 'var. texensis'*
European Fan Palm	*Chamaerops humilis*
Desert Willow	*Chilopsis linearis*
Smokebush	*Cotinus obovatus*
Loquat	*Eryobotrya japonica*
Foster Holly	*Ilex x attenuata 'Fosterii'*
Possumhaw Holly	*Ilex decidua*
Yaupon Holly	*Ilex vomitoria*
Columnar Junlper	*Juniporus spp.*
Crape Myrtle	*Lagerstroemia indica 'Basham's Pink', 'Natchez', 'Muskogee'*
Little Gem Magnolia	*Magnolia grandiflora 'Little Gem'*
Tree form (MT) Ligustrum	*Ligustrum japonicum*
Saucer Magnolia	*Magnolia x soulangeana*
Sweetbay Magnolia	*Magnolia virginiana*
Tree Wax Myrtle	*Myrica cerifica*
Mexican Plum	*Prunus mexicana*
Texas Sable Palm	*Sabal texana*
Texas Mountain Laurel	*Sophora secundiflora*
Windmill Palm	*Trachycarpus fortunei*
Chaste Tree	*Vitex agnus-castus*

Shrubs:

Abelia	*Abelia x grandiflora 'Prostrata', 'Sherwoodii', 'Edward Goucher'*
Dwarf Bottlebrush	*Callistemon citrinus 'Austraflora', 'Firebrand', 'Little John', 'Splendens'*
Japanese Cleyera	*Ternstroemia gymnanthera*
Sago Palm	*Cycas revoluta*
Umbrella Plant	*Cyperus alternifolius*
African/Butterfly Iris	*Dietes iridioides, Dietes bicolor*
Elaeagnus Ebbingel	*Elaeagnus macrophylla*
Silverberry	*Elaeagnus fruitlandii*
Pineapple Guava	*Feijoa sellowiana*
Red Yucca	*Hesperaloe parviflora*
Barbados Cherry	*Malpighia glabra*
Fatsia	*Fatsia japonica*
Dwarf Burford Holly	*Ilex cornuta 'Bufordii Nana'*
Chinese Holly	*Ilex cornuta 'Rotunda'*
Dwarf Yaupon	*Ilex vomitoria 'Nana'*
Louisiana Iris	*Iris louisiana*
Dwarf Crape Myrtle	*Lagerstroemia indica 'Nana'*
Ligustrum	*Ligustrum japonicum*
Waxleaf Glossy Privet	*Ligustrum lucidum*
Fringe Flower	*Loropetalum chinense*
Maiden Grass	*Miscanthus sinensis var.*
Dwarf Wax Myrtle	*Myrica pusilla*
Nandina	*Nandina domestica*
Purple Fountain Grass	*Pennisetum setaceum*
Indian Hawthorn	*Raphiolepis indica 'Clara'*
Shrub Rose	*Rosa spp. 'Knockout', 'The Fairy', 'Bonica', 'Carefree Wonder'*
Society Garlic	*Tulbaghia violacea*
Sweet Viburnum	*Viburnum spp.*
Bridal Wreath Spirea	*Spirea prunifolia*
Oleander	*Nerium oleander*
Dwarf Oleander	*Nerium oleander 'Petite Pink', 'Little Red'*
Plumbago	*Plumbago auriculata*
Dwarf Pomegranate	*Punica granatum 'Nana'*
Kumquat	*Fortunella spp.*
Muhly Grass	*Meuhlenbergia lindheimeri*
Dwarf Maiden Grass	*Miscanthus sinensis 'Morning Light'*

Evergreen Trees:

Japanese Blueberry	*Elaeocarpus decipiens*
Nellie R. Stevens Holly	*Ilex x 'Nellie R. Stevens'*
Savannah Holly	*Ilex x attenuata 'Savannah'*
Southern Magnolia	*Magnolia grandiflora*
Loblolly Pine	*Pinus taeda*
Live Oak	*Quercus virginiana*
European Fan Palm	*Chamaerops humilis*
Loquat	*Eriobotrya japonica*
Foster Holly	*Ilex x attenuata 'Fosteri'*
Yaupon Holly	*Ilex vomitória*
Columnar Juniper	*Juniperus spp.*
Little Gem Magnolia	*Magnolia grandiflora ' Little Gem'*
Tree Form Ligustrum	*Ligustrum japonicum*
Sweetbay Magnolia	*Magnolia virginiana*
Tree Wax Myrtle	*Morella cerifera*
Texas Sable Palm	*Sabal mexicana*
Texas Mountain Laurel	*Sophora secundiflora*
Windmill Palm	*Trachycarpus fortunei*

Appendix 3
Ordinance No. XXXX-XX (PUD Ordinance)