March 9, 2026 PLANNING DEVELOPMENT AND ZONING MEETING

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

NOTICE OF A MEETING
MANVEL PLANNING DEVELOPMENT AND ZONING COMMISSION
March 9, 2026

NOTICE IS HEREBY GIVEN
6:00 P.M.

Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meetings Act, notice is hereby given that the Planning Development and Zoning Commission 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 PD&Z Commission 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. They may discuss the items on this agenda in any order.

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

Regular Session

Call to Order

Position #1 Ryan Miller, Chair 03/2027
Position #2 Kyle Marasckin, Vice-Chair 03/2027
Position #3 Mary Ann Atkinson 03/2027
Position #4 Kenneth Haynes 03/2027
Position #5 Christy Kennard 03/2026
Position #6 Delores Martin 03/2026
Position #7 William Richardson 03/2026

Pledge

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

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.

Staff Presentation on Public Hearing Item(s)

Public Hearing

A. TO HEAR INPUT FROM THE PUBLIC REGARDING THE PROPOSED MANVEL COMPREHENSIVE PLAN, INCLUDING A PROPOSED UPDATED MAJOR THOROUGHFARE PLAN MAP.

Consent PDZ

All Consent Agenda items listed are considered to be routine by the Planning Development and Zoning Commission and will be approved by one motion. There will be no separate discussion of these items unless a Planning Development and Zoning Member so requests, in which event the item will be removed from the Consent Agenda and considered in sequence on the Agenda.

A. Approve the meeting minutes to date.

Regular Agenda

A. Consideration and possible action to approve Meridiana Section 15B Phase 1 Preliminary Plat;
BEING A SUBDIVISION OF 11.38 ACRES, OUT OF THE OLIVER HALL SURVEY, A-203, CITY OF MANVEL, BRAZORIA COUNTY, TEXAS.

B. Consideration and possible action to approve Meridiana Section 25B Preliminary Plat; BEING A SUBDIVISION OF 18.39 ACRES, BEING A PARTIAL REPLAT OF LOTS 15, 16A, & 17, BLOCK 1 OF LULLING STONE SECTION 1, A PLAT OR MAP THEREOF AS RECORDED AT VOLUME 21, PAGES 267-270, BRAZORIA COUNTY PLAT RECORDS, CITY OF MANVEL, BRAZORIA COUNTY, TEXAS.

C. Consideration and possible action to approve Meridiana Section 28C Final Plat;
BEING A SUBDIVISION OF 29.60 ACRES OUT OF THE OLIVER HALL SURVEY, ABSTRACT 203, BEING A PARTIAL REPLAT OF LOTS 7, 8, AND 9 OF LULLING STONE SECTION THREE AS RECORDED UNDER VOLUME 22, PAGES 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS; ALSO BEING A PARTIAL REPLAT OF A PORTION OF RESERVE B OF MERIDIANA CUMULUS DRIVE PHASE 2 AS RECORDED UNDER B.C.P.R. NO. 2022027318, AND ALSO BEING A PARTIAL REPLAT OF A PORTION OF RESERVE A OF MERDIANA CUMULUS DRIVE PHASE 3 AS RECORDED UNDER B.C.P.R. NO. 2022052111, CITY OF MANVEL, BRAZORIA COUNTY, TEXAS.

D. Consideration and possible action to approve Primrose Section 1 Preliminary Plat; BEING A SUBDIVISION OF 25.41 ACRES OUT OF THE H.T. & B.R.R. CO. SURVEY, SECTION 71, A-291, ALSO BEING OUT OF THE EMIGRATION LAND COMPANY SUBDIVISION AS RECORDED IN VOL. 2, PG. 81-82, B.C.P.R., BRAZORIA COUNTY, TEXAS.

E. Consideration and possible action to approve Primrose Section 2 Preliminary Plat; BEING A SUBDIVISION OF 12.19 ACRES OUT OF THE H.T. & B. R.R. CO. SURVEY, SECTION 71, A-291, ALSO BEING OUT OF THE EMIGRATION LAND COMPANY SUBDIVISION AS RECORDED IN VOL. 2, PG. 81-82, B.C.P.R., BRAZORIA COUNTY, TEXAS

F. Consideration and possible action to forward a recommendation of approval to City Council;
A SUBDIVISION VARIANCE REQUEST SEEKING TO VARY THE REQUIREMENTS OF CHAPTER 62, SECTION 111 (A) & (C) - ADDITIONAL STREET REQUIREMENTS, SECTION 62-113 - SIDEWALKS, AND SECTION 62-42 (B) (4) - MINOR PLAT TO WAIVE PERIMETER ROAD RIGHT-OF-WAY DEDICATION REQUIREMENT FOR A PROPOSED COMMERCIAL DEVELOPMENT (WELLBY BANK BRANCK) ON AN APPROXIMATE 1.101-ACRE TRACT OF LAND (PID: 678969), LOCATED ALONG SOUTH SIDE OF STATE HIGHWAY 6, CONVEYED TO JSC FEDERAL CREDIT UNION, AS RECORDED IN BRAZORIA COUNTY CLERK'S FILE NO. 2018009781 OF THE OFFICIAL PUBLIC RECORDS OF HARRIS COUNTY, TEXAS, SITUATED IN THE H.T. & B.R.R. CO. SURVEY, SECTION 71, ABSTRACT NO. 291, IN THE CITY OF MANVEL, BRAZORIA COUNTY, TEXAS.

G. Consideration and possible action to recommend that City Council adopt the proposed Manvel Comprehensive Plan, including a proposed updated Major Thoroughfare Plan map, along with any suggested revisions to the Plan that the Commission may identify.

H. Consideration and possible action to direct staff to provide Applicants written statements of the conditions for any conditional approvals, and the reasons for disapproval of any plans or plats that were not approved, per Texas Local Government Code §212.0091.

Adjourn

CERTIFICATION

I, Alyssa Deaton, Assistant City Secretary for the City of Manvel, do hereby certify that the foregoing Agenda of the Planning Development and Zoning Commission 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 3/3/2026 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

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

MANVEL PLANNING DEVELOPMENT AND ZONING COMMISSION
NOTICE IS HEREBY GIVEN
6:00 P.M.

MINUTES 2/23/2026

Regular Session

Call to Order
PDZ Member Ryan Miller called the meeting of the PDZ to order at 6:00 p.m.
Those in attendance were:

Present:	Ryan Miller
	Kyle Marasckin
	Christy Kennard
	Delores Martin
	William Richardson
	MaryAnn Atkinson
Absent:	Kenneth Haynes
Also Present:	Robert Gervais, City Attorney
	Tammy Bell, City Secretary
	Jose Abraham, Director of Development Services
	Elaheh Roohbakhsh, Senior Planner
	James McClain, Manvel PD Administrative Captain

PD&Z Applicant Present: Benterah Morton

Pledge

Public Comments: "Comment Card" Required

Staff Presentation on Public Hearing Item(s)
Elaheh Roohbakhsh provided the presentation.

Public Hearing

A. TO HEAR INPUT FROM THE PUBLIC REGARDING A PROPOSED ORDINANCE (2026-O-07) OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NO. 2024-O-12, PERTAINING TO ZONING AND DEVELOPMENT-RELATED PROVISIONS AND REQUIREMENTS FOR THE VALENCIA PLANNED UNIT DEVELOPMENT (PUD), AN

APPROXIMATE 457 ACRES OF LAND LOCATED IMMEDIATELY EAST OF STATE HIGHWAY 288, NORTH OF HIGHWAY 6, GENERALLY SOUTH OF DEL BELLO BOULEVARD, AND GENERALLY WEST OF FARM-TO-MARKET 1128, BY AMENDING CERTAIN PROVISIONS RELATED TO FENCING REQUIREMENTS, SIGN REQUIREMENTS, AND MINIMUM REAR YARD SETBACKS; 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.

Ryan Miller opened the Public Hearing at 6:11 p.m.
Submitted email comments read aloud:
Deborah Hargrove, 7602 Water Glen Ln - Opposed
John Dios, Water Glen Ln - Opposed
Rachel Manrash, 7626 Water Glen Ln - Opposed
Brittany Salazar, 7518 Water Glen Ln - Opposed
In person for comments:
Justin Faith, 7626 Water Glen Ln - Opposed
Russel Bynum, Hillwood Communities - Addressed the PUD amendments, including additional signage, removing the rot board requirement from interior good neighboring fencing, and the setback requirement reduction to 10 feet
2nd call - None
3rd call - None
Ryan Miller closed the Public Hearing at 6:19 p.m.

B. TO HEAR INPUT FROM THE PUBLIC REGARDING A PROPOSED ORDINANCE (2026-O-09) OF THE CITY OF MANVEL, TEXAS, FINDING AND DETERMINING THAT PUBLIC CONVENIENCE AND NECESSITY NO LONGER REQUIRE THE CONTINUED EXISTENCE OF CITY RIGHT-OF-WAY CONSISTING OF:

A TRACT OR PARCEL CONTAINING 0.8440 ACRES OR 36,765 SQUARE FEET OF LAND, BEING A PORTION OF A CALLED 40' WIDE UNNAMED ROAD AS SHOWN ON EMIGRATION LAND COMPANY SUBDIVISION SECTION 71, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED UNDER VOL 2, PG. 81-82, BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.), SITUATED IN THE H. T. AND B. RR. CO. SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS.

VACATING, ABANDONING, AND CLOSING SAID PUBLIC RIGHT-OF-WAY; AUTHORIZING THE MAYOR TO EXECUTE AND THE CITY SECRETARY TO ATTEST, RESPECTIVELY, QUITCLAIM DEEDS CONVEYING RESPECTIVE INTERESTS IN SAID ABANDONED RIGHT-OF-WAY TO THE ABUTTING PROPERTY OWNER(S); PROVIDING FOR SEVERABILITY; AND CONTAINING OTHER PROVISIONS RELATING TO THE SUBJECT.

Jose Abraham provided the presentation.

Ryan Miller opened the Public Hearing at 6:22 p.m.
1st call - None
2nd call - None
3rd call - None
Ryan Miller closed the Public Hearing at 6:22 p.m.

Consent PDZ

A. Approve the meeting minutes to date.

PDZ Member Delores Martin made the motion to approve. PDZ Member Kyle Marasckin seconded the motion.

The motion carried with a vote: 6/0

Yes: Ryan Miller, Kyle Marasckin, Christy Kennard, Delores Martin, William Richardson, MaryAnn Atkinson
No: None
Absent: Kenneth Haynes
Abstained: None

Regular Agenda

A. Consideration and possible action to forward a recommendation of approval to City Council for; A PROPOSED ORDINANCE (2026-O-07) OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NO. 2024-O-12, PERTAINING TO ZONING AND DEVELOPMENT-RELATED PROVISIONS AND REQUIREMENTS FOR THE VALENCIA PLANNED UNIT DEVELOPMENT (PUD), AN APPROXIMATE 457 ACRES OF LAND LOCATED IMMEDIATELY EAST OF STATE HIGHWAY 288, NORTH OF HIGHWAY 6, GENERALLY SOUTH OF DEL BELLO BOULEVARD, AND GENERALLY WEST OF FARM-TO-MARKET 1128, BY AMENDING CERTAIN PROVISIONS RELATED TO FENCING REQUIREMENTS, SIGN REQUIREMENTS, AND MINIMUM REAR YARD SETBACKS; 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.

Residents who spoke during the discussion:
Rachel Faith, Dave Salazar, and a gentleman at 19143 Satsumo Ridge Drive, who had questions about how the PUD amendments would affect him.

Staff reviewed the request and summarized public comments, noting concerns primarily related to the proposed rear yard setback reduction and proximity to existing homes. Staff clarified the amendment does not add acreage or alter previously approved development, and applies only to Valencia development standards. Discussion included the 20' buffer between subdivision fences and the rear utility easement, and commissioners requested the setback change be limited to interior lots. Temporary signage was discussed with no changes requested; signage to be removed at build-out and maintained per City standards. Fence standards were discussed; commissioners supported including structural post requirements from the Design Criteria Manual and allowing rot board to be excluded on interior good-neighbor fences (rot board to remain for exterior/public-facing fences).

Ryan Miller made the motion to recommend approval to City Council as proposed, with: (1) 10' rear yard setback limited to interior lots (perimeter lots excluded); (2) wood fence post structural requirements from the Design Criteria Manual included; and (3) rot board not required for interior fences (required for exterior fences). William Richardson seconded the motion.

The motion carried with a vote: 6/0

Yes: Ryan Miller, Kyle Marasckin, Christy Kennard, Delores Martin, William Richardson, MaryAnn Atkinson
No: None

Absent: Kenneth Haynes
Abstained: None

B. Consideration and possible action to forward a recommendation of approval to City Council for; A PROPOSED ORDINANCE (2026-O-09) OF THE CITY OF MANVEL, TEXAS, FINDING AND DETERMINING THAT PUBLIC CONVENIENCE AND NECESSITY NO LONGER REQUIRE THE CONTINUED EXISTENCE OF CITY RIGHT-OF-WAY CONSISTING OF:

A TRACT OR PARCEL CONTAINING 0.8440 ACRES OR 36,765 SQUARE FEET OF LAND, BEING A PORTION OF A CALLED 40' WIDE UNNAMED ROAD AS SHOWN ON EMIGRATION LAND COMPANY SUBDIVISION SECTION 71, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED UNDER VOL 2, PG. 81-82, BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.), SITUATED IN THE H. T. AND B. RR. CO. SURVEY, SECTION 71, ABSTRACT NO. 291, BRAZORIA COUNTY, TEXAS.

VACATING, ABANDONING, AND CLOSING SAID PUBLIC RIGHT-OF-WAY; AUTHORIZING THE MAYOR TO EXECUTE AND THE CITY SECRETARY TO ATTEST, RESPECTIVELY, QUITCLAIM DEEDS CONVEYING RESPECTIVE INTERESTS IN SAID ABANDONED RIGHT-OF-WAY TO THE ABUTTING PROPERTY OWNER(S); PROVIDING FOR SEVERABILITY; AND CONTAINING OTHER PROVISIONS RELATING TO THE SUBJECT.

PDZ Member Delores Martin made the motion to approve. PDZ Member Christy Kennard seconded the motion.

The motion carried with a vote: 6/0

Yes: Ryan Miller, Kyle Marasckin, Christy Kennard, Delores Martin, William Richardson, MaryAnn Atkinson
No: None
Absent: Kenneth Haynes
Abstained: None

C. Development Services Staff Update.

Jose Abraham provided the update.

Adjourn

PDZ Member Ryan Miller made the motion to adjourn the meeting at 7:03 p.m. PDZ Member Kyle Marasckin seconded the motion.

The motion carried with a vote: 6/0

Yes: Ryan Miller, Kyle Marasckin, Christy Kennard, Delores Martin, William Richardson, MaryAnn Atkinson
No: None
Absent: Kenneth Haynes
Abstained: None

CERTIFICATION

TAMMY BELL, CITY SECRETARY
CITY OF MANVEL, TEXAS

City of Manvel

P. O. Box 187
20025 HWY 6
Manvel, Texas 77578

(281) 489-0630
Fax (281) 489-0634

AGENDA REQUEST

REQUEST MUST BE MADE ACCORDING TO THE SUBMITTAL SCHEDULE

Meeting Requested: (Please check applicable meeting)

Planning, Development & Zoning	☒	City Council	☐	Both	☐

Date of Request: March 9, 2026 (PD&Z)

YOUR REQUEST WILL BE PLACED ON THE NEXT AVAILABLE MEETING DATE. MEETINGS ARE SECOND AND FOURTH MONDAYS FOR PLANNING, DEVELOPMENT & ZONING AND FIRST AND THIRD MONDAYS FOR CITY COUNCIL. THE AGENDAS ARE POSTED TO THE GENERAL PUBLIC AT MANVEL CITY HALL AND ON OUR WEBSITE AT www.cityofmanvel.com. THE AGENDA IS POSTED AND WILL REMAIN POSTED CONTINOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF THE MEETING. PLEASE CHECK THE BOARD FOR YOUR MEETING SCHEDULE. WE STRONGLY ENCOURAGE YOU TO ATTEND THE MEETING FOR QUESTIONS AND ANSWERS. IF YOU ARE UNABLE TO ATTEND ACTION MAY BE TABLED UNTIL THE FOLLOWING MEETING.

Person to Speak: Jacey Neuberger

Daytime Phone: 713-784-4500 Fax Number: N/A

E-mail Address: jneuberger@ehra.team

Description of Request and Physical Address:

Consideration and possible action to approve Meridiana Section 15B Phase 1, a subdivision of 11.38 acres out of the Oliver Hall Survey, A-203, City of Manvel, Brazoria County, Texas

Plats:
Preliminary X
Final _____

ALL DOCUMENTATION AND FEES ASSOCIATED WITH THIS AGENDA REQUEST MUST BE SUBMITTED ACCORDING TO THE MEETING SUBMITTAL SCHEDULE WHICH CAN BE FOUND ON OUR WEBSITE.
BY SIGNING THIS AGENDA REQUEST FORM I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THIS AGENDA REQUEST FORM.

Jacey Neuberger _____ 03/03/2025

SIGNATURE DATE

DEVELOPMENT SERVICES DEPARTMENT
20025 Highway 6, Manvel, TX 77578 | Ph: 281-489-0630

STAFF REPORT TO PLANNING, DEVELOPMENT AND ZONING COMMISSION
PLAT APPLICATION

Plat Name:	Meridiana Section 15B Phase 1 – Preliminary Plat
Applicant:	Jacey Neuberger – EHRA Engineering
PD&Z Meeting Date:	March 9, 2026
Submitted By:	Ellie Roohbakhsh, Senior Planner
Report Approved by:	Dan Johnson, City Manager/ City Engineer Jose Abraham, Director of Development Services
Recommendation of Approval:	Conditional Approval

BACKGROUND/ REVIEW NOTES

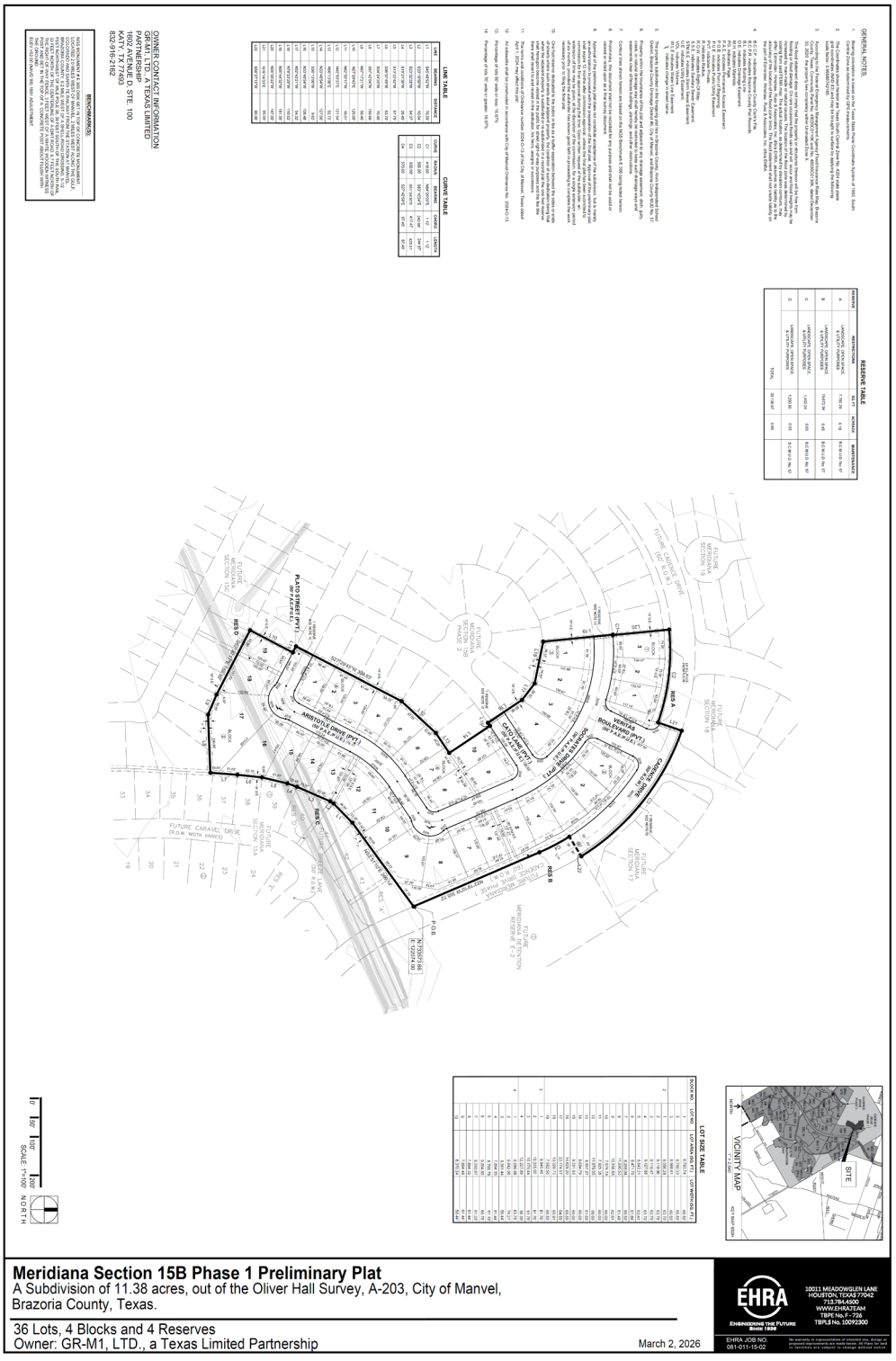
- *This proposed plat is for a new residential section within the Meridiana Master Planned Development, which was established as an Open Planned Unit Development (O-PUD) in 2009. The City Council approved the third O-PUD amendment on April 1, 2024.*
- *The 24th amendment to the Meridiana General Development Plan (GDP) was approved by City Council on August 4, 2025.*
- *The subject site is located within the City of Manvel and is part of Brazoria County Municipal Utility District (MUD) No. 57 and Brazoria County Drainage District No. 5.*
- *According to the ordinance Section 62-108(a)(8), a proposed plat must have access to a public or a private street. In this case, the subject site is located west of Meridiana Parkway and will be accessed from the future Cadence Drive Phase 1. The preliminary plat for Cadence Drive Phase 1 was approved in October 2025. So, approval of the proposed plat is contingent upon approval of the final plat for the future Cadence Drive Phase 1 that provides such access.*
- *The proposed plat includes 11.38 acres and creates 36 lots, 3 Blocks and 4 Reserves for landscaping, open space, and utility purposes.*
- *The proposed section includes 36 Single family homes lots with a minimum lot width of 55 feet.*
- *The proposed plat conforms to the GDP Amendment No. 24.*

STAFF RECOMMENDATION

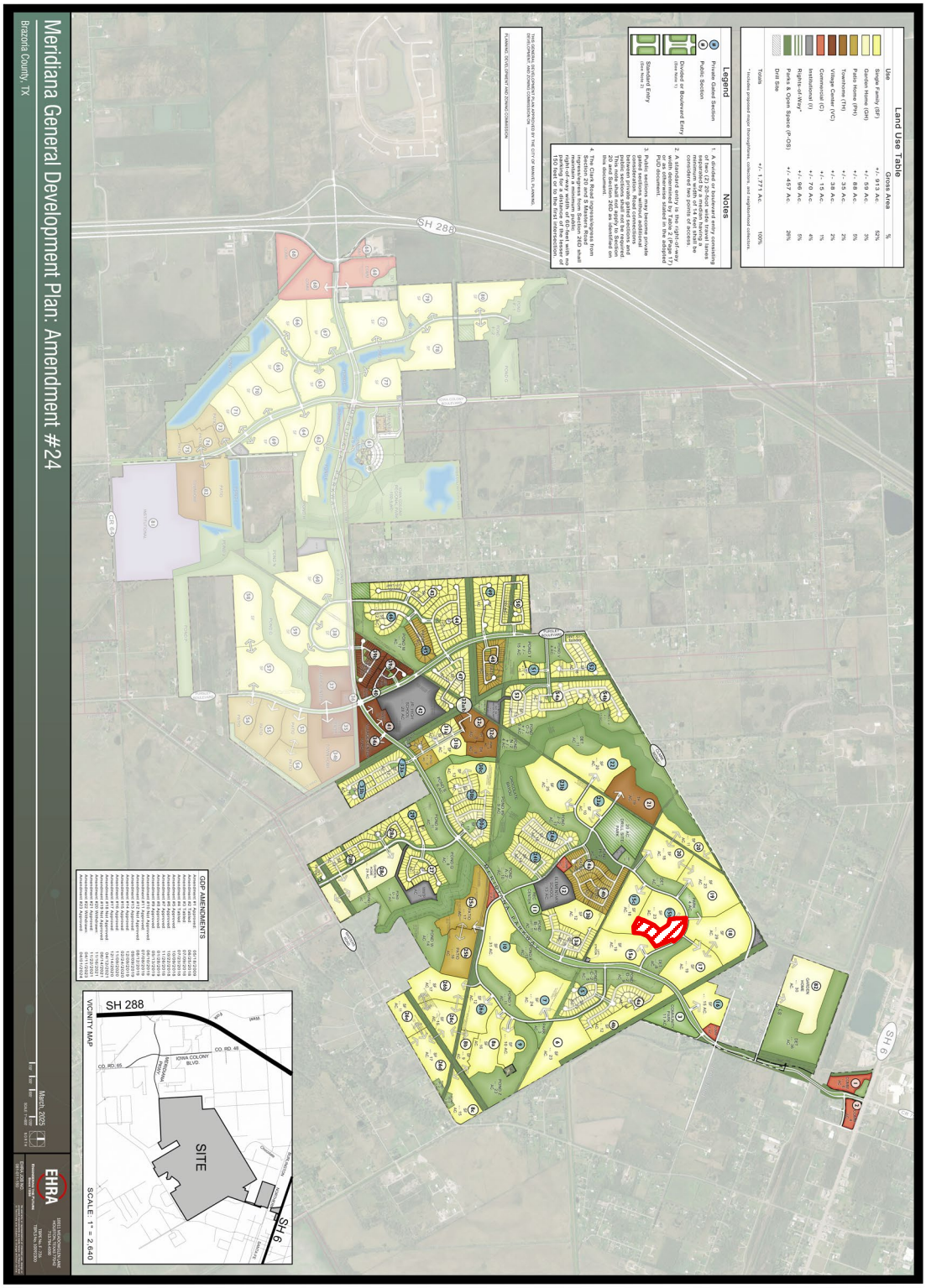
The City staff recommends approval of the - Meridiana Section 15B Phase 1 Preliminary Plat with the following conditions:

1. Proposed Preliminary Plat, must have access to a public or private street. Since the proposed plat gains access from unplatted sections, approval of this proposed plat is contingent on the approval of final plat of the specific section (Cadence Drive Phase 1) providing access (Section 62-108 (a) (8)).

Plat Exhibit



Meridiana General Development Plan Amendment No. 24 (dated August 4,2025)



GENERAL NOTES:

1. Bearing orientation is based on the Texas State Plane Coordinate System of 1983, South Central Zone as determined by GPS measurements.

2. The Coordinates shown hereon are Texas South Central Zone No. 4204 state plane grid coordinates (NAD 83) and may be brought to surface by applying the following scale factor: 0.99986742185.

3. According to the Federal Emergency Management Agency Flood Insurance Rate Map, Brazoria County, Texas, Community Panel No. 48039C0110K and No. 48039C0130K, dated December 30, 2020, the property lies completely within Unshaded Zone X.

   This flood statement does not imply that the property or structures thereon will be free from flooding or flood damage. On rare occasions floods can and will occur and flood heights may be increased by man-made or natural causes. The location of the flood zone was determined by scaling from said FEMA map. The actual location, as determined by elevation contours, may differ. Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA, assumes no liability as to the accuracy of the location of the flood zone limits. This flood statement shall not create liability on the part of Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA.

4. B.C.C.F. indicates Brazoria County Clerk's File.
   B.C.P.R. indicates Brazoria County Plat Records.
   B.L. indicates Building Line.
   D.E. indicates Drainage Easement.
   M.H. indicates Manhole.
   PG. indicates Page.
   P.A.E. indicates Permanent Access Easement.
   P.O.B. indicates Point of Beginning.
   P.U.E. indicates Public Utility Easement.
   PVT. indicates Private.
   R indicates Radius.
   R.O.W. indicates Right-Of-Way.
   S.S.E. indicates Sanitary Sewer Easement.
   STM.S.E. indicates Storm Sewer Easement.
   U.E. indicates Utility Easement.
   VOL. indicates Volume.
   W.L.E indicates Water Line Easement.
   ↝ indicates change in street name.

5. The property subdivided in the foregoing plat lies in Brazoria County, Alvin Independent School District, Brazoria County Drainage District #5, City of Manvel, and Brazoria County MUD No. 57.

6. Property within the boundaries of this plat and adjacent to any drainage easement, ditch, gully, creek, or natural drainage way shall hereby be restricted to keep such drainage ways and easements clear of fences buildings, plantings, and other obstructions.

7. Contour lines shown hereon are based on the NGS Benchmark E 306 being noted hereon.

8. 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.

9. Approval of the preliminary plat does not constitute acceptance of the subdivision, but is merely an authorization to proceed with the preparation of the final plat. Approval of the preliminary plat shall expire 12 months after commission approval, unless the final plat has been submitted to commission for final approval during that time. Upon written request of the subdivider, an extension of time may be given, at the discretion of the commission, for a single extension period of six months, provided the subdivider has shown good faith in proceeding to complete the work necessary prior to filing the final plat.

10. One foot reserve dedicated to the public in fee as a buffer separation between the sides or ends of streets where such streets abut adjacent property, the condition of such dedication being that when the adjacent property is subdivided or re-subdivided in a record plat the one foot reserve shall hereupon become vested in the public for street right-of-way purposes and the fee title there shall revert to and revest in the dedicator, his heirs, assigns or successors

11. The terms and conditions of Ordinance number 2024-O-13 of the City of Manvel, Texas dated April 1, 2024 may affect this plat.

12. All sidewalks shall be constructed in accordance with City of Manvel Ordinance No. 2024-O-13.

13. Percentage of lots 60' wide or less: 16.67%

14. Percentage of lots 70' wide or greater: 16.67%

RESERVE TABLE

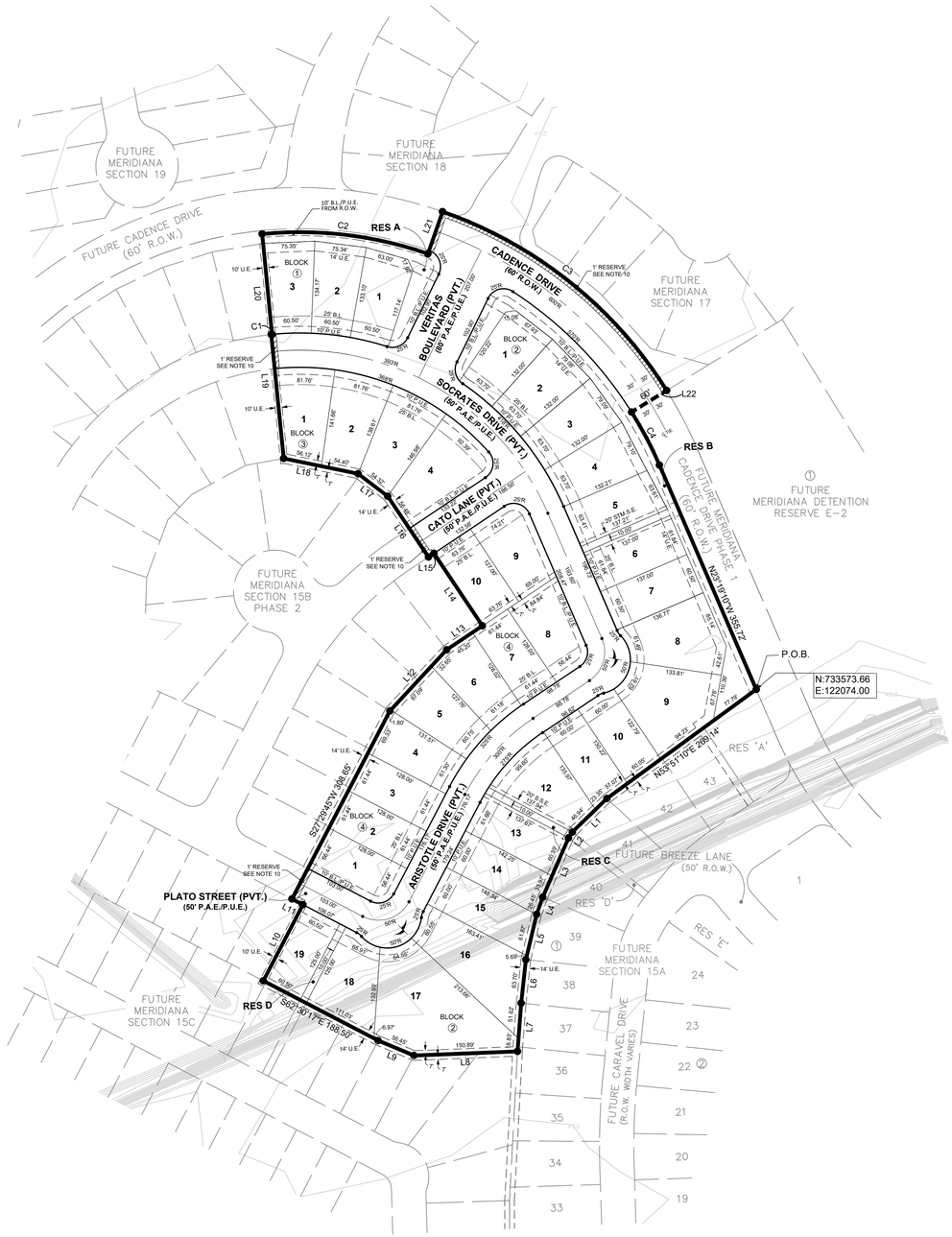
RESERVE	RESTRICTIONS	SQ. FT	ACREAGE	MAINTENANCE
A	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	7,782.29	0.18	B.C.M.U.D. No. 57
B	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	19,672.34	0.45	B.C.M.U.D. No. 57
C	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	1,432.24	0.03	B.C.M.U.D. No. 57
D	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	1,250.00	0.03	B.C.M.U.D. No. 57
	TOTAL	30,136.87	0.69	

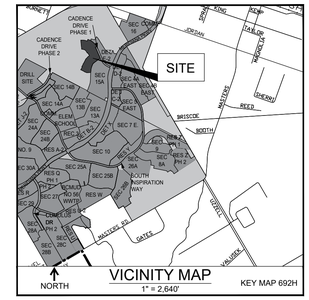
LINE TABLE

LINE	BEARING	DISTANCE
L1	S45°48'52"W	70.29'
L2	S33°16'56"W	10.04'
L3	S23°32'28"W	94.37'
L4	S19°21'36"W	26.45'
L5	S13°22'42"W	67.75'
L6	S06°07'49"W	63.70'
L7	S04°24'29"W	70.45'
L8	S87°42'04"W	150.89'
L9	N67°17'21"W	56.45'
L10	N27°29'43"E	125.00'
L11	N62°30'17"W	18.01'
L12	N42°50'37"E	121.54'
L13	N56°13'06"E	62.72'
L14	N33°46'54"W	127.00'
L15	S56°13'06"W	9.62'
L16	N33°46'54"W	106.48'
L17	N52°43'21"W	54.32'
L18	N78°23'29"W	110.52'
L19	N05°44'32"W	181.35'
L20	N05°35'22"W	147.00'
L21	N19°14'33"E	65.00'
L22	S58°27'13"W	60.00'

CURVE TABLE

CURVE	RADIUS	BEARING	CHORD	LENGTH
C1	418.00'	N84°20'03"E	1.12'	1.12'
C2	565.00'	S83°10'24"E	242.96'	244.87'
C3	630.00'	S51°24'30"E	417.47'	425.51'
C4	570.00'	S27°42'59"E	87.40'	87.48'





Land Use Table

Use	Gross Area	%
Single Family (SF)	+/- 913 Ac.	52%
Garden Home (GH)	+/- 59 Ac.	3%
Patio Home (PH)	+/- 88 Ac.	5%
Townhome (TH)	+/- 35 Ac.	2%
Village Center (VC)	+/- 38 Ac.	2%
Commercial (C)	+/- 15 Ac.	1%
Institutional (I)	+/- 70 Ac.	4%
Rights-of-Way*	+/- 96 Ac.	5%
Parks & Open Space (P-OS)	+/- 457 Ac.	26%
Drill Site		
Totals	+/- 1,771 Ac.	100%

* Includes proposed major thoroughfares, collectors, and neighborhood collectors.

Legend

- (#) Private Gated Section
- (#) Public Section
- Divided or Boulevard Entry (See Note 1)
- Standard Entry (See Note 2)

Notes

1. A divided or boulevard entry consisting of two (2) 20-foot wide travel lanes separated by a median having a minimum width of 14 feet shall be considered two points of access.
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4. The Clark Road ingress/egress from Section 20 and S Masters Road ingress/egress from Section 26D shall maintain a minimum public right-of-way width of 60-feet with no parking for a distance of the lesser of 150 feet or to the first intersection.

THIS GENERAL DEVELOPMENT PLAN APPROVED BY THE CITY OF MANVEL PLANNING, DEVELOPMENT, AND ZONING COMMISSION ON _____

_____
PLANNING, DEVELOPMENT AND ZONING COMMISSION

GDP AMENDMENTS

Amendment #1 Approved:	05/18/2009
Amendment #2 Tabled:	06/25/2018
Amendment #3 Tabled:	07/09/2018
Amendment #4 Tabled:	07/23/2018
Amendment #5 Approved:	10/09/2018
Amendment #6 Approved:	10/22/2018
Amendment #7 Approved:	11/26/2018
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Amendment #10 Not Approved:	06/10/2019
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Amendment #14 Approved:	12/09/2019
Amendment #15 Approved:	02/24/2020
Amendment #16 Approved:	11/09/2020
Amendment #17 Approved:	12/14/2020
Amendment #18 Not Approved:	04/12/2021
Amendment #19 Not Approved:	06/14/2021
Amendment #20 Withdrawn:	11/16/2021
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Amendment #22 Withdrawn:	04/11/2023
Amendment #23 Approved:	04/01/2024



Meridiana General Development Plan: Amendment #24

Brazoria County, TX

March, 2025

SCALE: 1"=600' — 150' 300' 600' 1200' — NORTH

EHRA
ENGINEERING THE FUTURE SINCE 1936
10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
TBPE No. F- 726
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No warranty or representation of intended use, design or proposed improvements are made hereon. All Plans for land or facilities are subject to change without notice.

City of Manvel

P. O. Box 187
20025 HWY 6
Manvel, Texas 77578

(281) 489-0630
Fax (281) 489-0634

AGENDA REQUEST

REQUEST MUST BE MADE ACCORDING TO THE SUBMITTAL SCHEDULE

Meeting Requested: (Please check applicable meeting)

Planning, Development & Zoning	☒	City Council	☐	Both	☐

Date of Request: March 9, 2026

YOUR REQUEST WILL BE PLACED ON THE NEXT AVAILABLE MEETING DATE. MEETINGS ARE SECOND AND FOURTH MONDAYS FOR PLANNING, DEVELOPMENT & ZONING AND FIRST AND THIRD MONDAYS FOR CITY COUNCIL. THE AGENDAS ARE POSTED TO THE GENERAL PUBLIC AT MANVEL CITY HALL AND ON OUR WEBSITE AT www.cityofmanvel.com. THE AGENDA IS POSTED AND WILL REMAIN POSTED CONTINOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF THE MEETING. PLEASE CHECK THE BOARD FOR YOUR MEETING SCHEDULE. WE STRONGLY ENCOURAGE YOU TO ATTEND THE MEETING FOR QUESTIONS AND ANSWERS. IF YOU ARE UNABLE TO ATTEND ACTION MAY BE TABLED UNTIL THE FOLLOWING MEETING.

Person to Speak: Jacey Neuberger

Daytime Phone: 713-784-4500 Fax Number: N/A

E-mail Address: jneuberger@ehra.team

Description of Request and Physical Address:

Consideration and possible action to approve Meridiana Section 25B Preliminary Plat, a subdivision of 18.39 acres, being a partial replat of Lots 15, 16A, & 17, Block 1 of Lulling Stone Section 1, a plat or map thereof as recorded at Volume 21, pages 267-270, Brazoria County Plat Records, City of Manvel, Brazoria County, Texas.

Plats:
Preliminary X
Final _____

ALL DOCUMENTATION AND FEES ASSOCIATED WITH THIS AGENDA REQUEST MUST BE SUBMITTED ACCORDING TO THE MEETING SUBMITTAL SCHEDULE WHICH CAN BE FOUND ON OUR WEBSITE.
BY SIGNING THIS AGENDA REQUEST FORM I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THIS AGENDA REQUEST FORM.

Jacey Neuberger 02/09/2026

SIGNATURE DATE

DEVELOPMENT SERVICES DEPARTMENT
20025 Highway 6, Manvel, TX 77578 | Ph: 281-489-0630

STAFF REPORT TO PLANNING, DEVELOPMENT AND ZONING COMMISSION
PLAT APPLICATION

Plat Name:	Meridiana Section 25B - Preliminary Plat
Applicant:	Jacey Neuberger – EHRA Engineering
PD&Z Meeting Date:	March 09, 2026
Submitted By:	Ellie Roohbakhsh, Senior Planner
Report Approved by:	Dan Johnson, City Manager/ City Engineer Jose Abraham, Director of Development Services
Recommendation of Approval:	Conditional Approval

BACKGROUND/ REVIEW NOTES

- *This proposed plat is for a new residential section within the Meridiana Master Planned Development, which was established as an Open Planned Unit Development (O-PUD) in 2009. The City Council approved the third O-PUD amendment on April 1, 2024.*
- *The 24th amendment to the Meridiana General Development Plan (GDP) was approved by City Council on August 4, 2025.*
- *The subject site is located within the City of Manvel and is part of Brazoria County Municipal Utility District (MUD) No. 57 and Brazoria County Drainage District No. 5.*
- *The subject site is located on the south side of South Inspiration Way and east side of Meridiana Pkwy.*
- *The proposed plat includes 18.39 acres and creates 90 lots, 2 Blocks and 2 Reserves for landscaping, open space, and utility purposes.*
- *The proposed section includes 90 patio home lots with minimum 45 feet lot width.*
- *The proposed plat conforms to the GDP Amendment No. 24.*

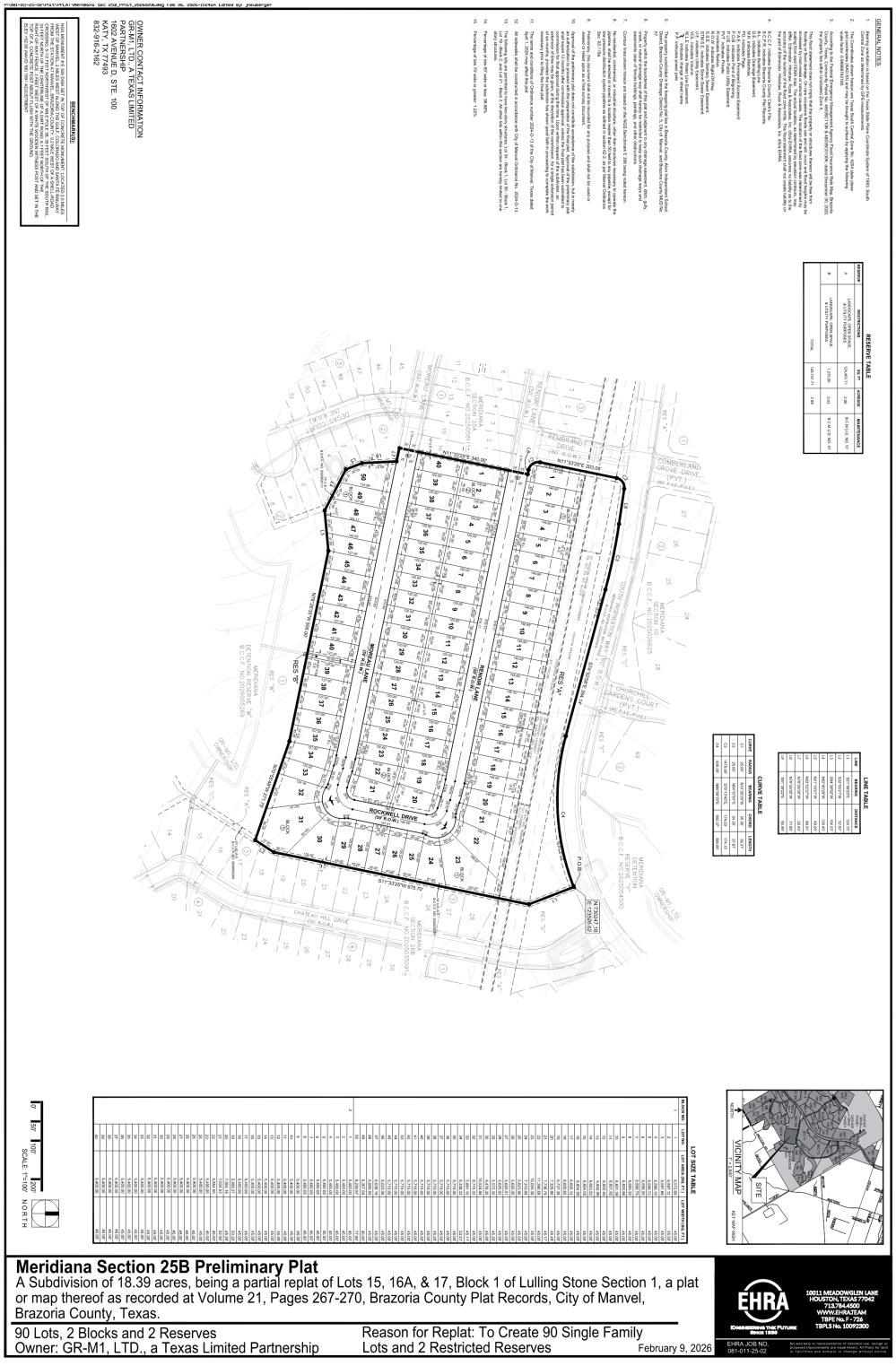
STAFF RECOMMENDATION

The City staff recommends approval of the - *Meridiana Section 25B Preliminary Plat* with the following conditions:

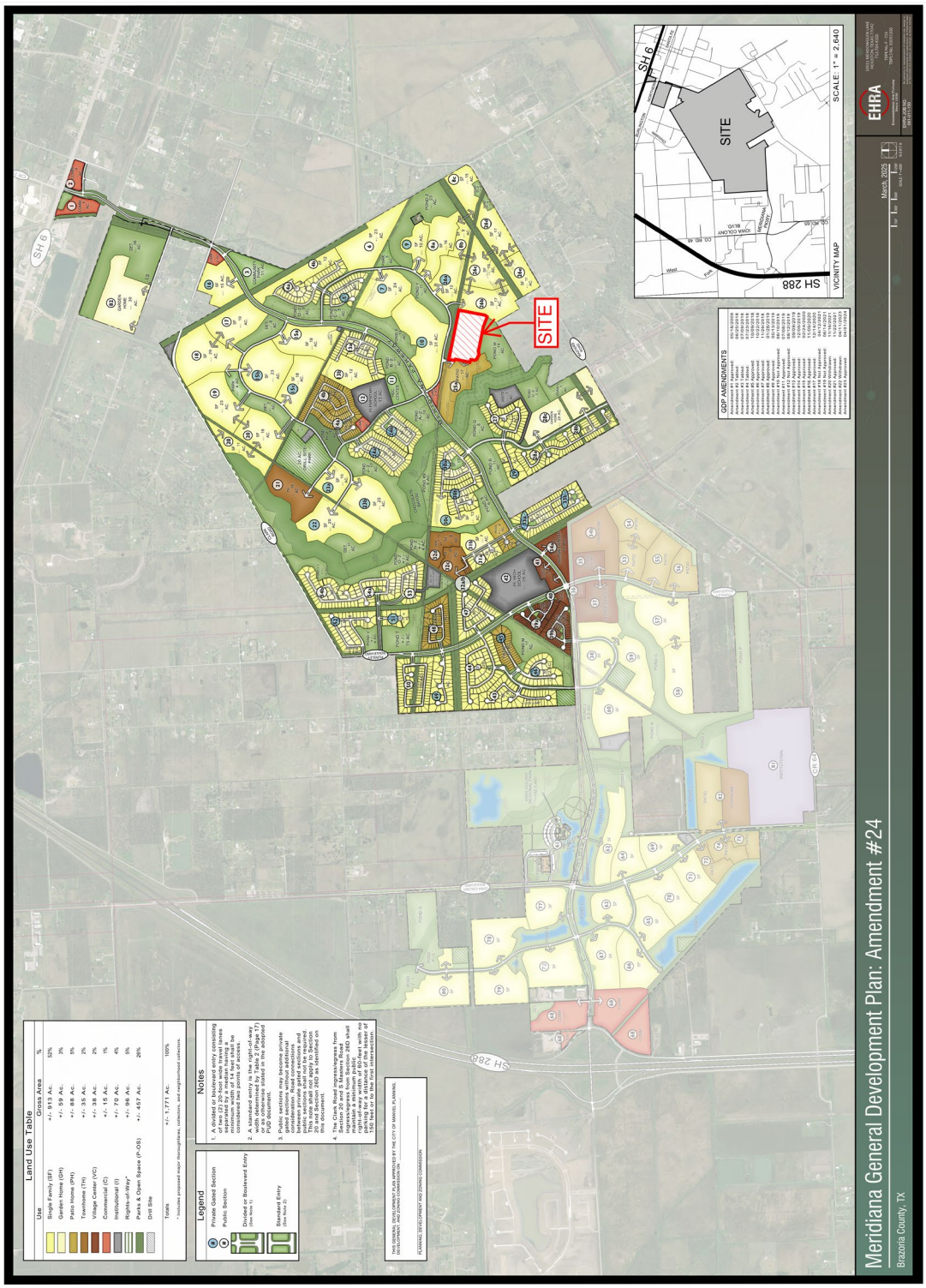
1. Please adjust the vicinity map to show the city limits and ETJ accurately (Section 62-38 (a) (2)).
2. Lines L3 and L4 do not match the boundary shown on the recorded plats for Section 25A and detention W. Please revise for consistency (Section 62-38 (a) (4)).
3. Please label all existing pavement, sewers, water mains, culverts, and other underground structures located adjacent to and within 200 feet of the tract must be shown, with pipe sizes, grades, and locations clearly indicated (Section 62-38 (a) (7)).
4. Revise the utility easement on the southeast corner of the proposed plat, at the boundary of Meridiana 26B and Detention W, to match the recorded plats. The recorded plats for Meridiana 26B and Detention W show the utility easement as the full 17 feet. Additionally, please remove Reserve A shown in Meridiana Detention W (Section 62-38 (a) (9)).

5. The applicable flood zone designation must be clearly labeled on the plat. Additionally, firm Map for this location is 48039C0110K and 48039C0130K. Please revise for accuracy (Section 62-38 (a) (11)).
6. Please review the numbers in the ledger on the submitted drainage plan for accuracy (Section 62-38 (a) (12)).

Plat Exhibit



Meridiana General Development Plan Amendment No. 24 (dated August 4,2025)



GENERAL NOTES:

1. Bearing orientation is based on the Texas State Plane Coordinate System of 1983, South Central Zone as determined by GPS measurements.

2. The Coordinates shown hereon are Texas South Central Zone No. 4204 state plane grid coordinates (NAD 83) and may be brought to surface by applying the following scale factor: 0.99986742185.

3. According to the Federal Emergency Management Agency Flood Insurance Rate Map, Brazoria County, Texas, Community Panel No. 48039C110K & 48039C0130K, dated December 30, 2020, the property lies within Unshaded Zone X.

   This flood statement does not imply that the property or structures thereon will be free from flooding or flood damage. On rare occasions floods can and will occur and flood heights may be increased by man-made or natural causes. The location of the flood zone was determined by scaling from said FEMA map. The actual location, as determined by elevation contours, may differ. Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA, assumes no liability as to the accuracy of the location of the flood zone limits. This flood statement shall not create liability on the part of Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA.

4. B.C.C.F. indicates Brazoria County Clerk's File.
   B.C.P.R. indicates Brazoria County Plat Records.
   B.L. indicates Building Line.
   D.E. indicates Drainage Easement.
   M.H. indicates Manhole.
   PG. indicates Page.
   P.A.E. indicates Permanent Access Easement.
   P.O.B. indicates Point of Beginning.
   P.U.E. indicates Public Utility Easement.
   PVT. indicates Private.
   R indicates Radius.
   R.O.W. indicates Right-Of-Way.
   S.S.E. indicates Sanitary Sewer Easement.
   STM.S.E. indicates Storm Sewer Easement.
   U.E. indicates Utility Easement.
   VOL. indicates Volume.
   W.L.E indicates Water Line Easement.
   ⌇ indicates change in street name.
   P.P. indicates power pole.

5. The property subdivided in the foregoing plat lies in Brazoria County, Alvin Independent School District, Brazoria County Drainage District No. 5, City of Manvel, and Brazoria County MUD No. 57.

6. Property within the boundaries of this plat and adjacent to any drainage easement, ditch, gully, creek, or natural drainage way shall hereby be restricted to keep such drainage ways and easements clear of fences buildings, plantings, and other obstructions.

7. Contour lines shown hereon are based on the NGS Benchmark E 306 being noted hereon.

8. No residential, commercial, or industrial structure, other than structures necessary to operate the pipeline, shall be erected or moved to a location nearer than 50 feet to any pipeline, except for low pressure distribution system pipeline as defined in section 62-2, as per Manvel Ordinance Sec. 62-116a.

9. 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.

10. Approval of the preliminary plat does not constitute acceptance of the subdivision, but is merely an authorization to proceed with the preparation of the final plat. Approval of the preliminary plat shall expire 12 months after commission approval, unless the final plat has been submitted to commission for final approval during that time. Upon written request of the subdivider, an extension of time may be given, at the discretion of the commission, for a single extension period of six months, provided the subdivider has shown good faith in proceeding to complete the work necessary prior to filing the final plat.

11. The terms and conditions of Ordinance number 2024-O-13 of the City of Manvel, Texas dated April 1, 2024 may affect this plat.

12. All sidewalks shall be constructed in accordance with City of Manvel Ordinance No. 2024-O-13.

13. The following lots are permitted to have two-story structures: Lot 34 - Block 1, Lot 50 - Block 1, Lot 19 - Block 2, and Lot 21 - Block 2. All other lots within this section are hereby limited to one story structures

14. Percentage of lots 60' wide or less: 98.88%

15. Percentage of lots 70' wide or greater: 1.22%

RESERVE TABLE

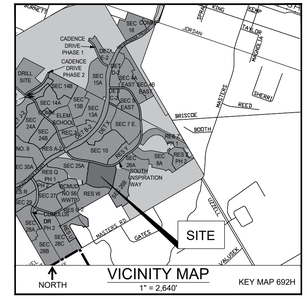
RESERVE	RESTRICTIONS	SQ. FT	ACREAGE	MAINTENANCE
A	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	124,461.71	2.86	B.C.M.U.D. NO. 57
B	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	1,270.00	0.03	B.C.M.U.D. NO. 57
	TOTAL	125,731.71	2.89	

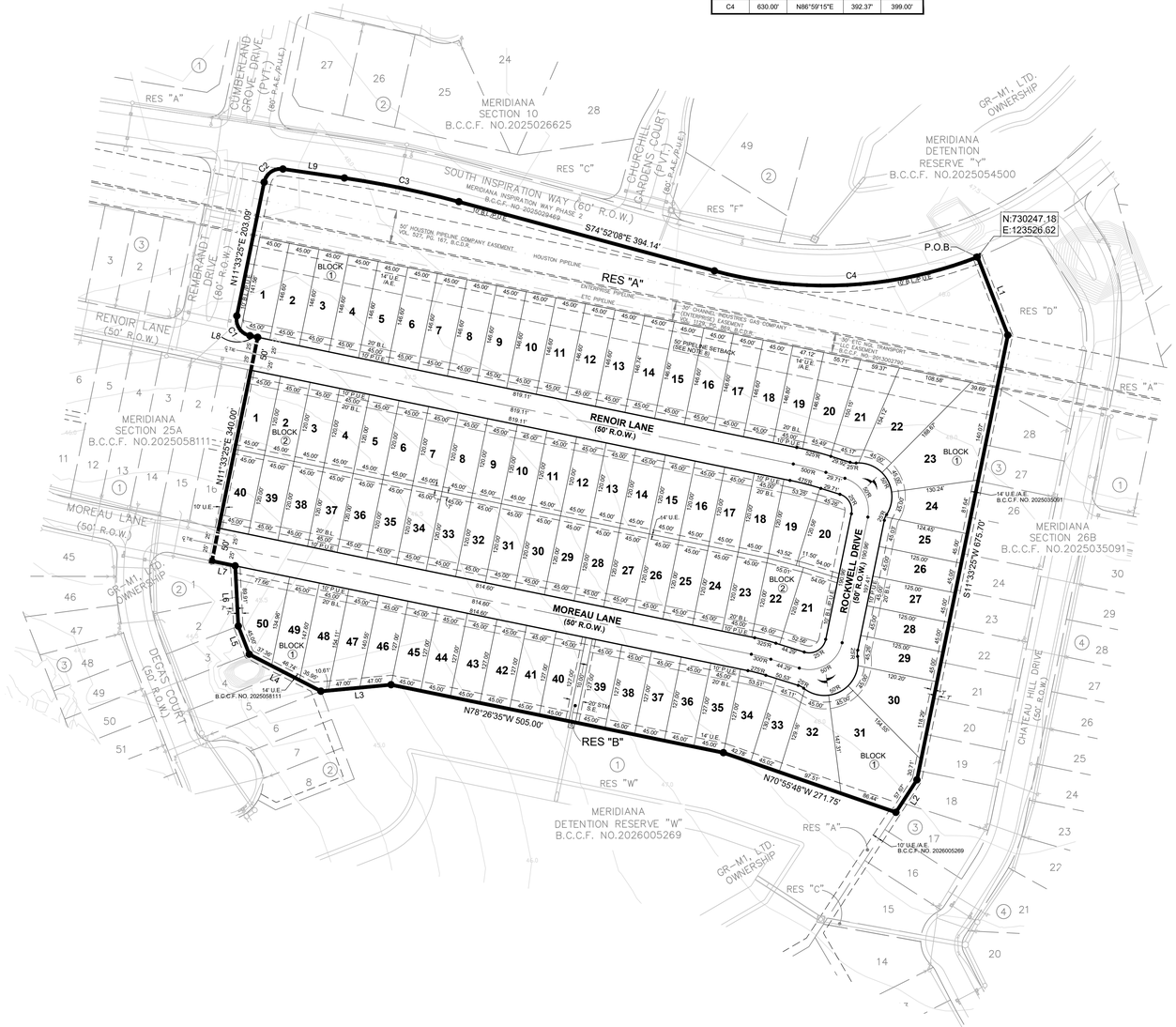
LINE TABLE

LINE	BEARING	DISTANCE
L1	S21°09'23"E	124.72'
L2	S32°55'21"W	57.67'
L3	S84°38'02"W	104.53'
L4	N62°45'29"W	120.45'
L5	N21°19'21"W	45.00'
L6	N02°52'27"W	89.91'
L7	N78°26'35"W	35.43'
L8	N78°26'35"W	11.80'
L9	S81°39'22"E	92.46'

CURVE TABLE

CURVE	RADIUS	BEARING	CHORD	LENGTH
C1	25.00'	N33°26'35"W	35.36'	39.27'
C2	25.00'	N54°57'01"E	34.35'	37.87'
C3	1470.00'	S78°15'45"E	174.03'	174.13'
C4	630.00'	N86°59'15"E	392.37'	399.00'





LOT SIZE TABLE

BLOCK NO.	LOT NO.	LOT AREA (SQ. FT.)	LOT WIDTH (SQ. FT.)
1	1	6,572.69	45.00'
	2	6,597.12	45.00'
	3	6,597.66	45.00'
	4	6,598.19	45.00'
	5	6,598.72	45.00'
	6	6,599.26	45.00'
	7	6,599.79	45.00'
	8	6,600.32	45.00'
	9	6,600.86	45.00'
	10	6,601.39	45.00'
	11	6,601.92	45.00'
	12	6,602.45	45.00'
	13	6,602.99	45.00'
	14	6,603.52	45.00'
	15	6,604.05	45.00'
	16	6,604.59	45.00'
	17	6,605.12	45.00'
	18	6,605.65	45.00'
	19	6,737.38	45.00'
	20	7,329.86	45.49'
	21	7,736.79	45.17'
	22	11,390.58	45.00'
	23	15,055.38	45.00'
	24	7,310.68	45.00'
	25	5,623.96	45.03'
	26	5,625.00	45.00'
	27	5,625.01	45.00'
	28	5,625.02	45.00'
	29	5,572.30	45.26'
	30	9,476.35	45.00'
	31	15,524.66	45.00'
	32	8,715.33	45.00'
	33	5,881.10	45.11'
	34	6,338.33	53.51'
	35	5,715.00	45.00'
	36	5,715.00	45.00'
	37	5,715.00	45.00'
	38	5,715.00	45.00'
	39	5,715.00	45.00'
	40	5,715.00	45.00'
	41	5,715.00	45.00'
	42	5,715.00	45.00'
	43	5,715.00	45.00'
	44	5,715.00	45.00'
	45	5,715.00	45.00'
	46	6,023.06	45.00'
	47	6,639.19	45.00'
	48	6,895.59	45.00'
	49	6,357.59	45.00'
	50	8,236.97	77.66'
2	1	5,400.00	45.00'
	2	5,400.00	45.00'
	3	5,400.00	45.00'
	4	5,400.00	45.00'
	5	5,400.00	45.00'
	6	5,400.00	45.00'
	7	5,400.00	45.00'
	8	5,400.00	45.00'
	9	5,400.00	45.00'
	10	5,400.00	45.00'
	11	5,400.00	45.00'
	12	5,400.00	45.00'
	13	5,400.00	45.00'
	14	5,400.00	45.00'
	15	5,400.00	45.00'
	16	5,400.00	45.00'
	17	5,400.00	45.00'
	18	5,400.00	45.00'
	19	5,956.27	53.25'
	20	7,054.16	45.26'
	21	7,034.53	52.56'
	22	5,854.50	45.00'
	23	5,400.00	45.00'
	24	5,400.00	45.00'
	25	5,400.00	45.00'
	26	5,400.00	45.00'
	27	5,400.00	45.00'
	28	5,400.00	45.00'
	29	5,400.00	45.00'
	30	5,400.00	45.00'
	31	5,400.00	45.00'
	32	5,400.00	45.00'
	33	5,400.00	45.00'
	34	5,400.00	45.00'
	35	5,400.00	45.00'
	36	5,400.00	45.00'
	37	5,400.00	45.00'
	38	5,400.00	45.00'
	39	5,400.00	45.00'
	40	5,400.00	45.00'

OWNER CONTACT INFORMATION
GR-M1, LTD., A TEXAS LIMITED PARTNERSHIP
1602 AVENUE D, STE. 100
KATY, TX 77493
832-916-2162

BENCHMARK(S):

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE GULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5-1/2 FEET NORTHWEST OF MILE POLE 38, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 6.7 FEET NORTH OF THE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT

0' 50' 100' 200'
SCALE: 1"=100' NORTH

10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
WWW.EHRATEAM
TBPE No. F-726
TBPLS No. 10092300

EHRA
ENGINEERING THE FUTURE
SINCE 1936

No warranty or representation of intended use, design or professional services with respect to any drawings, electronic data or other media furnished by EHRA to any party.

EHRA JOB NO.
081-011-25-02

Meridiana Section 25B Preliminary Plat

A Subdivision of 18.39 acres, being a partial replat of Lots 15, 16A, & 17, Block 1 of Lulling Stone Section 1, a plat or map thereof as recorded at Volume 21, Pages 267-270, Brazoria County Plat Records, City of Manvel, Brazoria County, Texas.

90 Lots, 2 Blocks and 2 Reserves
Owner: GR-M1, LTD., a Texas Limited Partnership

Reason for Replat: To Create 90 Single Family Restricted Reserves
Lots and 2 Restricted Reserves

February 9, 2026

P:\081-011-25-02\Plats\PPLAT\Meridiana Sec 25B_PPlat_20260206.dwg Feb 06, 2026-11:24am Edited by: jneuberger

Land Use Table

Use	Gross Area	%
Single Family (SF)	+/- 913 Ac.	52%
Garden Home (GH)	+/- 59 Ac.	3%
Patio Home (PH)	+/- 88 Ac.	5%
Townhome (TH)	+/- 35 Ac.	2%
Village Center (VC)	+/- 38 Ac.	2%
Commercial (C)	+/- 15 Ac.	1%
Institutional (I)	+/- 70 Ac.	4%
Rights-of-Way*	+/- 96 Ac.	5%
Parks & Open Space (P-OS)	+/- 457 Ac.	26%
Drill Site		
Totals	+/- 1,771 Ac.	100%

* Includes proposed major thoroughfares, collectors, and neighborhood collectors.

Legend

- (#) Private Gated Section
- (#) Public Section
- Divided or Boulevard Entry (See Note 1)
- Standard Entry (See Note 2)

Notes

1. A divided or boulevard entry consisting of two (2) 20-foot wide travel lanes separated by a median having a minimum width of 14 feet shall be considered two points of access.
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_____
PLANNING, DEVELOPMENT AND ZONING COMMISSION

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Meridiana General Development Plan: Amendment #24

Brazoria County, TX

March, 2025

SCALE: 1"=600' — 150' 300' 600' 1200' — NORTH

EHRA
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TBPE No. F- 726
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EHRA JOB NO. 081-011-150

No warranty or representation of intended use, design or proposed improvements are made hereon. All Plans for land or facilities are subject to change without notice.

City of Manvel

P. O. Box 187
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Manvel, Texas 77578

(281) 489-0630
Fax (281) 489-0634

AGENDA REQUEST

REQUEST MUST BE MADE ACCORDING TO THE SUBMITTAL SCHEDULE

Meeting Requested: (Please check applicable meeting)

Planning, Development & Zoning	■	City Council	☐	Both	☐

Date of Request: 02/09/2026 (03/09/2026 PD&Z Meeting)

YOUR REQUEST WILL BE PLACED ON THE NEXT AVAILABLE MEETING DATE. MEETINGS ARE SECOND AND FOURTH MONDAYS FOR PLANNING, DEVELOPMENT & ZONING AND FIRST AND THIRD MONDAYS FOR CITY COUNCIL. THE AGENDAS ARE POSTED TO THE GENERAL PUBLIC AT MANVEL CITY HALL AND ON OUR WEBSITE AT www.cityofmanvel.com. THE AGENDA IS POSTED AND WILL REMAIN POSTED CONTINOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF THE MEETING. PLEASE CHECK THE BOARD FOR YOUR MEETING SCHEDULE. WE STRONGLY ENCOURAGE YOU TO ATTEND THE MEETING FOR QUESTIONS AND ANSWERS. IF YOU ARE UNABLE TO ATTEND ACTION MAY BE TABLED UNTIL THE FOLLOWING MEETING.

Person to Speak: Jared Bowlin or Brad Sweitzer

Daytime Phone: 713-784-4500 Fax Number: 713-784-4577

E-mail Address: jbowlin@ehrainc.com or bsweitzer@ehrainc.com

Description of Request and Physical Address:

Consideration and possible action to approve Final Plat for Meridiana Section 28C

Being a subdivision of 29.60 acres out of the Oliver Hall Survey, Abstract 203, being a partial replat of lots 7, 8, and 9 of Lulling Stone Section Three as recorded under Volume 22, Pages 231-234 of the Brazoria County Plat records; also being a partial replat of a portion of Reserve B of Meridiana Cumulus Drive Phase 2 as recorded under B.C.P.R. No. 2022027318, and also being a partial replat of a portion of Reserve A of Meridiana Cumulus Drive Phase 3 as recorded under B.C.P.R.2022052111, City of Manvel, Brazoria County, Texas

Plats:
Preliminary _____
Final X

ALL DOCUMENTATION AND FEES ASSOCIATED WITH THIS AGENDA REQUEST MUST BE SUBMITTED ACCORDING TO THE MEETING SUBMITTAL SCHEDULE WHICH CAN BE FOUND ON OUR WEBSITE.
BY SIGNING THIS AGENDA REQUEST FORM I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THIS AGENDA REQUEST FORM.

Kaitlin Gile
SIGNATURE

02/09/2026
DATE

DEVELOPMENT SERVICES DEPARTMENT
20025 Highway 6, Manvel, TX 77578 | Ph: 281-489-0630

STAFF REPORT TO PLANNING, DEVELOPMENT AND ZONING COMMISSION
PLAT APPLICATION

Plat Name:	Meridiana Section 28C - Final Plat
Applicant:	Kaitlin Gile– EHRA Engineering
PD&Z Meeting Date:	March 09, 2026
Submitted By:	Ellie Roohbakhsh, Senior Planner
Report Approved by:	Dan Johnson, City Manager/ City Engineer Jose Abraham, Director of Development Services
Recommendation of Approval:	Conditional Approval

BACKGROUND/ REVIEW NOTES

- *The proposed plat is for a new residential section within the Meridiana Master Planned Development, which was established as an Open Planned Unit Development (O-PUD) in 2009. City Council approved the third O-PUD amendment on April 1, 2024.*
- *The 24th Amendment to the Meridiana General Development Plan (GDP) was approved by City Council on August 4, 2025.*
- *The subject site is located within the City of Manvel and is part of Brazoria County Municipal Utility District (MUD) No. 57 and Brazoria County Drainage District No. 5.*
- *The subject site is located east of Cumulus Drive and north of Masters Road.*
- *The proposed plat includes 29.60 acres and creates 104 residential lots, 3 blocks, and 8 reserves for landscaping, open space, recreation, and utility purposes.*
- *The proposed section includes 104 garden home lots with a minimum lot width of 50 feet.*
- *The proposed plat generally conforms to the preliminary plat approved by the Planning and Zoning Commission in July 2025.*

STAFF RECOMMENDATION

The City staff recommends approval of the - *Meridiana Section 28C Final Plat* with the following conditions:

1. Provide signature of the Registered Professional Land Surveyor on the face of the plat (Mylar and electronic copies) (Section 62-41 (b) (4)).
2. The legal description shown on the field note description on the plat and CPL does not match the description in the title block. Please revise for consistency (Section 62-41 (b)(5) & (b)(7) & (b)(21).
3. Provide property owner's signature and associated notary signatures on the face of the plat (Mylar and electronic copies) (Section 62-41 (b) (6)).
4. The approved Preliminary Plat indicates that the 10-foot CenterPoint Energy easement (File No. 20040194494) is to be abandoned; however, the proposed Final Plat continues to show the

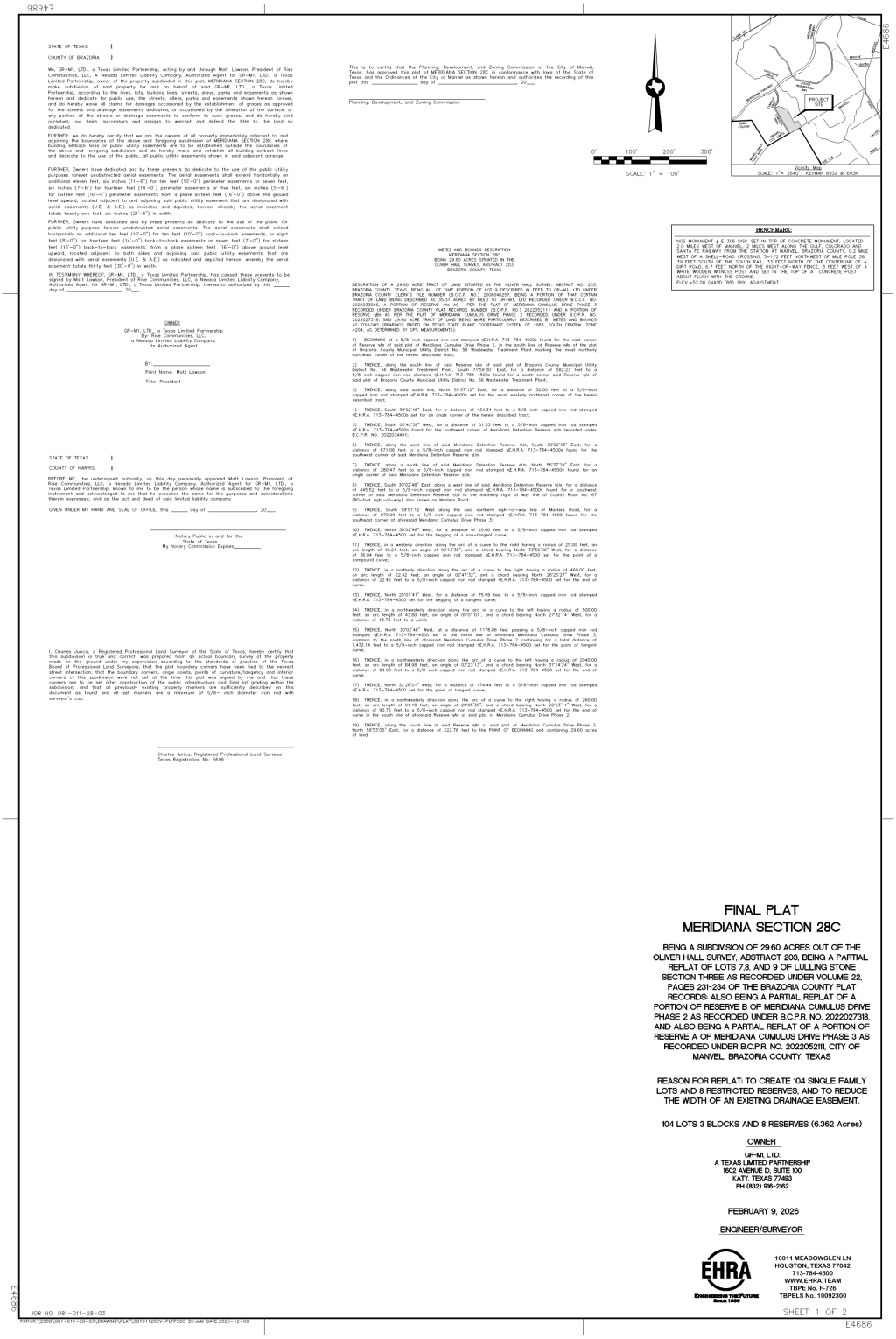
easement as existing. Provide clarification. Any easement required to be abandoned must be fully vacated prior to Final Plat approval (Section 62-41 (b) (13)).

5. Please revise to include the width of Harmony Drive near the intersection with Cumulus Drive and also revise the width of Sonata Lane near the intersection with Cumulus Drive from 100 to 50 (Section 62-41 (b) (13)).
6. Please show the MUD Boundaries for reference on the plat (Section 62-41 (b) (18)).
7. Please clearly show and label the floodplain limits for reference and add the Base Flood Elevation (BFE) for the site as a note on the plat (Section 62-41 (b) (18)).

Note:

- The MUD tax for the entire acreage of the proposed plat must be provided prior to recordation of the plat.

Plat Exhibit



E4686

STATE OF TEXAS §

COUNTY OF BRAZORIA §

We, GR-MI, LTD., a Texas Limited Partnership, acting by and through Matt Lawson, President of Rise Communities, LLC, A Nevada Limited Liability Company, Authorized Agent for GR-MI, LTD., a Texas Limited Partnership, owner of the property subdivided in this plat, MERIDIANA SECTION 28C, do hereby make subdivision of said property for and on behalf of said GR-MI, LTD., a Texas Limited Partnership, according to the lines, lots, building lines, streets, alleys, parks and easements as shown hereon and dedicate for public use, 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, we do hereby certify that we are the owners of all property immediately adjacent to and adjoining the boundaries of the above and foregoing subdivision of MERIDIANA SECTION 28C where building setback lines or public utility easements are to be established outside the boundaries of the above and foregoing subdivision and do hereby make and establish all building setback lines and dedicate to the use of the public, all public utility easements shown in said adjacent acreage.

FURTHER, Owners have dedicated and by these presents do dedicate to the use of the 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 easements or seven feet, six inches (7'-6") for fourteen feet (14'-0") perimeter easements or five feet, six inches (5'-6") for sixteen feet (16'-0") perimeter easements from a plane sixteen feet (16'-0") above the ground level upward, located adjacent to and adjoining said public utility easement that are designated with aerial easements (U.E. & A.E.) as indicated and depicted, hereon, whereby the 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 purpose forever unobstructed aerial easements. The aerial easements shall extend horizontally an additional ten feet (10'-0") for ten feet (10'-0") back-to-back easements, or eight feet (8'-0") for fourteen feet (14'-0") back-to-back easements or seven feet (7'-0") for sixteen feet (16'-0") back-to-back 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. & A.E.) as indicated and depicted hereon, whereby the aerial easement totals thirty feet (30'-0") in width.

IN TESTIMONY WHEREOF, GR-MI, LTD., a Texas Limited Partnership, has caused these presents to be signed by Matt Lawson, President of Rise Communities, LLC, a Nevada Limited Liability Company, Authorized Agent for GR-MI, LTD., a Texas Limited Partnership, thereunto authorized by this _____ day of _____, 20___.

OWNER

GR-MI, LTD., a Texas Limited Partnership
By: Rise Communities, LLC,
a Nevada Limited Liability Company,
its Authorized Agent

BY: _____
Print Name: Matt Lawson
Title: President

STATE OF TEXAS §

COUNTY OF HARRIS §

BEFORE ME, the undersigned authority, on this day personally appeared Matt Lawson, President of Rise Communities, LLC, a Nevada Limited Liability Company, Authorized Agent for GR-MI, LTD., a Texas Limited Partnership, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and considerations therein expressed, and as the act and deed of said limited liability company.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this _____ day of _____, 20___.

_____
Notary Public in and for the
State of Texas
My Notary Commission Expires_____

I, Charles Jurica, a Registered Professional Land Surveyor of the State of Texas, hereby certify that this subdivision is true and correct; was prepared from an actual boundary survey of the property made on the ground under my supervision according to the standards of practice of the Texas Board of Professional Land Surveyors; that the plat boundary corners have been tied to the nearest street intersection; that the boundary corners, angle points, points of curvature/tangency and interior corners of this subdivision were not set at the time this plat was signed by me and that these corners will be set in accordance with the subdivision ordinance of the City of Manvel upon completion of subdivision; and that all previously existing property markers are sufficiently described on this document as found and all set markers are a minimum of 5/8" inch diameter iron rod with surveyor's cap.

_____
Charles Jurica, Registered Professional Land Surveyor
Texas Registration No. 6696

This is to certify that the Planning, Development, and Zoning Commission of the City of Manvel, Texas, has approved this plat of MERIDIANA SECTION 28C in conformance with laws of the State of Texas and the Ordinances of the City of Manvel as shown hereon and authorizes the recording of this plat this _____ day of _____, 20___.

_____
Planning, Development, and Zoning Commission

0' 100' 200' 300'
SCALE: 1" = 100'

Vicinity Map
SCALE: 1"= 2640' HCMAP 693J & 693K

BENCHMARK:

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE SULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5+/-12 FEET NORTHWEST OF MILE POLE 36, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 3 FEET SOUTH OF A BARBED-WIRE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT

METES AND BOUNDS DESCRIPTION
OF
BEING 29.60 ACRES SITUATED IN THE
OLIVER HALL SURVEY, ABSTRACT 203,
BRAZORIA COUNTY, TEXAS

DESCRIPTION OF A 29.60 ACRE TRACT OF LAND SITUATED IN THE OLIVER HALL SURVEY, ABSTRACT NO. 203, BRAZORIA COUNTY, TEXAS, BEING ALL OF THAT PORTION OF LOT 9 DESCRIBED IN DEED TO GR-MI, LTD UNDER BRAZORIA COUNTY CLERK'S FILE NUMBER (B.C.C.F. NO.) 2018043257, BEING A PORTION OF THAT CERTAIN TRACT OF LAND BEING DESCRIBED AS 35.31 ACRES BY DEED TO GR-MI, LTD RECORDED UNDER B.C.C.F. NO. 2025033061, A PORTION OF RESERVE 'ofa 4G' PER THE PLAT OF MERIDIANA CUMULUS DRIVE PHASE 3 RECORDED UNDER BRAZORIA COUNTY PLAT RECORDS NUMBER (B.C.P.R. NO.) 2022052111 AND A PORTION OF RESERVE 'A' PER THE PLAT OF MERIDIANA CUMULUS DRIVE PHASE 2 RECORDED UNDER B.C.P.R. NO. 2022027318; SAID 29.60 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE 4204, AS DETERMINED BY GPS MEASUREMENTS):

1) BEGINNING at a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s found for the east corner of Reserve 'ofa of said plat of Meridiana Cumulus Drive Phase 2, in the south line of Reserve 'ofa of the plat of Brazoria County Municipal Utility District No. 56 Wastewater Treatment Plant marking the most northerly northeast corner of the herein described tract;

2) THENCE, along the south line of said Reserve 'ofa of said plat of Brazoria County Municipal Utility District No. 56 Wastewater Treatment Plant, South 71°56'36" East, for a distance of 582.23 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s found for a south corner said Reserve 'ofa of said plat of Brazoria County Municipal Utility District No. 56 Wastewater Treatment Plant;

3) THENCE, along said south line, North 59°57'12" East, for a distance of 30.00 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s set for the most easterly northeast corner of the herein described tract;

4) THENCE, South 30°02'48" East, for a distance of 434.34 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s set for an angle corner of the herein described tract;

5) THENCE, South 05°42'38" West, for a distance of 51.33 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s found for the northwest corner of Meridiana Detention Reserve 'dzh recorded under B.C.P.R. NO. 2022034491;

6) THENCE, along the west line of said Meridiana Detention Reserve 'dzh, South 30°02'48" East, for a distance of 1,000.00 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s found for the southwest corner of said Meridiana Detention Reserve 'dzh;

7) THENCE, along a south line of said Meridiana Detention Reserve 'dzh, North 56°37'29" East, for a distance of 280.47 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s found for an angle corner of said Meridiana Detention Reserve 'dzh;

8) THENCE, South 30°02'48" East, along a west line of said Meridiana Detention Reserve 'dzh, for a distance of 449.52 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500s found for a southeast corner of said Meridiana Detention Reserve 'dzh in the northerly right of way line of County Road No. 67 (80-foot right-of-way) also known as Masters Road;

9) THENCE, South 59°57'12" West along the said northerly right-of-way line of Masters Road, for a distance of 879.99 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 found for the southeast corner of aforesaid Meridiana Cumulus Drive Phase 3;

10) THENCE, North 30°02'48" West, for a distance of 20.00 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the begging of a non-tangent curve;

11) THENCE, in a westerly direction along the arc of a curve to the right having a radius of 25.00 feet, an arc length of 40.24 feet, an angle of 92°13'35", and a chord bearing North 13°56'00" West, for a distance of 36.04 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the point of a compound curve;

12) THENCE, in a northerly direction along the arc of a curve to the right having a radius of 460.00 feet, an arc length of 22.42 feet, an angle of 02°47'52", and a chord bearing North 29°25'27" West, for a distance of 22.42 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the end of curve;

13) THENCE, North 27°01'41" West, for a distance of 75.99 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the begging of a tangent curve;

14) THENCE, in a northwesterly direction along the arc of a curve to the left having a radius of 500.00 feet, an arc length of 43.80 feet, an angle of 05°01'01", and a chord bearing North 27°32'14" West, for a distance of 43.78 feet to a point;

15) THENCE, North 30°02'48" West, at a distance of 1178.86 feet passing a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set in the north line of aforesaid Meridiana Cumulus Drive Phase 3, common to the south line of aforesaid Meridiana Cumulus Drive Phase 2 continuing for a total distance of 1,214.86 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the point of tangent curve;

16) THENCE, in a northwesterly direction along the arc of a curve to the left having a radius of 2040.00 feet, an arc length of 84.98 feet, an angle of 02°23'13", and a chord bearing North 31°14'24" West, for a distance of 84.88 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the end of curve;

17) THENCE, North 32°26'01" West, for a distance of 174.44 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the point of tangent curve;

18) THENCE, in a northwesterly direction along the arc of a curve to the right having a radius of 260.00 feet, an arc length of 91.18 feet, an angle of 20°05'39", and a chord bearing North 22°23'11" West, for a distance of 90.72 feet to a 5/8-inch capped iron rod stamped 'eLH.R.A. 713-784-4500 set for the end of curve in the south line of aforesaid Reserve 'ofa of said plat of Meridiana Cumulus Drive Phase 2;

19) THENCE, along the south line of said Reserve 'ofa of said plat of Meridiana Cumulus Drive Phase 2, North 59°57'05" East, for a distance of 222.76 feet to the POINT OF BEGINNING and containing 29.60 acres of land.

FINAL PLAT
MERIDIANA SECTION 28C

BEING A SUBDIVISION OF 29.60 ACRES OUT OF THE OLIVER HALL SURVEY, ABSTRACT 203, BEING A PARTIAL REPLAT OF LOTS 7,8, AND 9 OF LULLING STONE SECTION THREE AS RECORDED UNDER VOLUME 22, PAGES 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS; ALSO BEING A PARTIAL REPLAT OF A PORTION OF RESERVE B OF MERIDIANA CUMULUS DRIVE PHASE 2 AS RECORDED UNDER B.C.P.R. NO. 2022027318, AND ALSO BEING A PARTIAL REPLAT OF A PORTION OF RESERVE A OF MERIDIANA CUMULUS DRIVE PHASE 3 AS RECORDED UNDER B.C.P.R. NO. 2022052111, CITY OF MANVEL, BRAZORIA COUNTY, TEXAS

REASON FOR REPLAT: TO CREATE 104 SINGLE FAMILY LOTS AND 8 RESTRICTED RESERVES, AND TO REDUCE THE WIDTH OF AN EXISTING DRAINAGE EASEMENT.

104 LOTS 3 BLOCKS AND 8 RESERVES (6.362 Acres)

OWNER

GR-MI, LTD.
A TEXAS LIMITED PARTNERSHIP
1602 AVENUE D, SUITE 100
KATY, TEXAS 77493
PH (832) 996-2962

FEBRUARY 9, 2026

ENGINEER/SURVEYOR

EHRA
ENGINEERING THE FUTURE
SINCE 1989

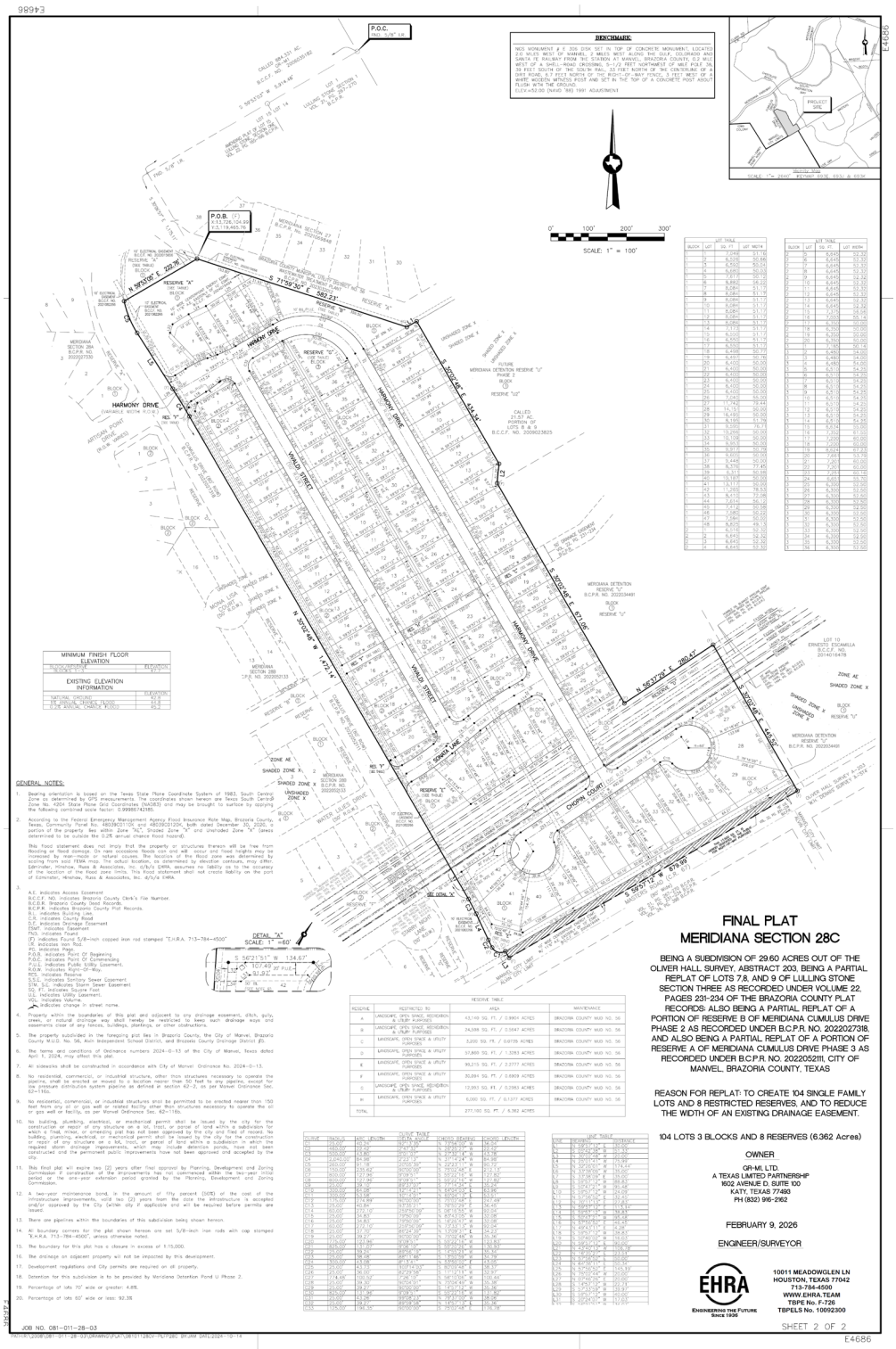
10011 MEADOWGLEN LN
HOUSTON, TEXAS 77042
713-784-4500
WWW.EHRA.TEAM
TBPE No. F-726
TBPELS No. 10092300

SHEET 1 OF 2

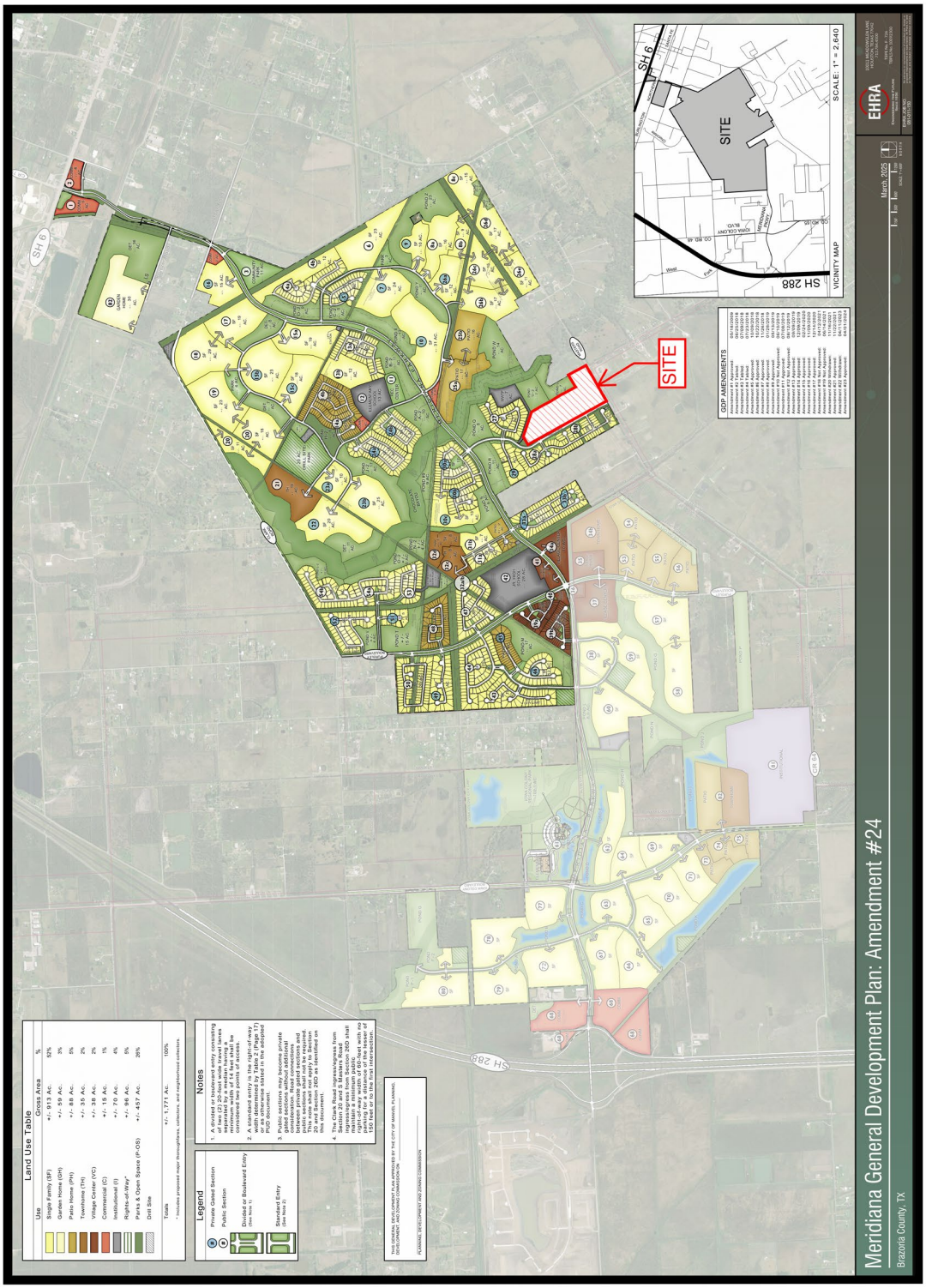
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E4686

Plat Exhibit



Meridiana General Development Plan Amendment No. 24 (dated August 4,2025)



STATE OF TEXAS)(

COUNTY OF BRAZORIA)(

We, GR-M1, LTD., a Texas Limited Partnership, acting by and through Matt Lawson, President of Rise Communities, LLC, A Nevada Limited Liability Company, Authorized Agent for GR-M1, LTD., a Texas Limited Partnership, owner of the property subdivided in this plat, MERIDIANA SECTION 28C, do hereby make subdivision of said property for and on behalf of said GR-M1, LTD., a Texas Limited Partnership, according to the lines, lots, building lines, streets, alleys, parks and easements as shown hereon and dedicate for public use, 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, we do hereby certify that we are the owners of all property immediately adjacent to and adjoining the boundaries of the above and foregoing subdivision of MERIDIANA SECTION 28C where building setback lines or public utility easements are to be established outside the boundaries of the above and foregoing subdivision and do hereby make and establish all building setback lines and dedicate to the use of the public, all public utility easements shown in said adjacent acreage.

FURTHER, Owners have dedicated and by these presents do dedicate to the use of the 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 easements or seven feet, six inches (7'-6") for fourteen feet (14'-0") perimeter easements or five feet, six inches (5'-6") for sixteen feet (16'-0") perimeter easements from a plane sixteen feet (16'-0") above the ground level upward, located adjacent to and adjoining said public utility easement that are designated with aerial easements (U.E. & A.E.) as indicated and depicted, hereon, whereby the 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 purpose forever unobstructed aerial easements. The aerial easements shall extend horizontally an additional ten feet (10'-0") for ten feet (10'-0") back-to-back easements, or eight feet (8'-0") for fourteen feet (14'-0") back-to-back easements or seven feet (7'-0") for sixteen feet (16'-0") back-to-back 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. & A.E.) as indicated and depicted hereon, whereby the aerial easement totals thirty feet (30'-0") in width.

IN TESTIMONY WHEREOF, GR-M1, LTD., a Texas Limited Partnership, has caused these presents to be signed by Matt Lawson, President of Rise Communities, LLC, a Nevada Limited Liability Company, Authorized Agent for GR-M1, LTD., a Texas Limited Partnership, thereunto authorized by this _____ day of _____, 20___.

OWNER

GR-M1, LTD., a Texas Limited Partnership
By: Rise Communities, LLC,
a Nevada Limited Liability Company,
its Authorized Agent

BY:_____

Print Name: Matt Lawson

Title: President

STATE OF TEXAS)(

COUNTY OF HARRIS)(

BEFORE ME, the undersigned authority, on this day personally appeared Matt Lawson, President of Rise Communities, LLC, a Nevada Limited Liability Company, Authorized Agent for GR-M1, LTD., a Texas Limited Partnership, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and considerations therein expressed, and as the act and deed of said limited liability company.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this _____ day of _____, 20___.

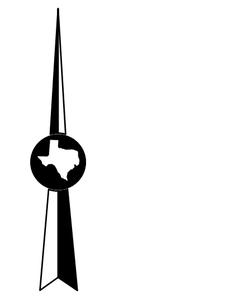
_____
Notary Public in and for the
State of Texas
My Notary Commission Expires_____

I, Charles Jurica, a Registered Professional Land Surveyor of the State of Texas, hereby certify that this subdivision is true and correct; was prepared from an actual boundary survey of the property made on the ground under my supervision according to the standards of practice of the Texas Board of Professional Land Surveyors; that the plat boundary corners have been tied to the nearest street intersection; that the boundary corners, angle points, points of curvature/tangency and interior corners of this subdivision were not set at the time this plat was signed by me and that these corners are to be set after construction of the public infrastructure and final lot grading within the subdivision; and that all previously existing property markers are sufficiently described on this document as found and all set markers are a minimum of 5/8- inch diameter iron rod with surveyor's cap.

_____
Charles Jurica, Registered Professional Land Surveyor
Texas Registration No. 6696

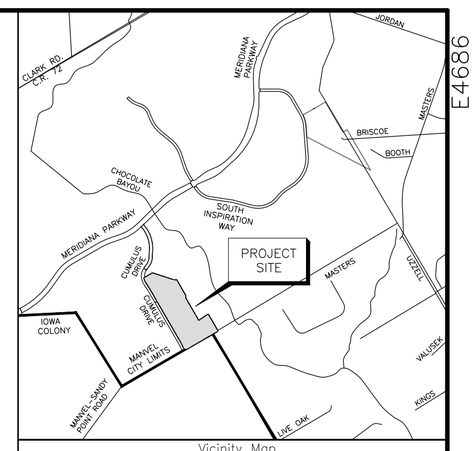
This is to certify that the Planning, Development, and Zoning Commission of the City of Manvel, Texas, has approved this plat of MERIDIANA SECTION 28C in conformance with laws of the State of Texas and the Ordinances of the City of Manvel as shown hereon and authorizes the recording of this plat this _____ day of _____, 20___.

_____
Planning, Development, and Zoning Commission



0' 100' 200' 300'

SCALE: 1" = 100'



Vicinity Map
SCALE: 1"= 2640' KEYMAP 693J & 693K

BENCHMARK:

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE GULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5-1/2 FEET NORTHWEST OF MILE POLE 38, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 6.7 FEET NORTH OF THE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT

METES AND BOUNDS DESCRIPTION
MERIDIANA SECTION 28C
BEING 29.60 ACRES SITUATED IN THE
OLIVER HALL SURVEY, ABSTRACT 203,
BRAZORIA COUNTY, TEXAS

DESCRIPTION OF A 29.60 ACRE TRACT OF LAND SITUATED IN THE OLIVER HALL SURVEY, ABSTACT NO. 203, BRAZORIA COUNTY, TEXAS, BEING ALL OF THAT PORTION OF LOT 9 DESCRIBED IN DEED TO GR-M1, LTD UNDER BRAZORIA COUNTY CLERK'S FILE NUMBER (B.C.C.F. NO.) 2006040257, BEING A PORTION OF THAT CERTAIN TRACT OF LAND BEING DESCRIBED AS 35.31 ACRES BY DEED TO GR-M1, LTD RECORDED UNDER B.C.C.F. NO. 2025033066, A PORTION OF RESERVE "A" AS PER THE PLAT OF MERIDIANA CUMULUS DRIVE PHASE 3 RECORDED UNDER BRAZORIA COUNTY PLAT RECORDS NUMBER (B.C.P.R. NO.) 2022052111 AND A PORTION OF RESERVE "B" AS PER THE PLAT OF MERIDIANA CUMULUS DRIVE PHASE 2 RECORDED UNDER B.C.P.R. NO. 2022027318; SAID 29.60 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE 4204, AS DETERMINED BY GPS MEASUREMENTS):

1) BEGINNING at a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found for the east corner of Reserve "A" of said plat of Meridiana Cumulus Drive Phase 2, in the south line of Reserve "A" of the plat of Brazoria County Municipal Utility District No. 56 Wastewater Treatment Plant marking the most northerly northeast corner of the herein described tract;

2) THENCE, along the south line of said Reserve "A" of said plat of Brazoria County Municipal Utility District No. 56 Wastewater Treatment Plant, South 71°59'30" East, for a distance of 582.23 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found for a south corner said Reserve "A" of said plat of Brazoria County Municipal Utility District No. 56 Wastewater Treatment Plant;

3) THENCE, along said south line, North 59°57'12" East, for a distance of 30.00 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" set for the most easterly northeast corner of the herein described tract;

4) THENCE, South 30°02'48" East, for a distance of 434.34 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" set for an angle corner of the herein described tract;

5) THENCE, South 05°42'38" West, for a distance of 51.33 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found for the northwest corner of Meridiana Detention Reserve "U" recorded under B.C.P.R. NO. 2022034491;

6) THENCE, along the west line of said Meridiana Detention Reserve "U", South 30°02'48" East, for a distance of 671.06 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found for the southwest corner of said Meridiana Detention Reserve "U";

7) THENCE, along a south line of said Meridiana Detention Reserve "U", North 56°37'29" East, for a distance of 280.47 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found for an angle corner of said Meridiana Detention Reserve "U";

8) THENCE, South 30°02'48" East, along a west line of said Meridiana Detention Reserve "U", for a distance of 445.52 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found for a southwest corner of said Meridiana Detention Reserve "U" in the northerly right of way line of County Road No. 67 (80-foot right-of-way) also known as Masters Road;

9) THENCE, South 59°57'12" West along the said northerly right-of-way line of Masters Road, for a distance of 879.99 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 found for the southeast corner of aforesaid Meridiana Cumulus Drive Phase 3;

10) THENCE, North 30°02'48" West, for a distance of 20.00 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the begging of a non-tangent curve;

11) THENCE, in a westerly direction along the arc of a curve to the right having a radius of 25.00 feet, an arc length of 40.24 feet, an angle of 92°13'35", and a chord bearing North 73°56'00" West, for a distance of 36.04 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the point of a compound curve;

12) THENCE, in a northerly direction along the arc of a curve to the right having a radius of 460.00 feet, an arc length of 22.42 feet, an angle of 02°47'32", and a chord bearing North 26°25'27" West, for a distance of 22.42 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the end of curve;

13) THENCE, North 25°01'41" West, for a distance of 75.99 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the begging of a tangent curve;

14) THENCE, in a northwesterly direction along the arc of a curve to the left having a radius of 500.00 feet, an arc length of 43.80 feet, an angle of 05°01'07", and a chord bearing North 27°32'14" West, for a distance of 43.78 feet to a point;

15) THENCE, North 30°02'48" West, at a distance of 1178.86 feet passing a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set in the north line of aforesaid Meridiana Cumulus Drive Phase 3, common to the south line of aforesaid Meridiana Cumulus Drive Phase 2 continuing for a total distance of 1,472.14 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the point of tangent curve;

16) THENCE, in a northwesterly direction along the arc of a curve to the left having a radius of 2040.00 feet, an arc length of 84.98 feet, an angle of 02°23'13", and a chord bearing North 31°14'24" West, for a distance of 84.98 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the end of curve;

17) THENCE, North 32°26'01" West, for a distance of 174.44 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the point of tangent curve;

18) THENCE, in a northwesterly direction along the arc of a curve to the right having a radius of 260.00 feet, an arc length of 91.18 feet, an angle of 20°05'39", and a chord bearing North 22°23'11" West, for a distance of 90.72 feet to a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500 set for the end of curve in the south line of aforesaid Reserve "A" of said plat of Meridiana Cumulus Drive Phase 2;

19) THENCE, along the south line of said Reserve "A" of said plat of Meridiana Cumulus Drive Phase 2, North 59°53'05" East, for a distance of 222.76 feet to the POINT OF BEGINNING and containing 29.60 acres of land.

FINAL PLAT
MERIDIANA SECTION 28C

BEING A SUBDIVISION OF 29.60 ACRES OUT OF THE OLIVER HALL SURVEY, ABSTRACT 203, BEING A PARTIAL REPLAT OF LOTS 7,8, AND 9 OF LULLING STONE SECTION THREE AS RECORDED UNDER VOLUME 22, PAGES 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS; ALSO BEING A PARTIAL REPLAT OF A PORTION OF RESERVE B OF MERIDIANA CUMULUS DRIVE PHASE 2 AS RECORDED UNDER B.C.P.R. NO. 2022027318, AND ALSO BEING A PARTIAL REPLAT OF A PORTION OF RESERVE A OF MERIDIANA CUMULUS DRIVE PHASE 3 AS RECORDED UNDER B.C.P.R. NO. 2022052111, CITY OF MANVEL, BRAZORIA COUNTY, TEXAS

REASON FOR REPLAT: TO CREATE 104 SINGLE FAMILY LOTS AND 8 RESTRICTED RESERVES, AND TO REDUCE THE WIDTH OF AN EXISTING DRAINAGE EASEMENT.

104 LOTS 3 BLOCKS AND 8 RESERVES (6.362 Acres)

OWNER

GR-M1, LTD.
A TEXAS LIMITED PARTNERSHIP
1602 AVENUE D, SUITE 100
KATY, TEXAS 77493
PH (832) 916-2162

FEBRUARY 9, 2026

ENGINEER/SURVEYOR

EHRA
ENGINEERING THE FUTURE SINCE 1936

10011 MEADOWGLEN LN
HOUSTON, TEXAS 77042
713-784-4500
WWW.EHRA.TEAM
TBPE No. F-726
TBPELS No. 10092300

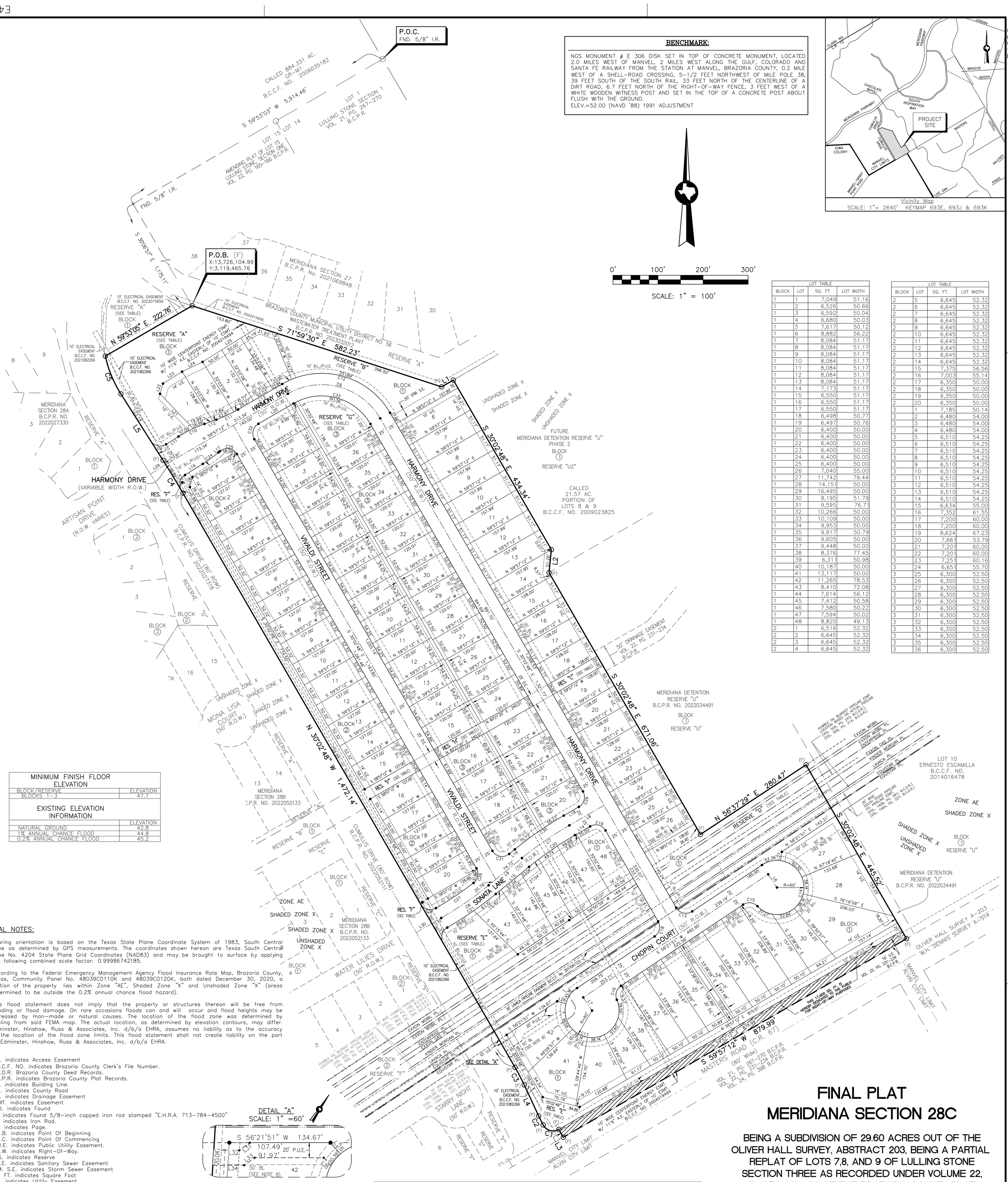
E4686

JOB NO. 081-011-28-03

PATH:R:\2008\081-011-28-03\DRAWING\PLAT\08101128CV-PLFP28C BY:JAM DATE:2025-12-09

E4686

E4686


P.O.C.
FND. 5/8" I.R.
CALLED 884.331 AC.
GR-M1
B.C.C.F. NO. 2006035182
S 59°53'03" W 5,914.46'
LOT 15 LOT 14
AMENDING PLAT OF LOT 15
LULLING STONE, SECTION ONE
VOL. 22, PG. 165-166 B.C.P.R.
LOT 1
LULLING STONE SECTION 1
VOL. 21, PG. 267-270
B.C.P.R.
FND. 5/8" I.R.
S 30°06'57" E 1,175.11'
P.O.B. (F)
X:13,726,104.99
Y:3,119,465.76
MERIDIANA SECTION 27
B.C.P.R. No. 2021069848
BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 56
WASTEWATER TREATMENT PLANT
B.C.P.R. NO. 2023032012
RESERVE "A"
10' ELECTRICAL EASEMENT
B.C.C.F. NO. 2022015656
RESERVE "A"
(SEE TABLE)
BLOCK ①
N 59°53'05" E 222.76'
S 71°59'30" E 582.23'
RESERVE "B" (SEE TABLE)
396.50'
25.89'
10' ELECTRICAL EASEMENT
B.C.C.F. NO. 2021082266
10' WIDE CENTERPOINT ENERGY ESMT.
W/ 11'6" A.E. EASTERLY OF 10' ESMT.
B.C.C.F. NO. 2004019494
10' B.L./P.U.E.
20' B.L.
20' STM. S.E.
HARMONY DRIVE
(50' R.O.W.)
RESERVE "G" (SEE TABLE)
BLOCK ③
S 30°02'48" E 434.34'
S 30°02'48" E 671.06'
S 30°02'48" E 445.52'
N 56°37'29" E 280.47'
RESERVE "D" (SEE TABLE)
RESERVE "U"
PHASE 2
BLOCK ①
RESERVE "U2"
CALLED 21.57 AC. PORTION OF LOTS 8 & 9
B.C.C.F. NO. 2009023825
VIVALDI STREET
(50' R.O.W.)
941.68'
941.70'
1,035.14'
1,163.82'
N 30°02'48" W 1,472.14'
SONATA LANE
(50' R.O.W.)
CHOPIN COURT
(50' R.O.W.)
492.90'
WATER LILIES DRIVE
(50' R.O.W.)
MONA LISA COURT
(50' R.O.W.)
STARRY NIGHT LANE
(50' R.O.W.)
ARTISAN POINT DRIVE
(R.O.W. VARIES)
CUMULUS DRIVE (80' ROW)
B.C.P.R. NO. 2022027318
CUMULUS DRIVE (80' ROW)
B.C.P.R. NO. 2022052111
MERIDIANA SECTION 28A
B.C.P.R. NO. 2022027330
MERIDIANA SECTION 28B
B.C.P.R. NO. 2022052133
MERIDIANA SECTION 28C
MERIDIANA DETENTION RESERVE "U"
B.C.P.R. NO. 2022034491
BLOCK ①
RESERVE "U"
50' DRAINAGE EASEMENT
VOL. 22, PG. 231-234
B.C.P.R.
LOT 10
ERNESTO ESCAMILLA
B.C.C.F. NO.
2014016478
OLIVER HALL SURVEY A-203
W.H. DENNIS SURVEY A-514
MANVEL CITY LIMIT
ALVIN CITY LIMIT
MASTERS ROAD (C.R. 67)
(80' Wide)
VOL. 21, PG. 267-270 B.C.P.R.
VOL. 22, PG. 231-234 B.C.P.R.
VOL. 24, PG. 398 B.C.P.R.
THIS 17,600 SQ. FT. IS HEREBY DEDICATED TO THE PUBLIC FOR RIGHT-OF-WAY PURPOSES
SEE DETAIL "A"
RES. "F" (SEE TABLE)
RES. "C" (SEE TABLE)
RES. "H" (SEE TABLE)
RES. "E" (SEE TABLE)
RES. "F" (SEE TABLE)
RESERVE "E" (SEE TABLE)
BLOCK ①
RESERVE "F"
RESERVE "G"
RESERVE "C"
RESERVE "B"
RESERVE "D"
RESERVE "A"
BLOCK 2
BLOCK 13
BLOCK 18
BLOCK 34
BLOCK 16
BLOCK 20
BLOCK 48
BLOCK 27
BLOCK 29
BLOCK 30
BLOCK 31
BLOCK 33
BLOCK 34
BLOCK 35
BLOCK 36
BLOCK 37
BLOCK 38
BLOCK 39
BLOCK 40
BLOCK 41
BLOCK 42
UNSHADED ZONE X
SHADED ZONE X
ZONE AE
FUTURE MERIDIANA DETENTION RESERVE "U" PHASE 2
BLOCK ①
RESERVE "U2"
HUMBLE OIL BLANKET PIPELINE ESMT.
LOCATION BASED ON ACTUAL PIPELINE
(VOL. 505, PG. 243, B.C.D.R.)
(VOL. 506, PG. 314, B.C.D.R.)
EXXON MOBIL PL.
ENTERPRISE PL.
EXXON GAS PL.
KINDER MORGAN PL.
LAVACA PL.
EQUISTAR PL.
35' WIDE SOUTH TEXAS PIPELINE ESMT.
(VOL. 1496, PG. 381, B.C.D.R.)
(VOL. 1496, PG. 337, B.C.D.R.)
50' WIDE HUMBLE PIPELINE ESMT.
(VOL. 1106, PG. 586, B.C.D.R.)
(VOL. 987, PG. 243, B.C.D.R.)
(VOL. 942, PG. 394, B.C.D.R.)
30' LAVACA PIPELINE EASEMENT B.C.C.F. No. 2017041123
10' ELECTRICAL EASEMENT B.C.C.F. NO. 2021082266
50' BL (SEE NOTE 8)
14' U.E.
10' U.E.
20' P.U.E.
20' BL
25' B.L.
25' D.E.
R=60'
R=25'
R=50'
R=300'
R=275'
R=325'
R=350'
R=375'
R=400'
R=425'
R=450'
R=475'
R=500'
R=525'
R=550'
R=575'
R=600'
R=625'
R=650'
R=675'
R=700'
R=725'
R=750'
R=775'
R=800'
R=825'
R=850'
R=875'
R=900'
R=925'
R=950'
R=975'
R=1000'
R=1025'
R=1050'
R=1075'
R=1100'
R=1125'
R=1150'
R=1175'
R=1200'
R=1225'
R=1250'
R=1275'
R=1300'

Land Use Table

Use	Gross Area	%
Single Family (SF)	+/- 913 Ac.	52%
Garden Home (GH)	+/- 59 Ac.	3%
Patio Home (PH)	+/- 88 Ac.	5%
Townhome (TH)	+/- 35 Ac.	2%
Village Center (VC)	+/- 38 Ac.	2%
Commercial (C)	+/- 15 Ac.	1%
Institutional (I)	+/- 70 Ac.	4%
Rights-of-Way*	+/- 96 Ac.	5%
Parks & Open Space (P-OS)	+/- 457 Ac.	26%
Drill Site		
Totals	+/- 1,771 Ac.	100%

* Includes proposed major thoroughfares, collectors, and neighborhood collectors.

Legend

- (#) Private Gated Section
- (#) Public Section
- Divided or Boulevard Entry (See Note 1)
- Standard Entry (See Note 2)

Notes

1. A divided or boulevard entry consisting of two (2) 20-foot wide travel lanes separated by a median having a minimum width of 14 feet shall be considered two points of access.
2. A standard entry is the right-of-way width determined by Table 2 (Page 17) or as otherwise stated in the adopted PUD document.
3. Public sections may become private gated sections without additional consideration. Road connections between private gated sections and public sections shall not be required. This note shall not apply to Section 20 and Section 26D as identified on this document.
4. The Clark Road ingress/egress from Section 20 and S Masters Road ingress/egress from Section 26D shall maintain a minimum public right-of-way width of 60-feet with no parking for a distance of the lesser of 150 feet or to the first intersection.

THIS GENERAL DEVELOPMENT PLAN APPROVED BY THE CITY OF MANVEL PLANNING, DEVELOPMENT, AND ZONING COMMISSION ON _____

_____
PLANNING, DEVELOPMENT AND ZONING COMMISSION

GDP AMENDMENTS

Amendment #1 Approved:	05/18/2009
Amendment #2 Tabled:	06/25/2018
Amendment #3 Tabled:	07/09/2018
Amendment #4 Tabled:	07/23/2018
Amendment #5 Approved:	10/09/2018
Amendment #6 Approved:	10/22/2018
Amendment #7 Approved:	11/26/2018
Amendment #8 Approved:	01/28/2019
Amendment #9 Approved:	05/13/2019
Amendment #10 Not Approved:	06/10/2019
Amendment #11 Approved:	07/08/2019
Amendment #12 Not Approved:	08/12/2019
Amendment #13 Approved:	09/09/2019
Amendment #14 Approved:	12/09/2019
Amendment #15 Approved:	02/24/2020
Amendment #16 Approved:	11/09/2020
Amendment #17 Approved:	12/14/2020
Amendment #18 Not Approved:	04/12/2021
Amendment #19 Not Approved:	06/14/2021
Amendment #20 Withdrawn:	11/16/2021
Amendment #21 Approved:	11/22/2021
Amendment #22 Withdrawn:	04/11/2023
Amendment #23 Approved:	04/01/2024



Meridiana General Development Plan: Amendment #24

Brazoria County, TX

March, 2025

SCALE: 1"=600' — 150' 300' 600' 1200' — NORTH

EHRA
ENGINEERING THE FUTURE SINCE 1936
10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
TBPE No. F- 726
TBPLS No. 1009300

EHRA JOB NO. 081-011-150

No warranty or representation of intended use, design or proposed improvements are made hereon. All Plans for land or facilities are subject to change without notice.

City of Manvel

P. O. Box 187
20025 HWY 6
Manvel, Texas 77578

(281) 489-0630
Fax (281) 489-0634

AGENDA REQUEST

REQUEST MUST BE MADE ACCORDING TO THE SUBMITTAL SCHEDULE

Meeting Requested: (Please check applicable meeting)

Planning, Development & Zoning	■	City Council	☐	Both	☐

Date of Request: March 9, 2026 (PD&Z)

YOUR REQUEST WILL BE PLACED ON THE NEXT AVAILABLE MEETING DATE. MEETINGS ARE SECOND AND FOURTH MONDAYS FOR PLANNING, DEVELOPMENT & ZONING AND FIRST AND THIRD MONDAYS FOR CITY COUNCIL. THE AGENDAS ARE POSTED TO THE GENERAL PUBLIC AT MANVEL CITY HALL AND ON OUR WEBSITE AT www.cityofmanvel.com. THE AGENDA IS POSTED AND WILL REMAIN POSTED CONTINOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF THE MEETING. PLEASE CHECK THE BOARD FOR YOUR MEETING SCHEDULE. WE STRONGLY ENCOURAGE YOU TO ATTEND THE MEETING FOR QUESTIONS AND ANSWERS. IF YOU ARE UNABLE TO ATTEND ACTION MAY BE TABLED UNTIL THE FOLLOWING MEETING.

Person to Speak: Craig Beasley

Daytime Phone: 346-340-1291 Fax Number: N/A

E-mail Address: cbeasley@ehra.team

Description of Request and Physical Address:

Consideration and possible action to approve the preliminary plat for Primrose Section 1, being a subdivision of 25.41 acres out of the H.T. & B. R.R. Co. Survey, Section 71, A-291, being out of the Emigration Land Company Subdivision as recorded in Vol 2., Pg. 81-82, B.C.P.R., Brazoria County, Texas

Plats:
Preliminary X
Final _____

ALL DOCUMENTATION AND FEES ASSOCIATED WITH THIS AGENDA REQUEST MUST BE SUBMITTED ACCORDING TO THE MEETING SUBMITTAL SCHEDULE WHICH CAN BE FOUND ON OUR WEBSITE.
BY SIGNING THIS AGENDA REQUEST FORM I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THIS AGENDA REQUEST FORM.

CB _____ 11/10/25

SIGNATURE DATE

DEVELOPMENT SERVICES DEPARTMENT
20025 Highway 6, Manvel, TX 77578 | Ph: 281-489-0630

STAFF REPORT TO PLANNING, DEVELOPMENT AND ZONING COMMISSION
PLAT APPLICATION

Plat Name:	Primrose Section 1 - Preliminary Plat
Applicant:	Craig Beasley – EHRA Engineering
PD&Z Meeting Date:	March 9, 2026
Submitted By:	Jesica Portie, Assistant Planner
Report Approved by:	Dan Johnson, City Manager/ City Engineer Jose Abraham, Director of Development Services
Recommendation of Approval:	Conditional Approval

BACKGROUND/ REVIEW NOTES

- *The proposed Plat is for a new residential section within the Primrose Master Planned Development, which was approved by City Council on July 7, 2025.*
- *The subject site is located along east side of County Road 48 and South of Rodeo Palms Parkway.*
- *The subject site is located within the City of Manvel Extraterritorial Jurisdictions (ETJ) and is part of Brazoria County Municipal Utility Districts (MUDs) No. 47 & 29, and Brazoria County Drainage District No. 4.*
- *The proposed plat subdivides 25.41-acre tract into 74 residential lots, 5 blocks, and 7 reserves for landscaping, open space, and utility purposes.*
- *A preliminary plat for this acreage was previously approved in July 2025. Since that approval, the First Amendment to the Primrose Master Plan was approved by City Council on November 17, 2025.*
- *The proposed plat conforms to the approved Masterplan Amendment No. 1.*

STAFF RECOMMENDATION

The City staff recommends approval of the - *Primrose Section 1 - Preliminary Plat* with the following conditions:

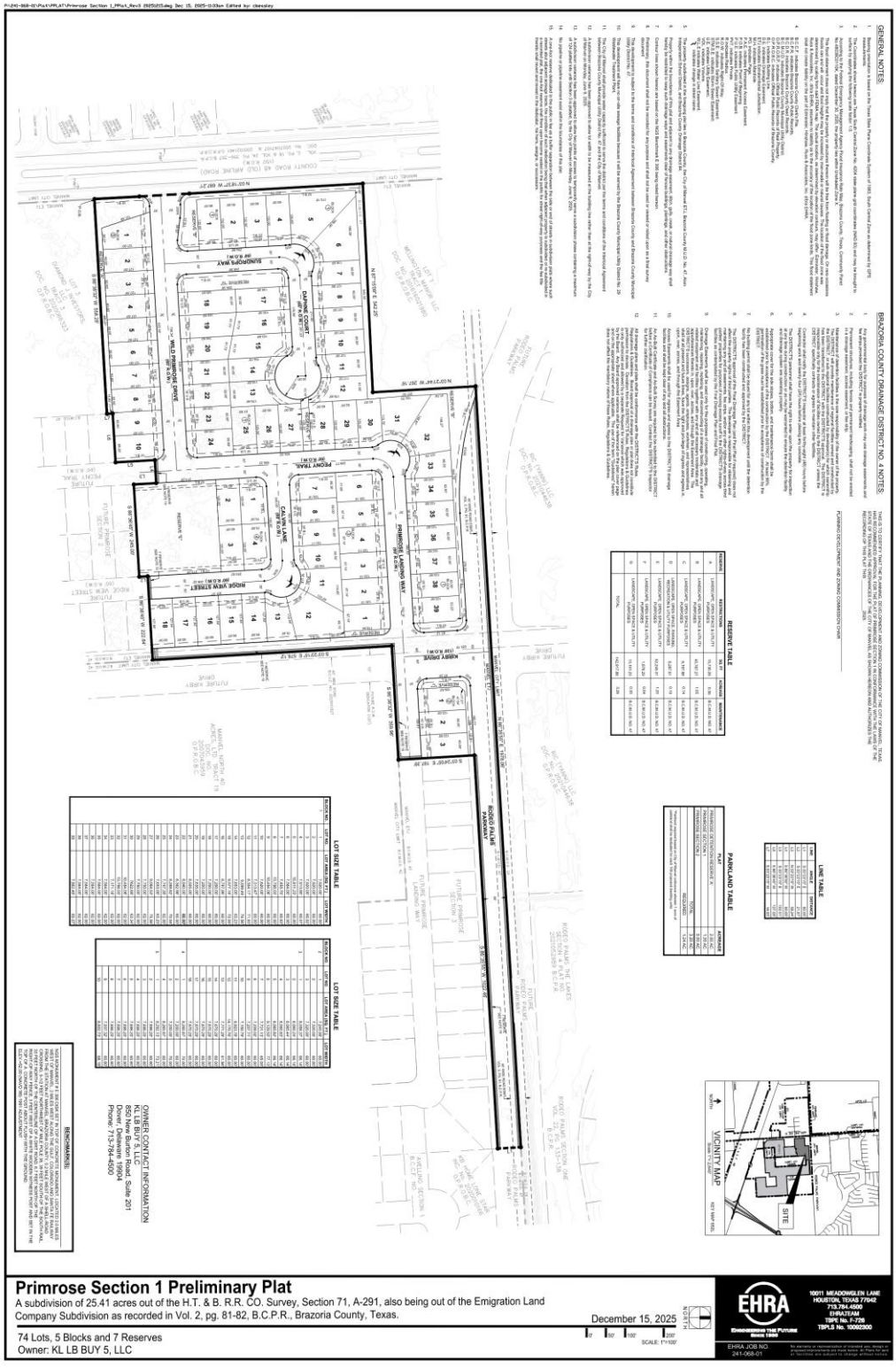
1. Please verify the boundary dimensions, particularly on the northwest side, as they differ from the previously submitted plats. Also ensure that all lot boundary dimension labeling with the adjacent future Section 2 is consistent across both plats. For example, L5 on Section 2 and L7 on Section 1 do not match (section 62-38 (a)(4)).
2. Revise the plat, if necessary, to ensure it shows existing pavement, sewers, water mains, culverts, or other underground structures adjacent to and within 200 feet of the tract, with pipe sizes, grades, and locations clearly indicated (section 62-38 (a)(7)).
3. While it appears that the additional 10 feet has been provided along Kirby Drive, please clearly label the dedication on the plat, including the acreage and a note stating that it is for right-of-way dedication purposes (Section 62-38 (a)(9)).

4. The submitted construction plans show a 14' utility easement (U.E.) along the rear of all lots instead of the required 16' U.E. along the front of all lots. Please revise either one as needed for consistency (Section 62-38(a)(9)).
5. Please review all building setback lines and revise them to be consistent with the City's Subdivision Ordinance. For reserves, the front building setback line shall be 25 feet, and the street-side building setback line shall be 15 feet when the acreage is less than 1 acre and 25 feet when the acreage is more than 1 acre. Additionally, please clarify whether Reserve D extends to the south, as labeled on the submitted construction plans (section 62-38 (a)(10)).
6. Please revise the plat to accurately show the MUD boundary (section 62-38 (a)(11)).
7. Please add a note referencing the approved subdivision variance on February 12, 2026, including the recording information and the date of approval (section 62-38 (a)(11)).
8. Please clearly label/show the adjacent sections and provide their AC/Flows. Please also add the Flow Arrows/Path for those sections (section 62-38 (a)(12)).
9. Please provide a revised preliminary drainage plan that reflects the updates made in the amended master plan. Additionally, revise the plat accordingly to be match with plans (section 62-38 (a)(9) & (a)(12)).
10. Please provide a revised preliminary utility plan that reflects the updates made in the amended master plan. Additionally, revise the plat accordingly to be match with plans (section 62-38 (a)(9) & (a)(14)).
11. Please add a note referencing the approved Master Plan amendment and the associated resolution number plat (section 62-38 (a)(15)).
12. Revise to add a note stating that approval of the preliminary plat shall expire 12 months after planning commission approval, unless the final plat has been submitted to the planning commission for final approval during that time (section 62-38 (f)).
13. Revise note 12 and 13 from "Monday June 9, 2025" to "July 21, 2025".
14. Please revise the parkland table to reflect the updates made in the amended master plan (Section 62-39 (b)).
15. Revise the plat to remove the PD&Z Commission signature block, as preliminary plats will not be signed by the Commission.

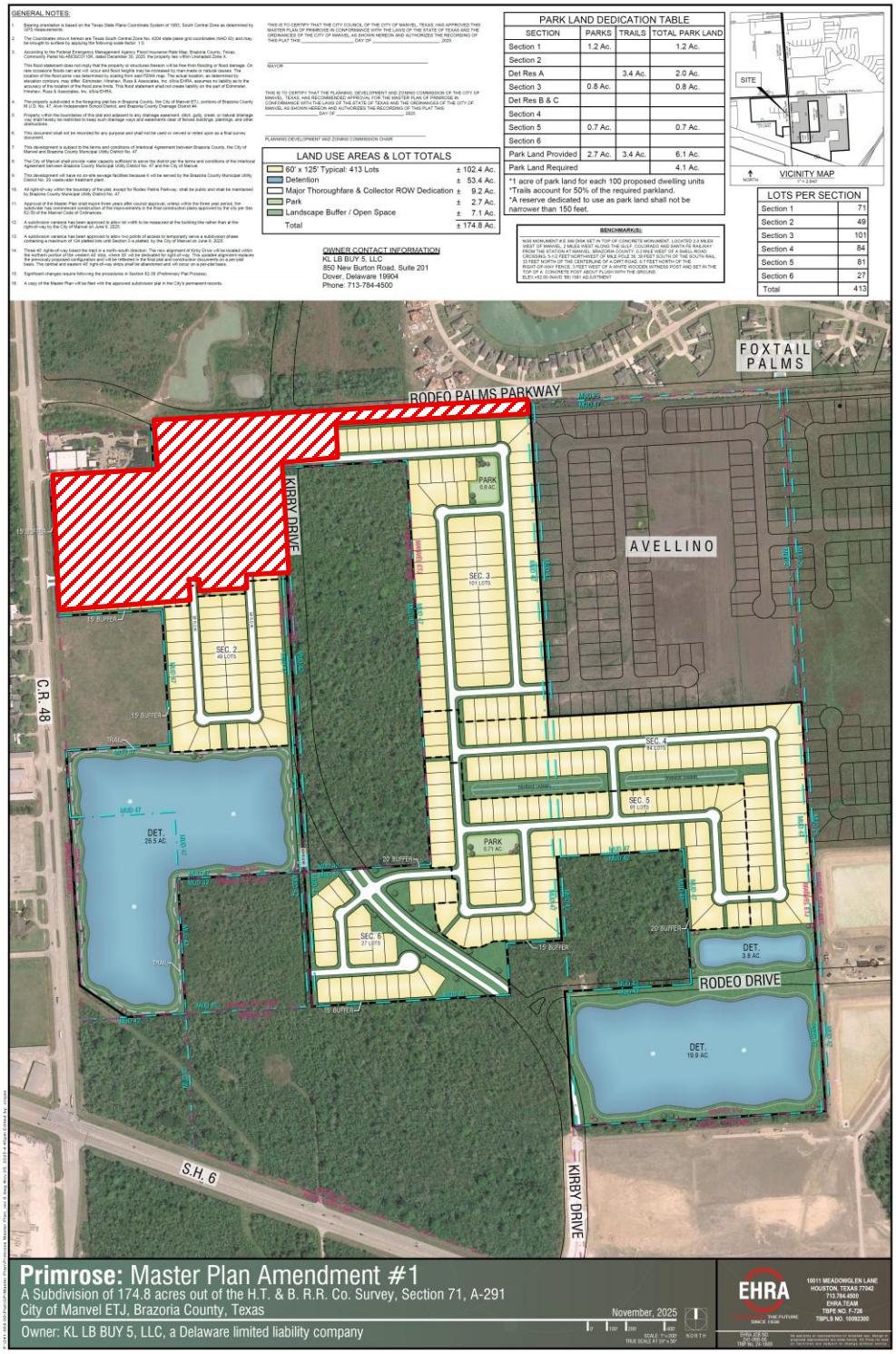
Note:

- Updated letters from utility companies are required at the final plat submittal.

Plat Exhibit



Primrose Master Plan Amendment No. 1



GENERAL NOTES:

1. Bearing orientation is based on the Texas State Plane Coordinate System of 1983, South Central Zone as determined by GPS measurements.
2. The Coordinates shown hereon are Texas South Central Zone No. 4204 state plane grid coordinates (NAD 83) and may be brought to surface by applying the following scale factor: 1.0.
3. According to the Federal Emergency Management Agency Flood Insurance Rate Map, Brazoria County, Texas, Community Panel No.48039C0110K, dated December 30, 2020, the property lies within Unshaded Zone X.

   This flood statement does not imply that the property or structures thereon will be free from flooding or flood damage. On rare occasions floods can and will occur and flood heights may be increased by man-made or natural causes. The location of the flood zone was determined by scaling from said FEMA map. The actual location, as determined by elevation contours, may differ. Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA, assumes no liability as to the accuracy of the location of the flood zone limits. This flood statement shall not create liability on the part of Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA.
4. B.C.C.F. indicates Brazoria County Clerk's File.
   B.C.P.R. indicates Brazoria County Public Records.
   B.C.D.R. indicates Brazoria County Deed Records.
   B.C.M.U.D. indicates Brazoria County Municipal Utility District.
   O.P.R.O.R.P. indicates Official Public Records of Real Property.
   O.P.R.O.B.C. indicates Official Public Records of Brazoria County.
   B.L. indicates Building Line.
   D.E. indicates Drainage Easement.
   ETJ indicates Extraterritorial Jurisdiction.
   M.H. indicates Manhole.
   PG. indicates Page.
   P.A.E. indicates Permanent Access Easement.
   P.O.B. indicates Point of Beginning.
   P.U.E. indicates Public Utility Easement.
   PVT. indicates Private.
   R indicates Radius.
   R.O.W. indicates Right-Of-Way.
   S.S.E. indicates Sanitary Sewer Easement.
   STM.S.E. indicates Storm Sewer Easement.
   U.E. indicates Utility Easement.
   VOL. indicates Volume.
   W.L.E indicates Water Line Easement.
   ⚡ indicates change in street name.
5. The property subdivided in the foregoing plat lies in Brazoria County, the City of Manvel ETJ, Brazoria County M.U.D. No. 47, Alvin Independent School District, and Brazoria County Drainage District #4.
6. Property within the boundaries of this plat and adjacent to any drainage easement, ditch, gully, creek, or natural drainage way shall hereby be restricted to keep such drainage ways and easements clear of fences buildings, plantings, and other obstructions.
7. Contour lines shown hereon are based on the NGS Benchmark E 306 being noted hereon.
8. 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
9. This development is subject to the terms and conditions of Interlocal Agreement between Brazoria County and Brazoria County Municipal Utility District No. 47.
10. This development will have no on-site sewage facilities because it will be served by the Brazoria County Municipal Utility District No. 29 Wastewater Treatment Plant.
11. The City of Manvel shall provide water capacity sufficient to serve the district per the terms and conditions of the Interlocal Agreement between Brazoria County Municipal Utility District No. 47 and the City of Manvel.
12. A subdivision variance has been approved to allow lot width to be measured at the building line rather than at the right-of-way by the City of Manvel on Monday, June 9, 2025.
13. A subdivision variance has been approved to allow two points of access to temporarily serve a subdivision phase containing a maximum of 124 platted lots until Section 3 is platted, by the City of Manvel on Monday, June 9, 2025.
14. No pipeline or pipeline easement exist within the boundaries of this plat.
15. A one-foot reserve dedicated to the public in fee as a buffer separation between the side or end of streets in subdivision plats where such streets abut adjacent acreage tracts, the condition of such dedication being that when adjacent property is subdivided or re-subdivided in a recorded plat, the one-foot reserve shall there upon become vested in the public for street right-of-way purposes and the fee title thereto shall revert and revest in the dedicator, his heirs, assigns, or successors.

BRAZORIA COUNTY 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 forthy-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. No building permit shall be issued for any lot within this development until the detention facility has been constructed and approved by the DISTRICT.
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 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. Contract the DISTRICT'S Inspector for further clarification.
12. All drainage plans and plats shall be 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.

THIS IS TO CERTIFY THAT THE PLANNING, DEVELOPMENT AND ZONING COMMISSION OF THE CITY OF MANVEL, TEXAS, HAS RECOMMENDED APPROVAL FOR THE PLAT OF PRIMROSE SECTION 1 IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____2025.

_____
PLANNING DEVELOPMENT AND ZONING COMMISSION CHAIR

LINE TABLE

LINE	ANGLE	DISTANCE
L1	S 03°23'15" E	60.00'
L2	S 03°23'15" E	21.87'
L3	N 03°23'15" W	58.24'
L4	S 86°36'50" W	60.00'
L5	S 03°23'15" E	102.01'
L6	S 86°36'45" W	127.00'
L7	S 03°23'15" E	14.93'

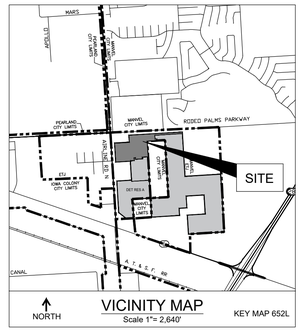
RESERVE TABLE

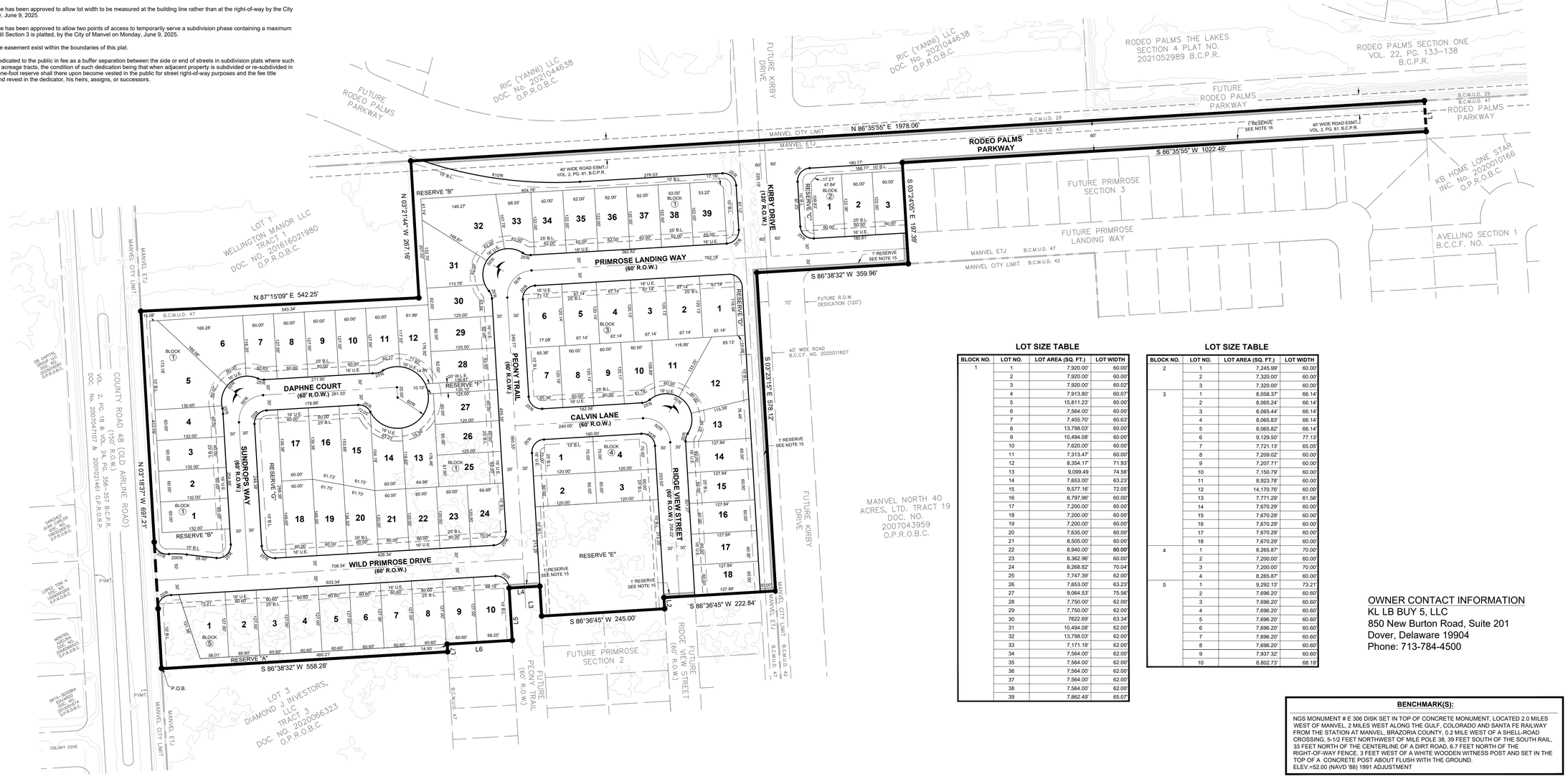
RESERVE	RESTRICTIONS	SQ. FT	ACREAGE	MAINTENANCE
A	LANDSCAPE, OPEN SPACE & UTILITY PURPOSES	15,730.29	0.36	B.C.M.U.D. NO. 47
B	LANDSCAPE, OPEN SPACE & UTILITY PURPOSES	45,767.27	1.05	B.C.M.U.D. NO. 47
C	LANDSCAPE, OPEN SPACE & UTILITY PURPOSES	6,107.88	0.14	B.C.M.U.D. NO. 47
D	LANDSCAPE, OPEN SPACE, PARKING, RECREATION & UTILITY PURPOSES	8,287.61	0.19	B.C.M.U.D. NO. 47
E	LANDSCAPE, OPEN SPACE & UTILITY PURPOSES	52,245.31	1.20	B.C.M.U.D. NO. 47
F	LANDSCAPE, OPEN SPACE & UTILITY PURPOSES	1,678.29	0.04	B.C.M.U.D. NO. 47
G	LANDSCAPE, OPEN SPACE & UTILITY PURPOSES	13,101.23	0.30	B.C.M.U.D. NO. 47
	TOTAL	142,917.88	3.26	

PARKLAND TABLE

PLAT	ACREAGE
PRIMROSE DETENTION RESERVE 'A'	2.00 AC.
PRIMROSE SECTION 1	1.20 AC.
PRIMROSE SECTION 2	0.00 AC.
TOTAL	3.20 AC.
REQUIRED	1.24 AC.

*Parkland required based on City of Manvel ordinance wherein 1 acre of parkland shall be dedicated for each 100 proposed dwelling units.





LOT SIZE TABLE

BLOCK NO.	LOT NO.	LOT AREA (SQ. FT.)	LOT WIDTH
1	1	7,920.00'	60.00'
	2	7,920.00'	60.00'
	3	7,920.00'	60.02'
	4	7,913.80'	60.07'
	5	15,811.23'	60.00'
	6	7,564.00'	60.00'
	7	7,455.70'	60.63'
	8	13,798.03'	60.00'
	9	10,494.08'	60.00'
	10	7,620.00'	60.00'
	11	7,313.47'	60.00'
	12	8,354.17'	71.93'
	13	9,099.49	74.56'
	14	7,653.00'	63.23'
	15	9,577.16'	72.05'
	16	8,797.96'	60.00'
	17	7,200.00'	60.00'
	18	7,200.00'	60.00'
	19	7,200.00'	60.00'
	20	7,635.00'	60.00'
	21	8,505.00'	60.00'
	22	8,940.00'	60.00'
	23	8,362.96'	60.00'
	24	8,268.82'	70.04'
	25	7,747.39'	62.00'
	26	7,653.00'	63.23'
	27	9,064.53'	75.56'
	28	7,750.00'	62.00'
	29	7,750.00'	62.00'
	30	7622.69'	63.34'
	31	10,494.08'	62.00'
	32	13,798.03'	62.00'
	33	7,171.18'	62.00'
	34	7,564.00'	62.00'
	35	7,564.00'	62.00'
	36	7,564.00'	62.00'
	37	7,564.00'	62.00'
	38	7,564.00'	62.00'
	39	7,862.49'	65.07'

LOT SIZE TABLE

BLOCK NO.	LOT NO.	LOT AREA (SQ. FT.)	LOT WIDTH
2	1	7,245.99'	60.00'
	2	7,320.00'	60.00'
	3	7,320.00'	60.00'
3	1	8,058.37'	66.14'
	2	8,065.24'	66.14'
	3	8,065.44'	66.14'
	4	8,065.83'	66.14'
	5	8,065.82'	66.14'
	6	9,129.50'	77.13'
	7	7,721.13'	65.05'
	8	7,209.02'	60.00'
	9	7,207.71'	60.00'
	10	7,150.79'	60.00'
	11	8,923.78'	60.00'
	12	14,170.76'	60.00'
	13	7,771.29'	61.56'
	14	7,670.29'	60.00'
	15	7,670.29'	60.00'
	16	7,670.29'	60.00'
	17	7,670.29'	60.00'
	18	7,670.29'	60.00'
4	1	8,265.87'	70.00'
	2	7,200.00'	60.00'
	3	7,200.00'	70.00'
	4	8,265.87'	60.00'
5	1	9,292.13'	73.21'
	2	7,696.20'	60.60'
	3	7,696.20'	60.60'
	4	7,696.20'	60.60'
	5	7,696.20'	60.60'
	6	7,696.20'	60.60'
	7	7,696.20'	60.60'
	8	7,696.20'	60.60'
	9	7,937.32'	60.60'
	10	8,802.73'	68.19'

OWNER CONTACT INFORMATION
KL LB BUY 5, LLC
850 New Burton Road, Suite 201
Dover, Delaware 19904
Phone: 713-784-4500

BENCHMARK(S):

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE GULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5-1/2 FEET NORTHWEST OF MILE POLE 38, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 6.7 FEET NORTH OF THE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT

EHRA
ENGINEERING THE FUTURE SINCE 1936
10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
EHRATEAM
TBPE No. F-726
TBPLS No. 10092300

EHRA JOB NO. 241-068-01

No reuse or modification of these drawings without prior written consent of EHRA. As-built conditions may be shown based on information provided by others. EHRA makes no guarantee that the information provided by others is complete, accurate or timely. Locations of underground utilities or facilities are based on observed evidence available at the time of survey and by plans provided by others. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities unless otherwise noted. Proposed improvements are shown based on preliminary plans provided by others. EHRA plans for all or portions of the project may change based on many factors beyond the control of EHRA. Therefore, EHRA reserves the right to revise any and all proposed improvements shown hereon as deemed necessary by EHRA or as required by others

GENERAL NOTES:

1. Bearing orientation is based on the Texas State Plane Coordinate System of 1983, South Central Zone as determined by GPS measurements.
2. The Coordinates shown hereon are Texas South Central Zone No. 4204 state plane grid coordinates (NAD 83) and may be brought to surface by applying the following scale factor: 1.0.
3. According to the Federal Emergency Management Agency Flood Insurance Rate Map, Brazoria County, Texas, Community Panel No.48039C0110K, dated December 30, 2020, the property lies within Unshaded Zone X.

   This flood statement does not imply that the property or structures thereon will be free from flooding or flood damage. On rare occasions floods can and will occur and flood heights may be increased by man-made or natural causes. The location of the flood zone was determined by scaling from said FEMA map. The actual location, as determined by elevation contours, may differ. Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA, assumes no liability as to the accuracy of the location of the flood zone limits. This flood statement shall not create liability on the part of Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA.
4. The property subdivided in the foregoing plat lies in Brazoria County, the City of Manvel ETJ, portions of Brazoria County M.U.D. No. 47, Alvin Independent School District, and Brazoria County Drainage District #4.
5. Property within the boundaries of this plat and adjacent to any drainage easement, ditch, gully, creek, or natural drainage way shall hereby be restricted to keep such drainage ways and easements clear of fences buildings, plantings, and other obstructions.
6. This document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document.
7. This development is subject to the terms and conditions of Interlocal Agreement between Brazoria County, the City of Manvel and Brazoria County Municipal Utility District No. 47.
8. The City of Manvel shall provide water capacity sufficient to serve the district per the terms and conditions of the Interlocal Agreement between Brazoria County Municipal Utility District No. 47 and the City of Manvel.
9. This development will have no on-site sewage facilities because it will be served by the Brazoria County Municipal Utility District No. 29 wastewater treatment plant.
10. All right-of-way within the boundary of the plat, except for Rodeo Palms Parkway, shall be public and shall be maintained by Brazoria County Municipal Utility District No. 47.
11. Approval of the Master Plan shall expire three years after council approval, unless within the three year period, the subdivider has commenced construction of the improvements in the final construction plans approved by the city per Sec 62-39 of the Manvel Code of Ordinances.
12. A subdivision variance has been approved to allow lot width to be measured at the building line rather than at the right-of-way by the City of Manvel on July 21, 2025.
13. A subdivision variance has been approved to allow two points of access to temporarily serve a subdivision phase containing a maximum of 124 platted lots until Section 3 is platted, by the City of Manvel on July 21, 2025.
14. A subdivision variance has been approved to allow a perimeter right-of-way and sidewalk within a right-of-way not to be constructed by the City of Manvel on November 10, 2025. Funds shall be escrowed for the construction of a road and sidewalk prior to final plat submittal.
15. Three 40' rights-of-way bisect the tract in a north–south direction. The new alignment of Kirby Drive will be located within the northern portion of the western 40' strip, where 10 additional feet on the west side of the strip will be dedicated for right-of-way. The central and eastern 40' right-of-way strips shall be abandoned and will occur on a per-plat basis.
16. Significant changes require following the procedures in Section 62-38 (Preliminary Plat Process).
17. A copy of the Master Plan will be filed with the approved subdivision plat in the City's permanent records.
18. A 15.39 acre tract in the 26.5 acre detention pond in the southwest portion of the project will be annexed into Brazoria County M.U.D. No. 47 prior to final plat approval.

THIS IS TO CERTIFY THAT THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS, HAS APPROVED THIS MASTER PLAN OF PRIMROSE IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2026.

_____
MAYOR

THIS IS TO CERTIFY THAT THE PLANNING, DEVELOPMENT AND ZONING COMMISSION OF THE CITY OF MANVEL, TEXAS, HAS RECOMMENDED APPROVAL FOR THE MASTER PLAN OF PRIMROSE IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2026.

_____
PLANNING DEVELOPMENT AND ZONING COMMISSION CHAIR

LAND USE AREAS & LOT TOTALS

60' x 125' Typical: 413 Lots	±	102.7 Ac.
Detention	±	53.4 Ac.
Major Thoroughfare & Collector ROW Dedication	±	9.2 Ac.
Park	±	2.7 Ac.
Landscape Buffer / Open Space	±	6.5 Ac.
Total	±	174.5 Ac.

OWNER CONTACT INFORMATION
KL LB BUY 5, LLC
850 New Burton Road, Suite 201
Dover, Delaware 19904
Phone: 713-784-4500

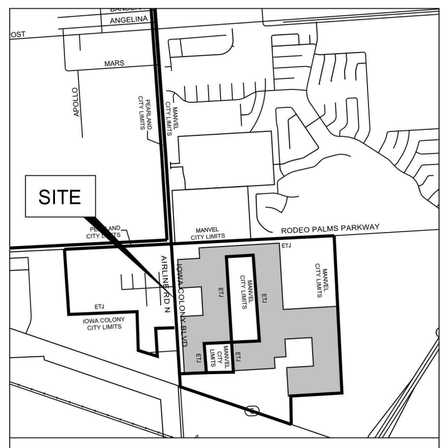
PARK LAND DEDICATION TABLE

SECTION	PARKS	TRAILS	TOTAL PARK LAND
Section 1	1.2 Ac.		1.2 Ac.
Section 2			
Det Res A		3.4 Ac.	2.0 Ac.
Section 3	0.8 Ac.		0.8 Ac.
Det Res B & C			
Section 4			
Section 5	0.7 Ac.		0.7 Ac.
Section 6			
Park Land Provided	2.7 Ac.	3.4 Ac.	6.1 Ac.
Park Land Required			4.1 Ac.

*1 acre of park land for each 100 proposed dwelling units
*Trails account for 50% of the required parkland.
*A reserve dedicated to use as park land shall not be narrower than 150 feet.

BENCHMARK(S):

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE GULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5-1/2 FEET NORTHWEST OF MILE POLE 38, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 6.7 FEET NORTH OF THE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT



NORTH

VICINITY MAP
1" = 2,640'

LOTS PER SECTION

Section 1	71
Section 2	49
Section 3	101
Section 4	84
Section 5	81
Section 6	27
Total	413

Primrose: Master Plan Amendment #1

A Subdivision of 174.5 acres out of the H.T. & B. R.R. Co. Survey, Section 71, A-291
City of Manvel ETJ, Brazoria County, Texas

Owner: KL LB BUY 5, LLC, a Delaware limited liability company

January, 2026

0' 100' 200' 400'
SCALE: 1"=200'
TRUE SCALE AT 24" x 36"
NORTH

EHRA
ENGINEERING THE FUTURE SINCE 1936
10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
EHRA.TEAM
TBPE NO. F-726
TBPLS NO. 10092300

EHRA JOB NO.
241-068-00
TRIP No. 24-1600

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.

P:\241-068-00\Plat\GP\Master Plan\Primrose Master Plan_rev 8.dwg Jan 15, 2026-1:51pm Edited by: awaggoner

City of Manvel

P. O. Box 187
20025 HWY 6
Manvel, Texas 77578

(281) 489-0630
Fax (281) 489-0634

AGENDA REQUEST

REQUEST MUST BE MADE ACCORDING TO THE SUBMITTAL SCHEDULE

Meeting Requested: (Please check applicable meeting)

Planning, Development & Zoning	☒	City Council	☐	Both	☐

Date of Request: March 9, 2026 (PD&Z)

YOUR REQUEST WILL BE PLACED ON THE NEXT AVAILABLE MEETING DATE. MEETINGS ARE SECOND AND FOURTH MONDAYS FOR PLANNING, DEVELOPMENT & ZONING AND FIRST AND THIRD MONDAYS FOR CITY COUNCIL. THE AGENDAS ARE POSTED TO THE GENERAL PUBLIC AT MANVEL CITY HALL AND ON OUR WEBSITE AT www.cityofmanvel.com. THE AGENDA IS POSTED AND WILL REMAIN POSTED CONTINOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF THE MEETING. PLEASE CHECK THE BOARD FOR YOUR MEETING SCHEDULE. WE STRONGLY ENCOURAGE YOU TO ATTEND THE MEETING FOR QUESTIONS AND ANSWERS. IF YOU ARE UNABLE TO ATTEND ACTION MAY BE TABLED UNTIL THE FOLLOWING MEETING.

Person to Speak: Craig Beasley

Daytime Phone: 346-340-1291 Fax Number: N/A

E-mail Address: cbeasley@ehra.team

Description of Request and Physical Address:

Consideration and possible action to approve the preliminary plat for Primrose Section 2, being a subdivision of 12.19 acres out of the H.T. & B. R.R. Co. Survey, Section 71, A-291, being out of the Emigration Land Company Subdivision as recorded in Vol 2., Pg. 81-82, B.C.P.R., Brazoria County, Texas

Plats:
Preliminary X
Final _____

ALL DOCUMENTATION AND FEES ASSOCIATED WITH THIS AGENDA REQUEST MUST BE SUBMITTED ACCORDING TO THE MEETING SUBMITTAL SCHEDULE WHICH CAN BE FOUND ON OUR WEBSITE.
BY SIGNING THIS AGENDA REQUEST FORM I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THIS AGENDA REQUEST FORM.

CBeasley

SIGNATURE

11/10/25

DATE

DEVELOPMENT SERVICES DEPARTMENT
20025 Highway 6, Manvel, TX 77578 | Ph: 281-489-0630

STAFF REPORT TO PLANNING, DEVELOPMENT AND ZONING COMMISSION
PLAT APPLICATION

Plat Name:	Primrose Section 2 - Preliminary Plat
Applicant:	Craig Beasley – EHRA Engineering
PD&Z Meeting Date:	March 9, 2026
Submitted By:	Jesica Portie, Assistant Planner
Report Approved by:	Dan Johnson, City Manager/ City Engineer Jose Abraham, Director of Development Services
Recommendation of Approval:	Conditional Approval

BACKGROUND/ REVIEW NOTES

- *The proposed plat is for a new residential section within the Primrose Master Planned Development, which was approved by City Council on July 7, 2025.*
- *The subject site is located along the east side of County Road 48 and south of Rodeo Palms Parkway.*
- *The subject site is located within the City of Manvel's Extraterritorial Jurisdiction (ETJ) and is part of Brazoria County Municipal Utility District (MUD) Nos. 47 and 29, and Brazoria County Drainage District No. 4.*
- *The proposed plat subdivides a 12.40-acre tract into 49 residential lots, 2 blocks, and 3 reserves for landscaping, open space, and utility purposes.*
- *A preliminary plat for this acreage was previously approved in July 2025. Since that approval, the First Amendment to the Primrose Master Plan was approved by City Council on November 17, 2025.*
- *The proposed plat conforms to the approved Masterplan Amendment No. 1.*

STAFF RECOMMENDATION

The City staff recommends approval of the - *Primrose Section 2 - Preliminary Plat* with the following conditions:

1. Please ensure that all lot boundary dimension labeling with the adjacent future Section 1 is consistent across both plats. For example, L5 on Section 2 and L7 on Section 1 do not match (section 62-38 (a)(4)).
2. Revise the plat, if necessary, to ensure it shows existing pavement, sewers, water mains, culverts, or other underground structures adjacent to and within 200 feet of the tract, with pipe sizes, grades, and locations clearly indicated (section 62-38 (a)(7)).
3. While it appears that the additional 10 feet has been provided along Kirby Drive, please clearly label the dedication on the plat, including the acreage and a note stating that it is for right-of-way dedication purposes. (section 62-38 (a)(9)).
4. Please label the lines shown on the southwest side of the plat near Future Primrose Detention Reserve A (section 62-38 (a)(10)).

5. The submitted construction plans show a 14' utility easement (U.E.) along the rear of all lots instead of the required 16' U.E. along the front of all lots. Please revise either one as needed for consistency (Section 62-38(a)(9)).
6. Revise the plat to show all building setback lines in accordance with the City's Subdivision Ordinance (section 62-38 (a)(10)).
7. Please add a note referencing the approved subdivision variance on February 12, 2026, including the recording information and the date of approval (section 62-38 (a)(11)).
8. Please clearly label/show the adjacent sections and provide their AC/Flows. Please also add the Flow Arrows/Path for those sections (section 62-38 (a)(12)).
9. Please provide a revised preliminary drainage plan that reflects the updates made in the amended master plan. Additionally, revise the plat accordingly to be match with plans (section 62-38 (a)(12)).
10. Please provide a revised preliminary utility plan that reflects the updates made in the amended master plan. Additionally, revise the plat accordingly to be match with plans (section 62-38 (a)(14)).
11. Please add a note referencing the approved Master Plan amendment and the associated resolution number (section 62-38 (a)(15)).
12. Revise to add a note stating that approval of the preliminary plat shall expire 12 months after planning commission approval, unless the final plat has been submitted to the planning commission for final approval during that time (section 62-38 (f)).
13. Revise note 12 and 13 from "Monday June 9, 2025" to "July 21, 2025".
14. Please revise the parkland table to reflect the updates made in the amended master plan (Section 62-39 (b)).
15. Revise the plat to remove the PD&Z Commission signature block, as preliminary plats will not be signed by the Commission.

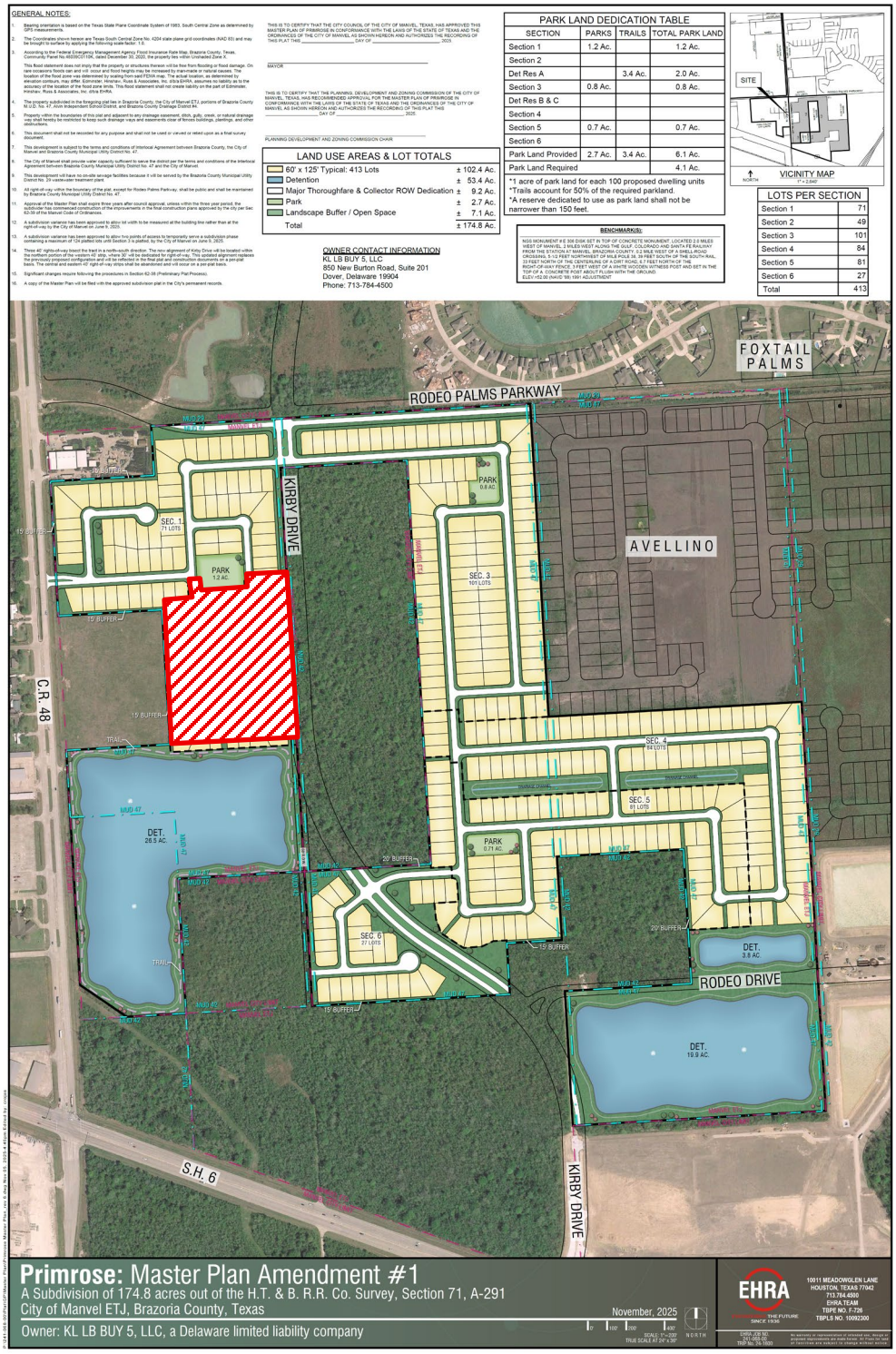
Note:

- Updated letters from utility companies are required at the final plat submittal.

Plat Exhibit



Primrose Master Plan Amendment No. 1



GENERAL NOTES:

1. Bearing orientation is based on the Texas State Plane Coordinate System of 1983, South Central Zone as determined by GPS measurements.
2. The Coordinates shown hereon are Texas South Central Zone No. 4204 state plane grid coordinates (NAD 83) and may be brought to surface by applying the following scale factor: 1.0.
3. According to the Federal Emergency Management Agency Flood Insurance Rate Map, Brazoria County, Texas, Community Panel No.48039C0110K, dated December 30, 2020, the property lies within Unshaded Zone X.

   This flood statement does not imply that the property or structures thereon will be free from flooding or flood damage. On rare occasions floods can and will occur and flood heights may be increased by man-made or natural causes. The location of the flood zone was determined by scaling from said FEMA map. The actual location, as determined by elevation contours, may differ. Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA, assumes no liability as to the accuracy of the location of the flood zone limits. This flood statement shall not create liability on the part of Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA.
4. B.C.C.F. indicates Brazoria County Clerk's File.
   B.C.P.R. indicates Brazoria County Public Records.
   B.C.M.U.D. indicates Brazoria County Municipal Utility District.
   O.P.R.O.R.P. indicates Official Public Records of Real Property.
   O.P.R.O.B.C. indicates Official Public Records of Brazoria County
   B.L. indicates Building Line.
   D.E. indicates Drainage Easement.
   ETJ indicates Extraterritorial Jurisdiction.
   M.H. indicates Manhole.
   PG. indicates Page.
   P.A.E. indicates Permanent Access Easement.
   P.O.B. indicates Point of Beginning.
   P.U.E. indicates Public Utility Easement.
   PVT. indicates Private.
   R indicates Radius.
   R.O.W. indicates Right-Of-Way.
   S.S.E. indicates Sanitary Sewer Easement.
   STM.S.E. indicates Storm Sewer Easement.
   U.E. indicates Utility Easement.
   VOL. indicates Volume.
   W,L,E indicates Water Line Easement.
   ↝ indicates change in street name.
5. The property subdivided in the foregoing plat lies in Brazoria County, the City of Manvel ETJ, Brazoria County M.U.D. No. 47, Alvin Independent School District, and Brazoria County Drainage District #4.
6. Property within the boundaries of this plat and adjacent to any drainage easement, ditch, gully, creek, or natural drainage way shall hereby be restricted to keep such drainage ways and easements clear of fences buildings, plantings, and other obstructions.
7. Contour lines shown hereon are based on the NGS Benchmark E 306 being noted hereon.
8. 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
9. All right-of-way within the boundary of the plat, except for Rodeo Palms Parkway, shall be public and shall be maintained by Brazoria County Municipal Utility District No. 47.
10. All street pavement within the boundary of the plat will be concrete.
11. All streets within the boundary of the plat shall consist of two undivided lanes.
12. The 40' wide unimproved roads along the city limits will be fully abandoned prior to approval of a final plat. Abandonment shall occur on a per plat basis and is not required to be completed for all 40' wide unimproved roads simultaneously.
13. This development is subject to the terms and conditions of Interlocal Agreement between Brazoria County and Brazoria County Municipal Utility District No. 47.
14. This development will have no on-site sewage facilities because it will be served by the Brazoria County Municipal Utility District No. 29 Wastewater Treatment Plant.
15. The City of Manvel shall provide water capacity sufficient to serve the district per the terms and conditions of the Interlocal Agreement between Brazoria County Municipal Utility District No. 47 and the City of Manvel.
16. The proposed land use for Primrose Section 2 shall consist of Residential, Landscape, and Open Space
17. A subdivision variance has been approved to allow lot width to be measured at the building line rather than at the right-of-way by the City of Manvel on Monday, June 9, 2025.
18. A subdivision variance has been approved to allow two points of access to temporarily serve a subdivision phase containing a maximum of 124 platted lots until Section 3 is platted, by the City of Manvel on Monday, June 9, 2025.

BRAZORIA COUNTY 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 forthy-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. No building permit shall be issued for any lot within this development until the detention facility has been constructed and approved by the DISTRICT.
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. Contract the DISTRICT'S Inspector for further clarification.
12. All drainage plans and plats shall be 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.

BENCHMARK(S):

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE GULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5-1/2 FEET NORTHWEST OF MILE POLE 38, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 6.7 FEET NORTH OF THE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT

THIS IS TO CERTIFY THAT THE PLANNING, DEVELOPMENT AND ZONING COMMISSION OF THE CITY OF MANVEL, TEXAS, HAS RECOMMENDED APPROVAL FOR THE PLAT OF PRIMROSE SECTION 2 IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2025.

_____
PLANNING DEVELOPMENT AND ZONING COMMISSION CHAIR

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 86°36'45" E	35.00'
L2	S 03°23'15" E	58.36'
L3	N 03°23'15" W	65.34'
L4	N 86°36'45" E	15.00'
L5	N 03°23'15" W	14.99'
L6	N 03°23'15" W	102.01'

RESERVE TABLE

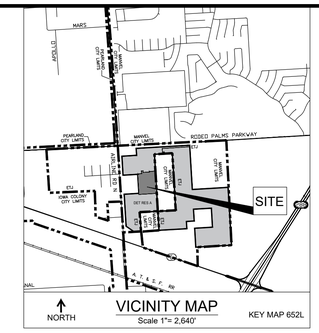
RESERVE	RESTRICTIONS	SQ. FT	ACREAGE	MAINTENANCE
A	LANDSCAPE, OPEN SPACE, & UTILITY PURPOSES	2,778.70	0.06	B.C.M.U.D. NO. 47
B	LANDSCAPE,OPEN SPACE, & UTILITY PURPOSES	11,149.61	0.26	B.C.M.U.D. NO. 47
TOTAL		13,928.31	0.32	

PARKLAND TABLE

PLAT	ACREAGE
PRIMROSE DETENTION RESERVE 'A'	2.00 AC.
PRIMROSE SECTION 1	1.20 AC.
PRIMROSE SECTION 2	0.00 AC.
TOTAL	3.20 AC.
REQUIRED	1.24 AC.

*Parkland required based on City of Manvel ordinance wherein 1 acre of parkland shall be dedicated for each 100 proposed dwelling units.





0' 50' 100' 200'
SCALE: 1"=100'
NORTH

OWNER CONTACT INFORMATION
KL LB BUY 5, LLC
850 New Burton Road, Suite 201
Dover, Delaware 19904
Phone: 713-784-4500

LOT SIZE TABLE

BLOCK NO.	LOT NO.	LOT AREA (SQ. FT.)	LOT WIDTH
1	1	8,384.86	66.00'
	2	7,620.00	60.00'
	3	7,620.00	60.00'
	4	7,620.00	60.00'
	5	7,620.00	60.00'
	6	7,620.00	60.00'
	7	7,620.00	60.00'
	8	7,620.00	60.00'
	9	7,620.00	60.00'
	10	7,753.49	61.51'
	11	14,867.16	60.00'
	12	10,292.59	60.00'
	13	7,836.17	61.23'
	14	7,939.14	60.00'
	15	7,939.14	60.12'
	16	7,689.90	61.72'
	17	12,082.63	60.00'
	18	13,949.46	60.00'
	19	7,393.36	61.83'
	20	7,670.29	60.00'
	21	7,670.29	60.00'
	22	7,670.29	60.00'
	23	7,670.29	60.00'
	24	7,670.29	60.00'
	25	7,670.29	60.00'
	26	7,670.29	60.00'
	27	7,670.29	60.00'
	28	7,670.29	60.00'
	29	7,670.29	60.00'
2	1	7,189.25'	60.00'
	2	7,200.00'	60.00'
	3	7,200.00'	60.00'
	4	7,200.00'	60.00'
	5	7,200.00'	60.00'
	6	7,200.00'	60.00'
	7	7,200.00'	60.00'
	8	7,200.00'	60.00'
	9	7,200.00'	60.00'
	10	8,265.87'	70.00'
	11	8,266.66'	70.00'
	12	7,200.00'	60.00'
	13	7,200.00'	60.00'
	14	7,200.00'	60.00'
	15	7,200.00'	60.00'
	16	7,200.00'	60.00'
	17	7,200.00'	60.00'
	18	7,200.00'	60.00'
	19	7,200.00'	60.00'
	20	7,196.62'	60.00'

10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
EHRATEAM
TBPE No. F-726
TBPLS No. 10092300
ENGINEERING THE FUTURE SINCE 1936

No reuse or reproduction of records, designs, proposed improvements or visual aspects of this plat or facilities are subject to change without notice.

EHRA JOB NO.
241-068-02

December 15, 2025

Primrose Section 2 Preliminary Plat

A subdivision of 12.19 acres out of the H.T. & B. R.R. CO. Survey, Section 71, A-291, also being out of the Emigration Land Company Subdivision as recorded in VOL. 2, PG. 81-82, B.C.P.R. ,Brazoria County, Texas

49 Lots, 2 Blocks and 2 Reserves
Owner: KL LB Buy 5, LLC

P:\241-068-02\Plats\PPLAT\Primrose Section 2_PPlat_rev3 20251215.dwg Dec 15, 2025-11:31am Edited by cbeasley

GENERAL NOTES:

1. Bearing orientation is based on the Texas State Plane Coordinate System of 1983, South Central Zone as determined by GPS measurements.
2. The Coordinates shown hereon are Texas South Central Zone No. 4204 state plane grid coordinates (NAD 83) and may be brought to surface by applying the following scale factor: 1.0.
3. According to the Federal Emergency Management Agency Flood Insurance Rate Map, Brazoria County, Texas, Community Panel No.48039C0110K, dated December 30, 2020, the property lies within Unshaded Zone X.

   This flood statement does not imply that the property or structures thereon will be free from flooding or flood damage. On rare occasions floods can and will occur and flood heights may be increased by man-made or natural causes. The location of the flood zone was determined by scaling from said FEMA map. The actual location, as determined by elevation contours, may differ. Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA, assumes no liability as to the accuracy of the location of the flood zone limits. This flood statement shall not create liability on the part of Edminster, Hinshaw, Russ & Associates, Inc. d/b/a EHRA.
4. The property subdivided in the foregoing plat lies in Brazoria County, the City of Manvel ETJ, portions of Brazoria County M.U.D. No. 47, Alvin Independent School District, and Brazoria County Drainage District #4.
5. Property within the boundaries of this plat and adjacent to any drainage easement, ditch, gully, creek, or natural drainage way shall hereby be restricted to keep such drainage ways and easements clear of fences buildings, plantings, and other obstructions.
6. This document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document.
7. This development is subject to the terms and conditions of Interlocal Agreement between Brazoria County, the City of Manvel and Brazoria County Municipal Utility District No. 47.
8. The City of Manvel shall provide water capacity sufficient to serve the district per the terms and conditions of the Interlocal Agreement between Brazoria County Municipal Utility District No. 47 and the City of Manvel.
9. This development will have no on-site sewage facilities because it will be served by the Brazoria County Municipal Utility District No. 29 wastewater treatment plant.
10. All right-of-way within the boundary of the plat, except for Rodeo Palms Parkway, shall be public and shall be maintained by Brazoria County Municipal Utility District No. 47.
11. Approval of the Master Plan shall expire three years after council approval, unless within the three year period, the subdivider has commenced construction of the improvements in the final construction plans approved by the city per Sec 62-39 of the Manvel Code of Ordinances.
12. A subdivision variance has been approved to allow lot width to be measured at the building line rather than at the right-of-way by the City of Manvel on July 21, 2025.
13. A subdivision variance has been approved to allow two points of access to temporarily serve a subdivision phase containing a maximum of 124 platted lots until Section 3 is platted, by the City of Manvel on July 21, 2025.
14. A subdivision variance has been approved to allow a perimeter right-of-way and sidewalk within a right-of-way not to be constructed by the City of Manvel on November 10, 2025. Funds shall be escrowed for the construction of a road and sidewalk prior to final plat submittal.
15. Three 40' rights-of-way bisect the tract in a north–south direction. The new alignment of Kirby Drive will be located within the northern portion of the western 40' strip, where 10 additional feet on the west side of the strip will be dedicated for right-of-way. The central and eastern 40' right-of-way strips shall be abandoned and will occur on a per-plat basis.
16. Significant changes require following the procedures in Section 62-38 (Preliminary Plat Process).
17. A copy of the Master Plan will be filed with the approved subdivision plat in the City's permanent records.
18. A 15.39 acre tract in the 26.5 acre detention pond in the southwest portion of the project will be annexed into Brazoria County M.U.D. No. 47 prior to final plat approval.

THIS IS TO CERTIFY THAT THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS, HAS APPROVED THIS MASTER PLAN OF PRIMROSE IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2026.

_____
MAYOR

THIS IS TO CERTIFY THAT THE PLANNING, DEVELOPMENT AND ZONING COMMISSION OF THE CITY OF MANVEL, TEXAS, HAS RECOMMENDED APPROVAL FOR THE MASTER PLAN OF PRIMROSE IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL AS SHOWN HEREON AND AUTHORIZES THE RECORDING OF THIS PLAT THIS _____ DAY OF _____, 2026.

_____
PLANNING DEVELOPMENT AND ZONING COMMISSION CHAIR

LAND USE AREAS & LOT TOTALS

60' x 125' Typical: 413 Lots	±	102.7 Ac.
Detention	±	53.4 Ac.
Major Thoroughfare & Collector ROW Dedication	±	9.2 Ac.
Park	±	2.7 Ac.
Landscape Buffer / Open Space	±	6.5 Ac.
Total	±	174.5 Ac.

OWNER CONTACT INFORMATION
KL LB BUY 5, LLC
850 New Burton Road, Suite 201
Dover, Delaware 19904
Phone: 713-784-4500

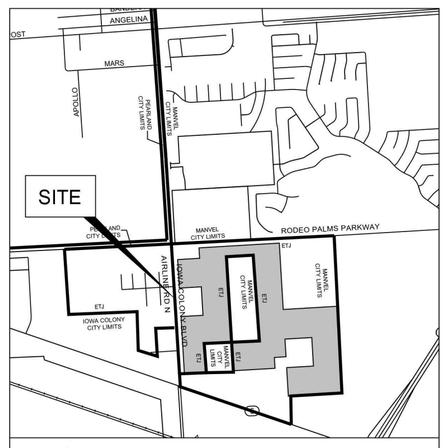
PARK LAND DEDICATION TABLE

SECTION	PARKS	TRAILS	TOTAL PARK LAND
Section 1	1.2 Ac.		1.2 Ac.
Section 2			
Det Res A		3.4 Ac.	2.0 Ac.
Section 3	0.8 Ac.		0.8 Ac.
Det Res B & C			
Section 4			
Section 5	0.7 Ac.		0.7 Ac.
Section 6			
Park Land Provided	2.7 Ac.	3.4 Ac.	6.1 Ac.
Park Land Required			4.1 Ac.

*1 acre of park land for each 100 proposed dwelling units
*Trails account for 50% of the required parkland.
*A reserve dedicated to use as park land shall not be narrower than 150 feet.

BENCHMARK(S):

NGS MONUMENT # E 306 DISK SET IN TOP OF CONCRETE MONUMENT, LOCATED 2.0 MILES WEST OF MANVEL, 2 MILES WEST ALONG THE GULF, COLORADO AND SANTA FE RAILWAY FROM THE STATION AT MANVEL, BRAZORIA COUNTY, 0.2 MILE WEST OF A SHELL-ROAD CROSSING, 5-1/2 FEET NORTHWEST OF MILE POLE 38, 39 FEET SOUTH OF THE SOUTH RAIL, 33 FEET NORTH OF THE CENTERLINE OF A DIRT ROAD, 6.7 FEET NORTH OF THE RIGHT-OF-WAY FENCE, 3 FEET WEST OF A WHITE WOODEN WITNESS POST AND SET IN THE TOP OF A CONCRETE POST ABOUT FLUSH WITH THE GROUND.
ELEV.=52.00 (NAVD '88) 1991 ADJUSTMENT



NORTH

VICINITY MAP
1" = 2,640'

LOTS PER SECTION

Section 1	71
Section 2	49
Section 3	101
Section 4	84
Section 5	81
Section 6	27
Total	413

Primrose: Master Plan Amendment #1

A Subdivision of 174.5 acres out of the H.T. & B. R.R. Co. Survey, Section 71, A-291
City of Manvel ETJ, Brazoria County, Texas

Owner: KL LB BUY 5, LLC, a Delaware limited liability company

January, 2026

0' 100' 200' 400'
SCALE: 1"=200'
TRUE SCALE AT 24" x 36"
NORTH

EHRA
ENGINEERING THE FUTURE SINCE 1936
10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
EHRA.TEAM
TBPE NO. F-726
TBPLS NO. 10092300

EHRA JOB NO.
241-068-00
TRIP No. 24-1600

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.

P:\241-068-00\Plat\GP\Master Plan\Primrose Master Plan_rev 8.dwg Jan 15, 2026-1:51pm Edited by: awaggoner

MANVEL PD&Z
DATA SHEET

MEETING DATE: March 9, 2026

TOPIC: Subdivision variance request for an approximate 1.101-acre tract of land generally located along the southern side of Morris Avenue / State Highway 6, adjacent to the west side of the Chevron Gas Station located at 17230 highway 6, Manvel, Tx, across from the Manvel Town Center H-E-B; proposed to be developed for a Wellby Bank Branch, seeking to vary the requirements of Chapter 62, Section 111 (a) & (c) - *Additional Street Requirements*, Section 62-113 - *Sidewalks*, and Section 62-42 (b) (4) - *Minor Plat*.

BACKGROUND: The subject site with approximately 1.101 acres (Property ID # 678969), is located along the southern side of Morris Avenue / State Highway 6, across from the Manvel Town Center H-E-B. The applicant Cathy Fontenot of Pape-Dawson, representing the property owner, JSC Federal Credit Union, had a predevelopment meeting with city staff regarding the subject site in 2025. The applicant was made aware of the requirements for developing the subject site including platting the subject site along with the all the platting requirements including possibility of dedication of necessary right-of-way (ROW) based on the Major Thoroughfare Plan and subdivision ordinance and construction of perimeter roads and sidewalks.

Along the southern boundary of the subject site, and adjacent to the northern boundary of the undeveloped 40-foot ROW, there exists a 20-foot drainage easement (Please see attached survey). This drainage easement serves the adjacent property to the east (Chevron Gas Station) and extends westward beyond the subject site. As noted by the applicant the detention facility located within this easement is a critical component of the adjacent property's stormwater management system. Additionally, drainage operations require a maintenance berm along the 20-foot drainage easement.

Under Sections *62-111(a) & (c), 62-113, and 62-42(b)(4)* of the City's Code of Ordinances, development of the property requires:

- Dedication of an additional 10 feet of right-of-way along the southern boundary; and
- Construction of one-half of the abutting perimeter roadway as concrete with curb, gutter, and sidewalks consistent with the City's Design Criteria Manual and Major Thoroughfare Plan.

The applicant states compliance with these requirements would require relocation or reconstruction of the existing drainage ditch and easement. The applicant also states that such modifications would significantly impact established drainage patterns and could adversely affect surrounding properties.

As part of the proposed development, the applicant has committed to:

- Construct sidewalks along Highway 6 in compliance with the Design Criteria Manual and Major Thoroughfare Plan; and
- Construct a 15-foot maintenance berm around the proposed detention facilities (Please see attached site plan).

The applicant is requesting a variance from the ROW dedication and perimeter roadway and sidewalk construction requirements along the southern boundary due to site constraints (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 subject property is constrained by an existing 20-foot drainage easement located along its southern boundary, which serves adjacent properties and extends beyond the site. The drainage facility within this easement functions as a critical component of the adjacent tract's stormwater management system. The presence of this drainage infrastructure and required maintenance berm limits the developable area and creates unique site constraints not generally applicable to other similarly situated properties. These conditions constitute special circumstances specific to this property.
- Strict Enforcement: Requiring full right-of-way dedication and roadway construction would likely require relocation or reconstruction of the existing drainage ditch. This could disrupt established drainage patterns and potentially impact neighboring properties.
- Impact on Public Welfare: Relocation of the drainage easement could negatively impact surrounding properties and established drainage patterns. Granting the variance would preserve existing drainage functionality while still allowing orderly development.

It is important to highlight that a similar subdivision variance was recently approved for the adjacent 3.6-acre tract owned by HJR Hwy 6, LLC, which abuts the same drainage easement with the same constraints.

RECOMMENDATION: Staff finds that the request is reasonable due to the unique drainage constraints of the property, is consistent with prior variance approvals in the immediate area, and will not be detrimental to the public health, safety, or welfare. Based on the above discussion, staff recommends approval of the variance request to Chapter 62, Sections 62-111(a) & (c), 62-113, and 62-42(b)(4), to waive the requirement for additional ROW dedication and perimeter street construction along the southern boundary, subject to the following conditions:

1. Funds shall be escrowed in lieu of construction of street and sidewalk within existing rights-of-way along the southern boundary. The escrow amount shall be **$69,565.00**, based on 224.21 linear feet at $200 per linear foot per lane, plus 5% simple interest over 10 years (as determined and approved by the City Engineer). The escrow shall be deposited prior to Final plat approval.
2. The plat for the proposed development shall include a plat note specifying waiver of ROW dedication and escrow arrangement;
3. A plat shall establish a minimum building setback of 40 feet measured from the center line of the gravel ROW along the southern side of the subject site;
4. 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.
5. The escrowed funds shall be refunded to the Developer within 30 days of the City Council's approval of an application to abandon the existing rights-of-way along the southern boundary for this public improvement. If the City abandons this right-of-way (southern boundary in whole), the City shall refund the amount of escrowed funds according to the length of the particular right-of-way that was abandoned within 10 years.

ATTACHMENTS: Application Form, Letter of Requests, Survey, Proposed Plat, Vicinity Aerial Map, Zoning Map, Major Thoroughfare Plan Map, and Proposed Site Plan.

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: Wellby Bank Manvel

Site Address or Legal Description: S Hwy 6, Manvel - A0291 HT&B RR Tract 37A1

Parcel/Tax ID# (s): BCAD PID - 678969 Property Platted: YES ☒ NO ☐

Current Zoning: LC - Light Commercial District Total Acreage: 1.101 Total Lots: 1

Project Description: 1.101 ac out of Lot 37, Section 71, Emigration Land Company's Subdivision being replatted to create one reserve - zoned in the LC district.

OWNER & APPLICANT INFORMATION

Applicant Name: Cathy Fontenot Company Name: Pape-Dawson

Address: _____ City: _____ State: _____ Zip: _____

Phone #: _____ Email: _____

Owner Name: JSC Federal Credit Union Company Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone #: _____ Email: _____

SUBDIVISION VARIANCE INFORMATION

The subdivision variance requested is (cite section from Chapter 62, *Subdivisions,* in the *Code of Ordinances*):

A Subdivision Variance is requested from 62-111(a) & (c), 62-113, and 62-42 (b) (4)

Are there special circumstances or conditions affecting the property?

There is an existing 20' drainage easement located along the southern boundary of the subject tract that serves the property to the east. BDD4 will require an additional maintenance berm along the 20' drainage easement. This property fronts Hwy 6 and will be accessed via an access easement.

Will enforcement of the provisions of Chapter 62, *Subdivisions,* deprive the owner/applicant of a substantial property right?

Enforcing the provisions of Chapter 62, would deprive the owner the use of their property. It would require the revision and relocation of the existing drainage easement.

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?

Granting the variance would not be detrimental the public. Should the city require improvements to the improved ROW located along the southern boundary line, it would negate the use of the property and the drainage easement.

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.

	01/09/2026
Applicant	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)
Completed Subdivision Variance Application (with all signatures)	X
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)	X
Two (2) Copies of Recorded Plat (if platted)	X
Two (2) Copies of Legal Description (metes & bounds if not platted)	X
Two (2) Copies of Proposed Plat	X
Letter of Authorization (if applicable)	X
PDF format on disc containing all application documents rotated and formatted	X
Paid Application Fee of $500.00 (non-refundable)	X

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.

Applicant Signature

01/09/2026
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.

JSC Federal Credit Union
Owner Name

1330 Gemini
Owner Address

Houston, TX 77058
Owner City, State Zip

1/13/2026
Date

Development Services Department
20025 Highway 6
Manvel, TX 77578

Dear City of Manvel Development Services,

I, JSC Federal Credit Union, certify that I am the owner of the project property located at S Hwy 6, Manvel - BCAD PID - 678969 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 Cathy Fontenot with the company Pape-Dawson (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 Allen Choy

Owner Signature _____

PAPE–DAWSON

City of Manvel
20025 Highway 6
Manvel, TX 77578

Attn: Jose Abraham, Director of Development Services

Re: Variance Request for Manvel Code of Ordinances Sections 62-111(a) and (c), 62-113, and 62-42(b)(4) for Wellby Bank Manvel located along Highway 6 (BCAD PID 678969)

A Subdivision Variance is requested from Manvel Code of Ordinances Sections 62-111(a) and (c), 62-113, and 62-42(b)(4), which require the dedication of additional right-of-way and the construction of one-half of all perimeters (abutting) roadways as concrete with curb, gutter, and sidewalks consistent with the City's Design Criteria Manual and Major Thoroughfare Plan.

The subject property consists of a 1.101-acre tract of land deeded to JSC Federal Credit Union (BCCF No. 2018009781). The property is zoned Light Commercial and is located within the Highway 6 Overlay District along State Highway 6, directly across from the Manvel Town Center. The tract is bordered to the east by a 1.376-acre tract deeded to JCTJ, LTD (BCCF No. 1994011076), to the west by a 3.6-acre tract deeded to HJR Hwy 6, LLC (BCCF No. 2018057190), and to the south by a 40-foot undeveloped platted right-of-way (Vol. 2, Pg. 81).

Along the southern boundary of the 1.101-acre tract and the northern boundary of the undeveloped 40-foot right-of-way exists a 20-foot drainage easement (BCCF Nos. 93-032897 and 2006069231). This drainage easement serves the adjacent property to the east and extends past the subject property's limits onto the adjacent property to the west. This detention facility is a critical component of the adjacent property's stormwater management system.

Per Manvel's Code of Ordinances, all streets must be constructed in accordance with the City's Design Criteria Manual, with the developer being responsible for constructing necessary improvements. Compliance with the ordinance would require the dedication of an additional 10 feet of right-of-way along the southern boundary, as well as the construction of sidewalks and roadway improvements to bring the abutting perimeter street up to minor street standards. Due to the presence and function of the existing drainage easement, adherence to these requirements would necessitate the relocation or reconstruction of the drainage ditch and easement. Such modifications would significantly impact established drainage patterns and could adversely affect drainage for the surrounding properties.

The combination of the site's limited size, existing drainage infrastructure, and required right-of-way dedication would substantially restrict the developable area of the property. These constraints create an undue hardship that is not self-imposed and is unique to this tract and its surrounding conditions. Notably, a similar variance request for the adjacent 3.6-acre tract

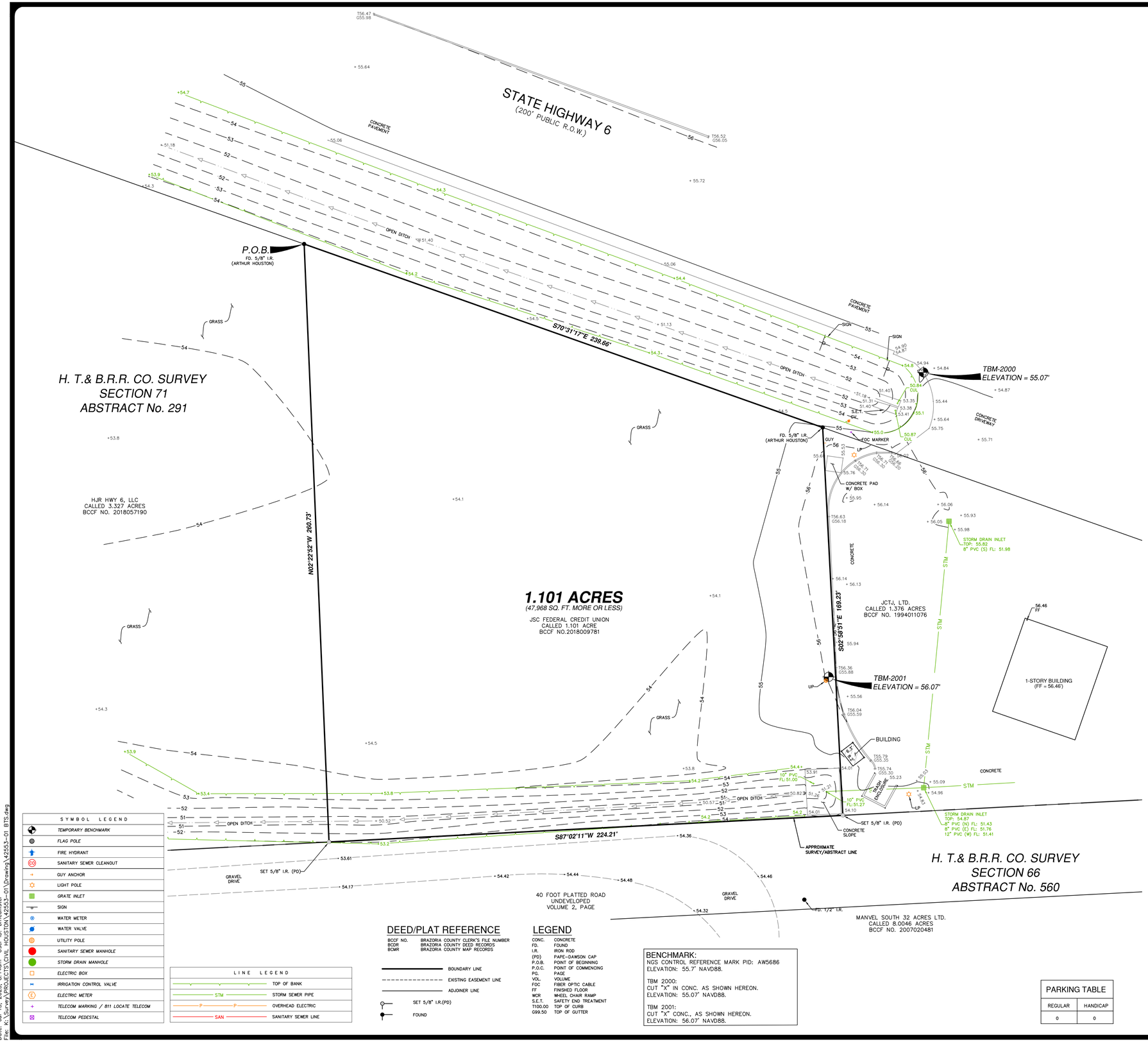
owned by HJR Hwy 6, LLC was previously approved under comparable circumstances, establishing precedent for granting relief in this location.

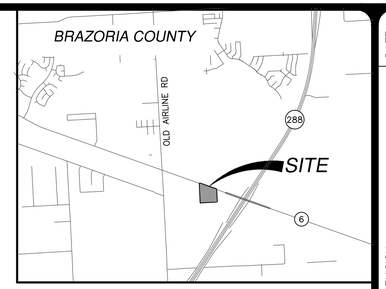
As part of the proposed development, the developer will construct sidewalks along Highway 6 in full compliance with the City's Design Criteria Manual and Major Thoroughfare Plan. Additionally, a 15-foot berm will be constructed around the outer limits of the proposed detention facilities to provide adequate maintenance access and site functionality.

Given the existing drainage easement, the potential negative impacts of relocation, and the consistency with previously approved variances in the immediate area, approval of the requested subdivision variance is reasonable and appropriate. Granting this variance will allow for orderly development of the property while preserving critical drainage infrastructure and maintaining compliance with the intent of the City's regulations.

Thank you,

Cathy Fontenot
Sr. Plat Coordinator





LOCATION MAP

NOT-TO-SCALE

SCALE: 1"= 20'

0' 20' 40' 60'

METES AND BOUNDS DESCRIPTION

A 1.101 acres, or 47,968 square feet more or less, being all of a called 1.101 acre tract, conveyed to JSC Federal Credit Union, as recorded in Brazoria County Clerk's File No. 2018009781 of the Official Public Records of Harris County, Texas, situated in the H.T. & B.R.R. CO. Survey, Section 71, Abstract No. 291, in the City of Manvel, Brazoria County, Texas. Said 1.101 acres being more fully described as follows, with bearings based on the Texas Coordinate System of 1983, South Central Zone from the North American Datum of 1983 (NA2011) epoch 2010.00:

BEGINNING: At a 5/8 inch iron rod with cap stamped "Arthur Houston" found for the northwest corner of said 1.101 acre tract and northeast corner of a called 3.327 acre tract, conveyed to HJR Highway 6, LLC, as recorded in Brazoria County Clerk's File No. 2118057190 of the Official Public Records of Brazoria County, Texas, located on the south right-of-way line of State Highway No. 6 (200' wide right-of-way), for the northwest corner of the herein described tract;

THENCE: *70°31'17" E, departing the northeast corner of said 3.327 acre tract, along and with the north line of said 1.101 acre tract and the south right-of-way line of said State Highway No. 6, a distance of 239.66 feet to a 5/8 inch iron rod with cap stamped "Arthur Houston" found for the northeast corner of said 1.101 acre tract and northwest corner of a called 1.376 acre tract, conveyed to JCTJ, LTD., as recorded in Brazoria County Clerk's File No. 1994011076 of the Official Public Records of Brazoria County, Texas, for the northeast corner of the herein described tract;*

THENCE: S 02°58'51" E, departing the south right-of-way line of said State Highway No. 6, along and with the east line of said 1.101 acre tract and west line of said 1.376, a distance of 169.23 feet to a 5/8 inch iron rod with cap stamped "Pape-Dawson" set for the southeast corner of said 1.101 acre tract and southwest corner of a called 1.376 acre tract, located on the north right-of-way line of a 40 foot wide platted road as recorded in Volume 2, Page 81 of Brazoria County Plat Records, for the southeast corner of the herein described tract;

THENCE: S 87°02'11" W, departing the southwest corner of said 1.376 acre tract, along and with the south line of said 1.101 acre tract and north line of said north right of way line, a distance of 224.21 feet to a 5/8 inch iron rod with cap stamped "Pape-Dawson" set for the southwest corner of said 1.101 acre tract and southeast corner of a called 3.327 acre tract and for the southwest corner of the herein described tract;

THENCE: N 02°22'52" W, departing the north line of said north of way line, along and with the west line of said 1.101 acre tract and east line of said 3.327 acre tract, a distance of 260.73 feet to the POINT OF BEGINNING, and containing 1.101 acres in the City of Manvel, Brazoria County, Texas. Said tract being described in accordance with a survey made on the ground and a survey map prepared under job number 42553-01 by Pape-Dawson Engineers, Inc.

NOTES:

1. The bearings for this survey are based on the Texas Coordinate System of 1983, South Central Zone from the North American Datum of 1983 (NA2011) epoch 2010.00.
2. Illustrated utilities are based on found visible evidence The location and depth of existing utilities should be field verified before construction. The surveyor does not have knowledge as to the availability of service to, or the status of the utilities on this site.
3. Elevations shown hereon are based on NGS Reference Mark No. PID: AW5686, published elevation of 55.7 feet, NAVD 88.
4. The subject property is within the following flood zone(s) as depicted on the Federal Emergency Management Agency (F.E.M.A.) Flood Insurance Rate Map Number 48039C0110K, dated December 30, 2020 for Brazoria County, Texas and incorporated areas. This data is available on the website www.msc.fema.gov.
   ZONE X (unshaded), defined as: "Other Areas; Areas determined to be outside 0.2% annual chance floodplain."
5. 5/8" iron rod with cap marked "Pape-Dawson" set at subject property corners unless noted otherwise.
6. This survey was performed without the benefit of a current title report additional easements and encumbrances may exist that are not shown hereon.

I, James B. McAllister, Jr., a Registered Professional Land Surveyor of the State of Texas, hereby certify that the above plat correctly represents the facts found at the time of the survey made on the ground under my supervision. This survey substantially complies with the current Texas Society of Professional Surveyors Standards and Specifications for a Category 1B, Condition II Survey. The field work was completed on July 1, 2025.

James B. McAllister, Jr.
Registration No. 5717
This 15th day July 2025

STATE OF TEXAS REGISTERED JAMES B. McALLISTER, JR. 5717 PROFESSIONAL LAND SURVEYOR

SYMBOL	LEGEND
	TEMPORARY BENCHMARK
	FLAG POLE
	FIRE HYDRANT
SAN	SANITARY SEWER CLEANOUT
	GUY ANCHOR
	LIGHT POLE
	GRATE INLET
	SIGN
	WATER METER
	WATER VALVE
	UTILITY POLE
	SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE
	ELECTRIC BOX
	IRRIGATION CONTROL VALVE
E	ELECTRIC METER
	TELECOM MARKING / 811 LOCATE TELECOM
	TELECOM PEDESTAL

LINE	LEGEND
	TOP OF BANK
STM	STORM SEWER PIPE
P P	OVERHEAD ELECTRIC
SAN	SANITARY SEWER LINE

DEED/PLAT REFERENCE

BCCF NO.	BRAZORIA COUNTY CLERK'S FILE NUMBER
BCDR	BRAZORIA COUNTY DEED RECORDS
BCMR	BRAZORIA COUNTY MAP RECORDS

BOUNDARY LINE
EXISTING EASEMENT LINE
ADJOINER LINE
SET 5/8" I.R.(PD)
FOUND

LEGEND

CONC.	CONCRETE
FD.	FOUND
I.R.	IRON ROD
(PD)	PAPE-DAWSON CAP
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCING
PG.	PAGE
VOL.	VOLUME
FOC	FIBER OPTIC CABLE
FF	FINISHED FLOOR
WCR	WHEEL CHAIR RAMP
S.E.T.	SAFETY END TREATMENT
T100.00	TOP OF CURB
G99.50	TOP OF GUTTER

BENCHMARK:
NGS CONTROL REFERENCE MARK PID: AW5686
ELEVATION: 55.7' NAVD88.

TBM 2000:
CUT "X" IN CONC. AS SHOWN HEREON.
ELEVATION: 55.07' NAVD88.

TBM 2001:
CUT "X" CONC., AS SHOWN HEREON.
ELEVATION: 56.07' NAVD88.

PARKING TABLE	
REGULAR	HANDICAP
0	0

NO.	REVISION	DATE

PAPE-DAWSON ENGINEERS
2107 CITYWEST BLVD, 3RD FLR | HOUSTON, TX 77042 | 713.428.2400
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

STANDARD LAND TOPOGRAPHIC SURVEY

OF A 1.101 ACRE TRACT OF LAND LOCATED IN THE H. T. & B.R.R. CO. SURVEY, SECTION 71 – ABSTRACT No. 291 BRAZORIA COUNTY, TEXAS.

JOB NO. 42553-01
DATE JULY 2025
CHECKED JBM DRAWN FF
CIVIL JOB NO. ---
REFERENCE: ---
SHEET 1 OF 1

Date: Jul 15, 2025, 8:14am User ID: bmcallister
File: K:\Survey\PROJECTS\CIVIL HOUSTON\42553-01\Drawing\42553-01 BTS.dwg

STATE OF TEXAS
COUNTY OF BRAZORIA

WE, JSC FEDERAL CREDIT UNION, OWNING THE PROPERTY BEING PLATTED, ACTING BY AND THROUGH _____, _____, OWNERS OF THE PROPERTY SUBDIVIDED IN THIS PLAT OF **WELLBY BANK MANVEL**, 1.101 ACRES BEING ALL OF BEING ALL OF A CALLED 1.101 ACRE TRACT, AS RECORDED IN BRAZORIA COUNTY CLERK'S FILE NO. 2018009781 OF THE OFFICIAL PUBLIC RECORDS OF BRAZORIA COUNTY, TEXAS, DO HEREBY MAKE SUBDIVISION OF SAID PROPERTY FOR AND ON BEHALF OF SAID PARTNERSHIP, ORPORATION, OR INDIVIDUAL, 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.

IN TESTIMONY WHEREOF, _____, AUTHORIZED REPRESENTATIVE HAS CAUSED THESE PRESENTS TO BE SIGNED BY _____, OWNER THEREUNTO AUTHORIZED,

THIS _____ DAY OF _____, 2026.

JSC FEDERAL CREDIT UNION

BY: _____
NAME & TITLE

STATE OF TEXAS
COUNTY OF HARRIS

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED _____ KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN AND HEREIN STATED AND AS THE ACT AND DEED OF SAID COMPANY.

GIVEN UNDER MY HAND AND SEAL OF OFFICE,

THIS _____ DAY OF _____,2026.

_____
NOTARY PUBLIC IN AND FOR THE
STATE OF TEXAS

MY COMMISSION EXPIRES:_____

THIS IS TO CERTIFY THAT THE DEPUTY DIRECTOR OF COMMUNITY DEVELOPMENT OF THE CITY OF MANVEL, TEXAS, HAS APPROVED THIS PLAT AND SUBDIVISION OF **WELLBY BANK MANVEL** AND IS IN CONFORMANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE ORDINANCES OF THE CITY OF MANVEL, AS SHOWN HEREON, AND AUTHORIZED THE RECORDING OF THIS PLAT

THIS _____ DAY OF _____, 2026.

BY: _____
NAME

APPROVAL FOR THE CITY OF MANVEL, TEXAS

THIS _____ DAY OF _____, 2026.

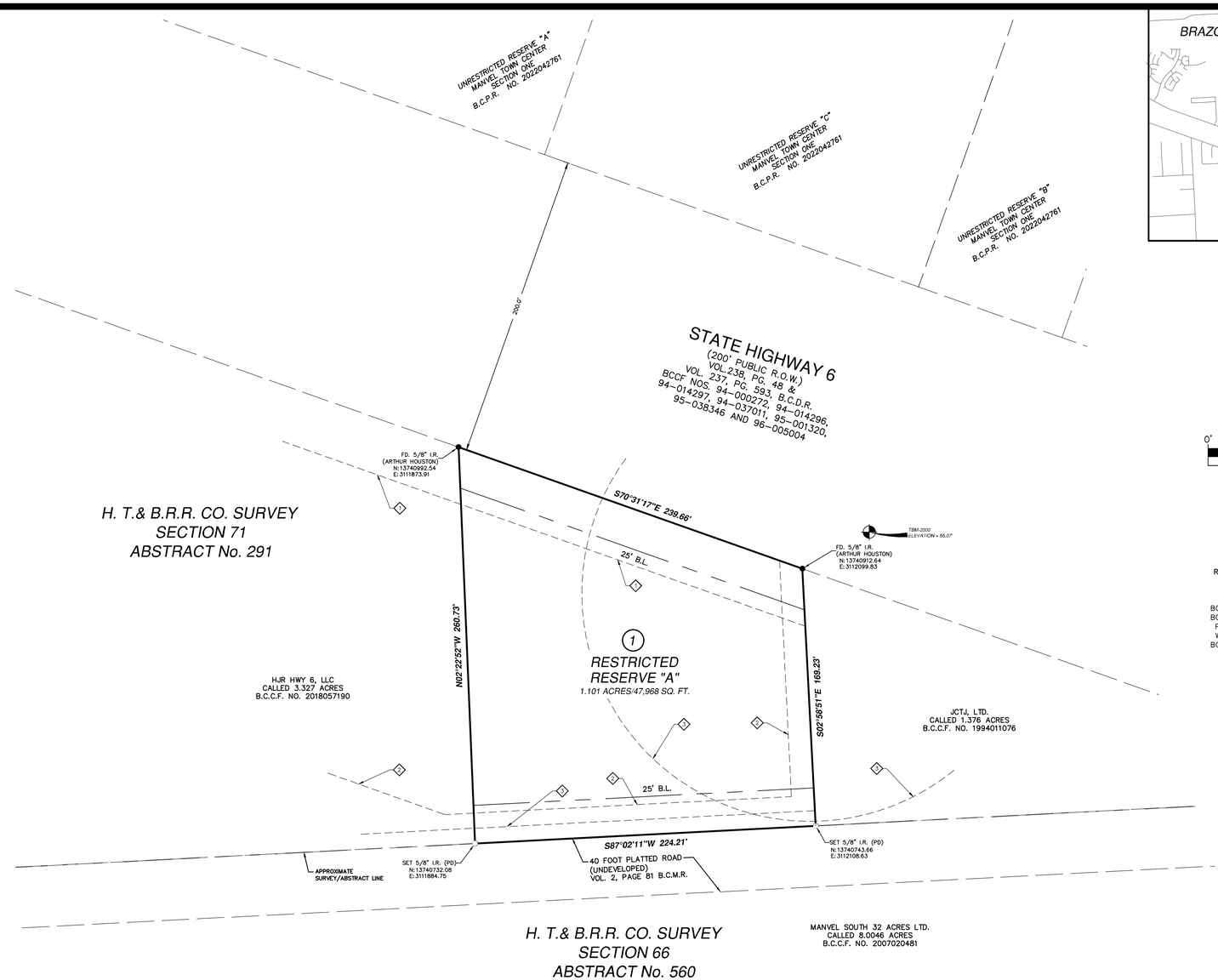
BY: _____
NAME
CITY ENGINEER

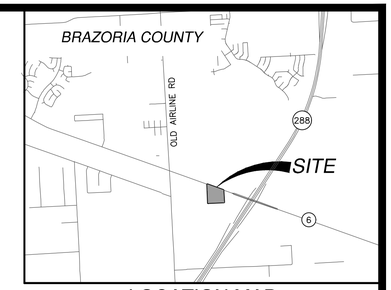
I, JAMES B. MCALLISTER, Jr. AM AUTHORIZED (OR REGISTERED) UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF SURVEYING AND HEREBY CERTIFY THAT THE ABOVE SUBDIVISION IS TRUE AND ACCURATE; WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND; THAT, EXCEPT AS SHOWN ALL BOUNDARY CORNERS, ANGLE POINTS, POINTS OF CURVATURE AND OTHER POINTS OF REFERENCE HAVE BEEN MARKED WITH IRON (OR OTHER OBJECTS OF A PERMANENT NATURE) PIPES OR RODS HAVING A DIAMETER OF NOT LESS THAN FIVE EIGHTS (5/8) INCH AND A LENGTH OF NOT LESS THAN THREE (3) FEET; AND THAT THE PLAT BOUNDARY CORNERS HAVE BEEN TIED TO THE TEXAS COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE.

_____
JAMES B. MCALLISTER, Jr.
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO 5717

BENCHMARK:
NGS CONTROL REFERENCE MARK PID: AW5686
ELEVATION: 55.7' NAVD88.

TBM 2000:
CUT "X" IN CONC. AS SHOWN HEREON.
ELEVATION: 55.07' NAVD88.





LOCATION MAP

NOT-TO-SCALE
MAP REF: KEY MAP NO. 652V
ZIP CODE: 77578

SCALE: 1"= 40'
0' 40' 80' 120'

LEGEND

●		FOUND IRON ROD (UNLESS NOTED OTHERWISE)
○		SET 5/8" IRON ROD (PD)
AC	=	ACRE
BL	=	BUILDING LINE
ROW	=	RIGHT-OF-WAY
SF	=	SQUARE FEET
IR	=	IRON ROD
FD	=	FOUND
BCCF	=	BRAZORIA COUNTY CLERK'S FILE NUMBER
BCMR	=	BRAZORIA COUNTY MAP RECORDS
POB	=	POINT OF BEGINNING
WSE	=	WATER AND SANITARY EASEMENT
BCPR	=	BRAZORIA COUNTY PLAT RECORDS

NOTES:

1. THIS PLAT HAS BEEN PREPARED TO MEET THE REQUIREMENTS OF THE STATE OF TEXAS, BRAZORIA COUNTY AND THE CITY OF MANVEL.
2. THIS PLAT WAS PREPARED FROM INFORMATION PROVIDED BY TEXAS AMERICAN TITLE COMPANY, (GUARANTEE FILE) G.F. NO. 2791026-00046 EFFECTIVE DATE JANUARY 6, 2026.
3. ALL BEARINGS REFERENCE ARE TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE. THE COORDINATES SHOWN HEREON ARE TEXAS SOUTH CENTRAL ZONE NO. 4204 STATE PLANE GRID COORDINATES (NAD83) AND MAY BE BROUGHT TO SURFACE BY DIVIDING THE COMBINED SCALE FACTOR OF 0.9998700169.
4. ALL SUBDIVISION COMMON AREAS INCLUDING BUT NOT LIMITED TO DETENTION FACILITIES, EASEMENTS, AND OPEN SPACE WITHIN THE BOUNDARIES OF THIS PLAT SHALL BE MAINTAINED BY A HOMEOWNER'S ASSOCIATION, COMMERCIAL PROPERTY ASSOCIATION OR OTHER ENTITY AND SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF MANVEL OR BRAZORIA COUNTY.
5. FIVE-EIGHTHS INCH (5/8) INCH IRON RODS THREE FEET IN LENGTH ARE SET ON ALL PERIMETER BOUNDARY CORNERS, UNLESS OTHERWISE NOTED. BLOCK CORNERS OR STREET RIGHTS-OF-WAY HAVE NOT BEEN MONUMENTED.
6. BENCHMARK DESCRIPTION: ELEVATIONS BASED ON NGS REFERENCE MARK PID: AW5686, PUBLISHED ELEVATION: 55.7' NAVD 88.

   LOCATED 71.5 FEET NORTH OF THE CENTER OF COUNTY ROAD 37, 64.0 FEET SOUTH OF THE SOUTH DRIVE TO THE CHURCH, 44.6 FEET WEST OF THE CENTER OF COUNTY ROAD 48, AND 11.2 FEET EAST OF THE CENTER OF A BRICK PIER OF THE CHURCH.
7. ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 48039C0110K, WITH THE EFFECTIVE DATE OF DECEMBER 30, 2020 THE PROPERTY IS LOCATED IN ZONE "X UNSHADED" (AREAS DETERMINED TO BE OUTSIDE OF THE 100-YEAR FLOODPLAIN.)
8. THIS PROPERTY IS NOT IN A MUD.
9. ALL FLOODPLAIN INFORMATION NOTED IN THE PLAT REFLECTS THE STATUS PER THE FEMA FIRM MAP THAT IS EFFECTIVE AT THE TIME THAT THE PLAT IS RECORDED. FLOODPLAIN STATUS IS SUBJECT TO CHANGE AS FEMA FIRM MAPS ARE UPDATED.
10. ANY CONSTRUCTION PROPOSED TO BE INSTALLED WITHIN A DEDICATED EASEMENT WITH PRESCRIBED RIGHTS TO A PRIVATE ENTITY SHALL REQUIRE THE PERMISSION OF THE PRIVATE ENTITY PRIOR TO THE START OF CONSTRUCTION. FAILURE TO SECURE SUCH PERMISSION MAY RESULT IN THE RIGHT HOLDER(S) OF THE EASEMENT REMOVING ANY UNAPPROVED PAVEMENT, STRUCTURES, UTILITIES, OR OTHER FACILITIES LOCATED WITHIN THE EASEMENT. THE RESPONSIBILITY OF SECURING APPROVAL FROM THE PRIVATE ENTITIES TO BUILD WITHIN AN EASEMENT IS SOLELY THAT OF THE PROPERTY OWNER.
11. ACCESS RIGHTS TO PARKING AREAS AND DRIVEWAYS ARE HEREBY GRANTED TO ALL ADJOINING COMMERCIAL PROPERTIES.
12. THE MINIMUM SLAB ELEVATION FOR ALL BUILDINGS LOCATED WITHIN THE BOUNDARIES OF THIS PLAT SHALL MEET CITY OF MANVEL REQUIREMENTS AT THE TIME OF DEVELOPMENT.
13. ANY PROPOSED DRAINAGE SYSTEM FOR THIS SUBDIVISION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CITY OF MANVEL AND OR BRAZORIA DRAINAGE DISTRICT #???.
14. ALL LANDSCAPING AND STRUCTURES, INCLUDING FENCES AT INTERSECTION SHALL CONFORM TO THE CITY OF MANVEL AND AASHTO SITE DISTANCE REQUIREMENTS FOR MOTORISTS.
15. CROSS ACCESS BETWEEN COMMERCIAL LOTS & DRIVEWAY REQUIREMENTS FOR THE LOCATION, WIDTH AND OFFSETS FROM AN INTERSECTION AND ANY EXISTING DRIVEWAY OR PROPOSED DRIVEWAYS, SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF MANVEL ENGINEERING DESIGN CRITERIA MANUAL AND UNIFIED DEVELOPMENT CODE.

EXISTING EASEMENTS

1. RECIPROCAL ACCESS EASEMENT
   BCCF NO. 2018009782
2. DRAINAGE EASEMENT
   BCCF NO. 2006069231
3. SANITARY CONTROL AND DRAINAGE EASEMENT
   BCCF NO. 93-032897

OWNER/DEVELOPER:
JSC FEDERAL CREDIT UNION
1330 GEMINI
HOUSTON, TEXAS 77058
TEL. 281-488-7070

WELLBY BANK MANVEL

A SUBDIVISION OF 1.101 ACRE SITUATED IN THE HT.& B.R.R. CO. SURVEY, SECTION 71, ABSTRACT No. 291 BEING A PARTIAL REPLAT OF LOT 37, SECTION 71 OF THE EMIGRATION LAND COMPANY'S SUBDIVISION AS RECORDED IN VOLUME 2, PAGE 81, BRAZORIA COUNTY PLAT RECORDS, BRAZORIA COUNTY, TEXAS

REASON FOR PLAT:
TO CREATE ONE RESERVE

1 RESERVE - 1 BLOCK
SCALE: 1"= 40' - JANUARY 2026

PAPE-DAWSON
2107 CITYWEST BLVD, 3RD FLR I HOUSTON, TX 77042 I 713.428.2400
TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

PD JOB NO. 42553-01

Date: Jan 16, 2026, 5:45pm User ID: Cfontenot
File: K:\Survey\PROJECTS\CIVIL HOUSTON\42553-01\2-3 Plat\2-3-2 Final\PL42553-01.dwg



Wellby Bank Manvel - SH6 (PID 678969)

Parcels

City of Manvel City Limits

City of Manvel ETJ

Wellby Bank Manvel - PID:678969

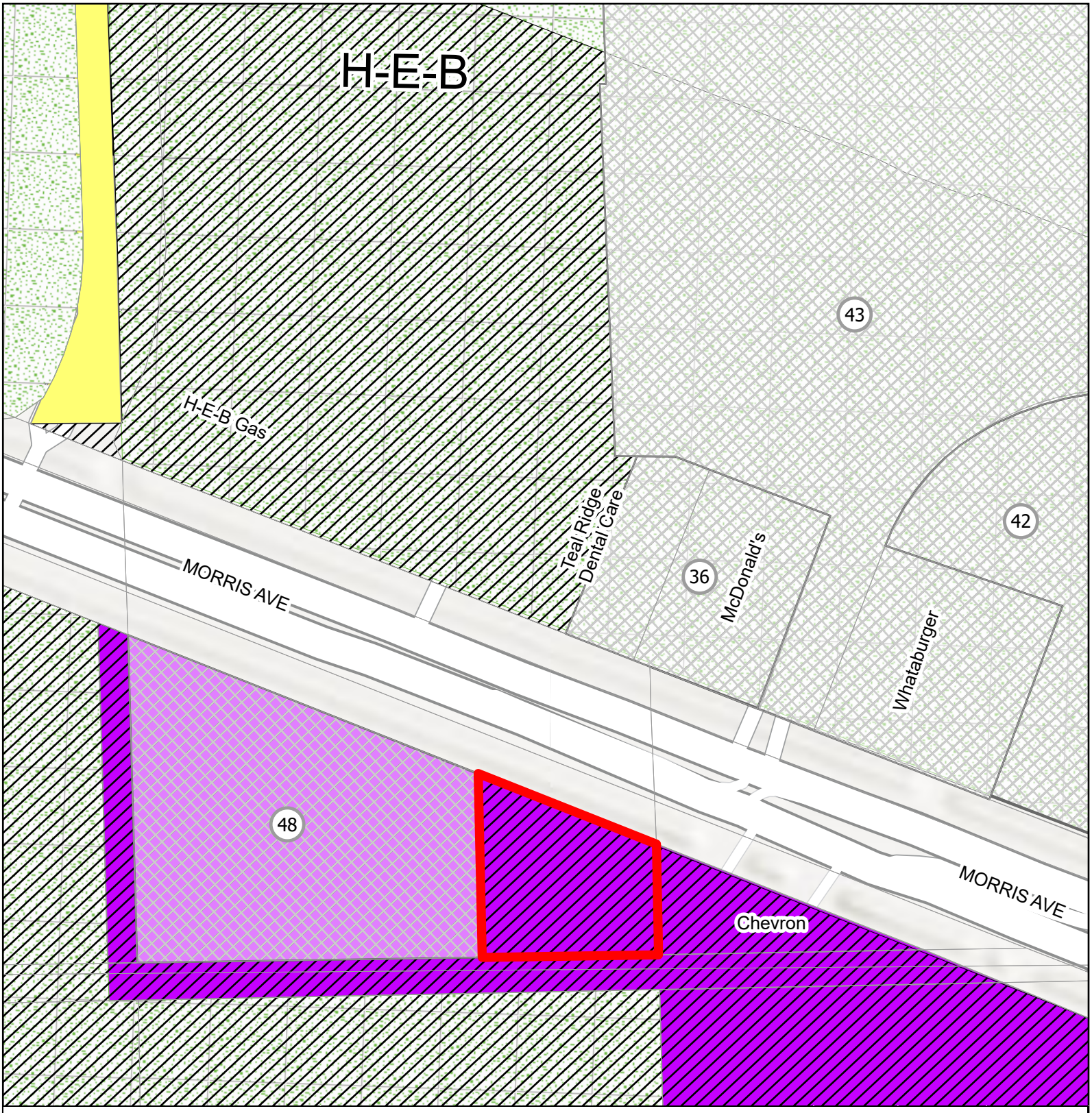
US Feet

0 85 170 340 510 680

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: February 2026
Reference: 2026010
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
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
48	Along the soutern side of State Highway 6, the second parcel of land to the west of the Chevron Gas Station loacted at 17230 Highway 6	NAICS use 811192 "Car Washes"	2025-O-27	10/20/2025	LC/SH6-SUP

Wellby Bank Manvel - SH6 (PID 678969)

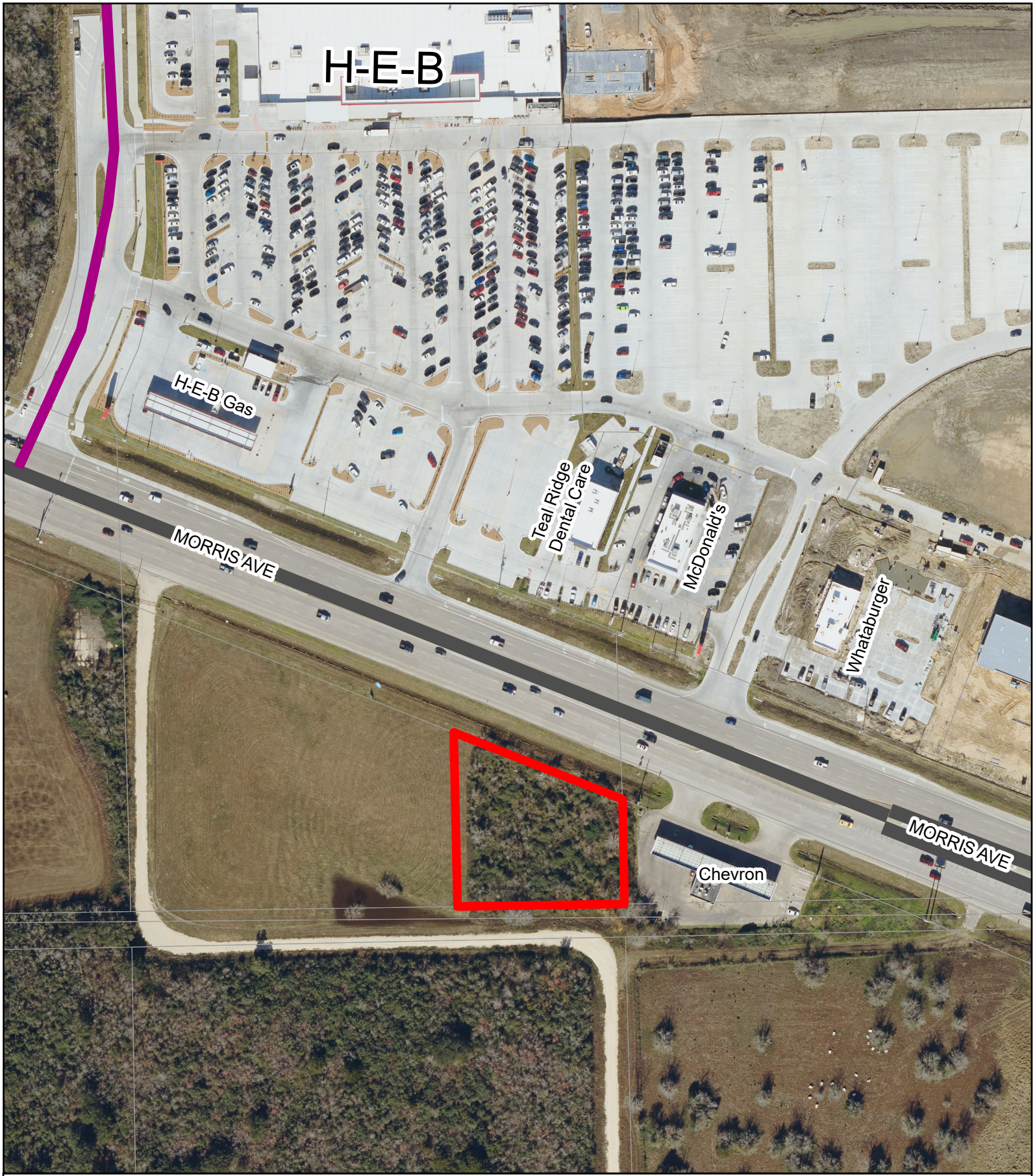
Parcels
City of Manvel ETJ
City of Manvel City Limits
Wellby Bank Manvel - PID:678969
Specific Use Permits
State Highway 6 Overlay District
Light Commercial District
Planned Unit Development
Open Single-Family Residential District

N W E S

US Feet
0 85 170 340 510 680

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: February 2026
Reference: 2026010
Data Source: City of Manvel, Brazoria County Open Data



Wellby Bank Manvel - SH6 (PID 678969)

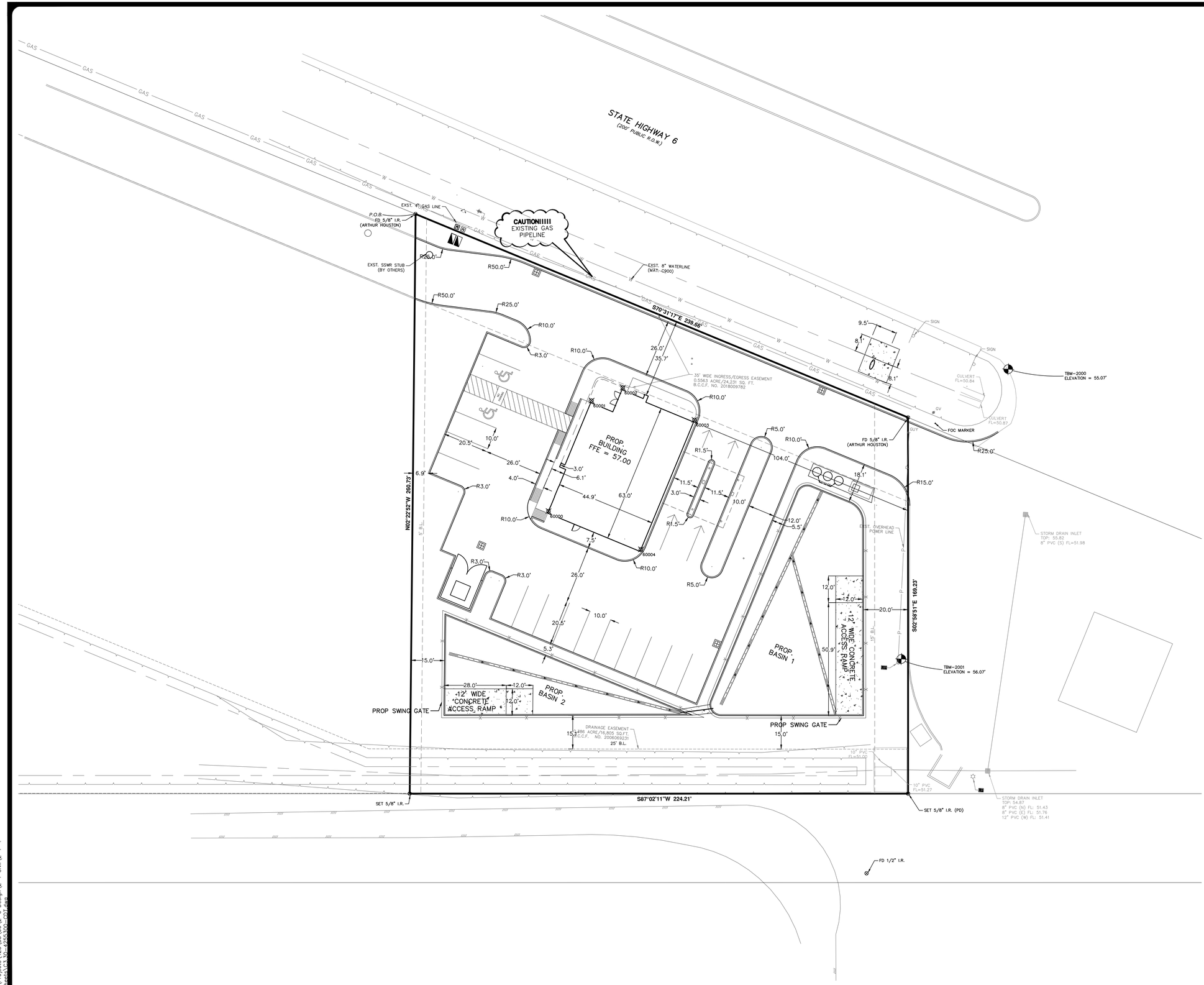
Parkway (120' ROW)
Proposed Parkway (120' ROW)
Major Thoroughfare (120' ROW)
Parcels
City of Manvel ETJ
City of Manvel City Limits
Wellby Bank Manvel - PID:678969

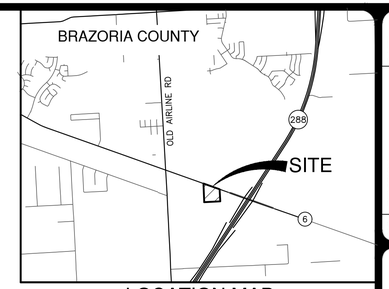
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Date: February 2026
Reference: 2026010
Data Source: City of Manvel, Brazoria County Open Data





LOCATION MAP
NOT-TO-SCALE

SCALE: 1"= 20'
0' 20' 40' 60'

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING CURB
- GAS — EXISTING GAS LINE
- W — EXISTING WATER LINE
- EXISTING STORM SEWER LINE
- P — EXISTING OVERHEAD POWER
- EXISTING DITCH BANK
- EXISTING DITCH CENTERLINE
- EXISTING EASEMENT
- PROP CURB
- EASEMENT LINE
- EXISTING STORM INLET
- PROPOSED CATCH BASIN / JUNCTION BOX
- PROPOSED WATER EQUIPMENT
- PROPOSED MANHOLE

BUILDING PAD CONTROL POINTS

PTS	NORTHING	EASTING
60000	13742648.51	3112345.07
60001	13742699.14	3112361.87
60002	13742705.68	3112375.59
60003	13742692.86	3112408.53
60004	13742633.48	3112387.49

NOTE: BUILDING ENVELOPE CORNER POINTS ARE APPROXIMATE AND PROVIDED FOR BUILDING PAD PREPARATION ONLY. CONTRACTOR SHALL REFERENCE STRUCTURAL ENGINEER'S FOUNDATION PLAN FOR ACTUAL BUILDING DIMENSIONS.

NO.	REVISION	DATE

STATE OF TEXAS
NATHAN C. BILLIOT
96488
LICENSED PROFESSIONAL ENGINEER
11/24/2025

PAPE-DAWSON
2107 CITYWEST BLVD, 3RD FLR I HOUSTON, TX 77042 I 713.428.2400
TEXAS ENGINEERING FIRM #470 I TEXAS SURVEYING FIRM #10028800

WELLBY BANK BRANCH
CITY OF MANVEL, TEXAS

DIMENSIONAL CONTROL PLAN

PLAT NO. XXXXXX
JOB NO. 42553-00
DATE OCTOBER 2025
DESIGNER GB
CHECKED KM DRAWN TS
SHEET C3.30

PERMIT SET

Date: September 12, 2025, 2:50 PM - User ID: gbecker
File: K:\Projects\425\53\00\2-0 Design\2-1 Civil\2-1-4 Plan Sheet\425353-00-GRADING-DIM.dwg
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KENDIG KEAST COLLABORATIVE

77 Sugar Creek Center Blvd – Suite 600 | Sugar Land, TX 77478
Phone: 281.242.2960

MEMORANDUM

Date: March 2, 2026

To: Jose Abraham – Director of Development Services, City of Manvel

From: Gary Mitchell, FAICP – COO, Kendig Keast Collaborative (KKC)

Subject: Potential Changes to Comprehensive Plan and/or Major Thoroughfare Plan based on Community Feedback

During February, the City hosted a public open house at City Hall, on February 9, and also circulated a series of three posts on its social media platforms that same week to obtain community feedback on the draft Comprehensive Plan and the draft updated Major Thoroughfare Plan (MTP) map. The open house was well attended, and the social media posts generated numerous reactions and comments. **The following specific potential changes were identified after reviewing all the feedback received:**

Future Land Use and Character Map

- Multiple individuals wish to **maximize Rural Preservation** east of Master Road/FM 1128 and have less Suburban Residential and Commercial east of Masters.

Major Thoroughfare Plan Map

- Multiple individuals from the east side and **Markham Road** area expressed opposition to a future thoroughfare through their area, even if downgraded from a Parkway to an Arterial designation as on the current proposed map (one individual stated that a Collector designation might be bearable if the alignment cannot be relocated away from Markham Road). They do not want to lose the rural character of their area, are concerned about safety (especially from truck traffic), do not want their existing community divided by a major roadway, and do not foresee sufficient traffic demand in the area for this level of roadway. They also cited limited room for a wider right-of-way through the area given the existing lot pattern around Markham Road and deed restrictions that apply to those lots.
- Several individuals expressed opposition to a Parkway designation on, or a potential future widening of **Del Bello Road/CR 90** because of the impact on existing homes.
- Several individuals expressed opposition to a **direct connection of Del Bello Boulevard to Lira Road** at Del Bello Road/CR 80. They prefer the current MTP map that has Del Bello Boulevard connecting straight east into Del Bello Road/CR 90 rather than curving northward to tie into Lira Road.

- Several individuals expressed concern about the potential northward extension of **Pollard Boulevard** north to Croix Road/CR 58, along with future Manvel Parkway, because of existing homes in the area.
- One individual (on social media) expressed concern about the potential extension of **Cemetery Road** south of SH 6. Mayor Dan Davis responded with an explanation of the MTP purpose and implications, which seemed to satisfy this individual.
- One individual is opposed in general to a **more connected roadway system** due to crime concerns. He advocated for only one way in and out of neighborhoods, to prioritize only local traffic, versus thoroughfares that would bring through traffic into neighborhood areas. Another individual responded that multiple access points in and out of neighborhoods are important for emergency response.

The City's final social media post highlighted the **potential top 12 priority actions** emerging from the Comprehensive Plan process, which were also the subject of a ranking exercise during the open house. No comments, negative or otherwise, were received in response – only 32 Likes and Loves.

MANVEL 2045









Your Voice, Our Future

Manvel 2045 Comprehensive Plan

March 2026 DRAFT

KENDIG KEAST COLLABORATIVE
ARKK ENGINEERS
consor

Introduction

March 2026 DRAFT

The Manvel Comprehensive Plan is intended to guide future development, redevelopment and community enhancement efforts over the next 10-20 years. However, discussions during a community planning process often involve an even longer-range outlook, helping establish a vision of what Manvel could and should be in the future versus the trend line it is currently on. Based on this broader context, the purpose of this plan is to provide realistic goals and achievable strategies that residents, business and land owners, major institutions, civic groups and public officials prefer – and will support with sustained action – in the years ahead.

Purpose of the Comprehensive Plan

A Comprehensive Plan is usually the most important policy document a municipal government prepares and maintains. It lays out a "big picture" vision and associated goals regarding the future growth and enhancement of the community. It is "comprehensive" in two ways, by:

- Considering at once the entire geographic area of the community, including areas where new development and redevelopment may occur, as opposed to more specialized plans and studies that focus on particular sub-areas of the city.
- Assessing near- and longer-term needs and desires across a variety of inter-related topics that represent the key "building blocks" of a community (e.g., land use, transportation, urban design, commercial development, redevelopment, neighborhoods, parks and recreation, utility infrastructure, public facilities and services, etc.).

Through a comprehensive plan, a community considers how best to accommodate and manage its projected growth, as well as the redevelopment of older neighborhoods and commercial and industrial areas. Like most similar plans, this Comprehensive Plan is aimed at ensuring that ongoing development and redevelopment will proceed in an orderly, well-planned manner so that public facilities and services can keep pace and residents' quality of life will be enhanced. Significantly, by clarifying and stating the City's intentions regarding the area's physical development and infrastructure investment, the plan also creates greater predictability for residents, land owners, developers and potential investors.

The comprehensive planning process is intended to celebrate accomplishments of the past while providing an opportunity to anticipate and address challenges of the future. In some cases, this plan will offer guidance to decision makers for challenges only now emerging while other sections reinforce established policies that should be carried forward as a sure and sound basis for future development and redevelopment. Whether an issue is a challenge or an opportunity – or both – the utmost importance should be placed upon periodic comprehensive planning as an opportunity for thoughtful public discussion on the real and perceived challenges currently facing Manvel and the opportunities that will shape its future.

Why Plan?

Local planning allows the City of Manvel to have a greater degree of control over its destiny rather than simply reacting to change. Planning enables the City to manage future development and redevelopment actively as opposed to reacting to development proposals on a case-by-case basis without adequate and necessary consideration of community-wide issues.

Long-range planning also provides an opportunity for the City's elected and appointed officials to step back from pressing, day-to-day issues and clarify their ideas on the kind of community they are trying to create and maintain. The process required to prepare a new Manvel Comprehensive Plan may prove more valuable to the community than the plan itself since the document is ultimately only a snapshot in time. The planning process involves major community decisions about how much and where development and redevelopment will occur, the nature of future development, and the community's capability to provide the necessary public services and facilities to support this development. This leads to pivotal discussions about what is "best" for the community and how everything from taxes to "quality of life" will be affected.

Important Reasons for Long-Range Planning in Manvel include to:

- ♦Ensure adequate public facilities to meet the demands of future development and redevelopment.
- ♦Achieve an efficient development pattern that reflects the values of the community.
- ♦Promote the long-term protection and enhancement of the image and visual appearance of the community.
- ♦Provide a balance of land uses and services throughout the community to meet the needs and desires of its population.
- ♦Involve local citizens in the decision-making process and reach consensus on the future vision for Manvel and its ongoing development and redevelopment.
- ♦Develop annual City budgets, department work programs, and potential new and amended ordinances, and to prioritize capital improvements, pursue external grant funding that leverages local dollars, and strengthen and establish mutually beneficial partnerships consistent with the Comprehensive Plan.
- ♦Identify finer-grain planning and studies needed to clarify action strategies and costs in particular areas of the city.

Use of the Plan

This plan is ultimately a guidance document for City officials and staff, who must make decisions on a daily basis that will determine the future direction, financial health and "look and feel" of the community. These decisions are carried out through:



Targeted programs and expenditures prioritized through the City's annual budget process, including routine but essential functions across municipal government.



Major public improvements and land acquisitions financed through the City's capital budgeting.



New and amended City ordinances and regulations closely linked to Comprehensive Plan objectives (and associated review and approval procedures in the case of zoning, subdivision and land development activities).



Departmental work plans and resources in key areas.



Support for ongoing planning and studies that will further clarify needs, costs, benefits and strategies.



Pursuit of external grant funding to supplement local budgets and/or expedite certain projects.



Initiatives pursued in conjunction with other public and private partners to leverage resources and achieve successes neither could accomplish on their own.

Comprehensive plans focus primarily on the responsibilities of City government in the physical planning arena, where municipalities normally have a more direct and extensive role than in other areas that residents value such as education and social services. Therefore, the resulting plan may not address every challenge before the city, but it is meant to set a tone and motivate concerted efforts to move the community forward in coming years.

Planning Authority

State Support for Community Planning – Section 213 of the Texas Local Government Code

Unlike some other states, municipalities in Texas are not mandated by state government to prepare and maintain local comprehensive plans. Instead, Chapter 213 of the Texas Local Government Code provides that, "The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality." The Code also cites the basic reasons for long-range, comprehensive community planning, stating that, "The powers granted under this chapter are for the purposes of promoting sound development of municipalities and promoting public health, safety and welfare." The Code also gives Texas municipalities the freedom to "define the content and design" of their plans, although Section 213 suggests that a comprehensive plan may:

- include but is not limited to provisions on land use, transportation, and public facilities;
- consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- be used to coordinate and guide the establishment of development regulations.

However, for cities like Manvel that have adopted zoning regulations to guide the use of land and address compatibility among differing land use types and intensities, Local Government Code Chapter 211 – the source of municipal zoning authority in Texas – states in Section 211.004(a) that "Zoning regulations must be adopted in accordance with a comprehensive plan." The adopted comprehensive plan provides the public policy basis for a city's zoning regulations. The plan also typically includes a map with a more generalized view of future land use and associated narrative as guidance for City officials, advisory commissions and staff involved in making zoning decisions.

Authority of Manvel Planning, Development & Zoning Commission

Section 77-72 of the City's Code of Ordinances establishes the Planning Commission (the "Commission" or "PD&Z"). Section 50-1 of the City Code states that the Commission's composition and activities shall be in accordance with Texas Local Government Code Section 211.007. For the City's 2024-25 round of plan updates, the PD&Z served as the "steering committee" responsible for preparing the City's Comprehensive Plan, with support from City staff and consultants, as outlined in Section 50-51.

Additional powers and duties of the PD&Z, according to Texas Local Government Code Section 211.007, include:

- Periodically conducting studies of the city's resources, development trends, environmental and aesthetic conditions, and other issues and needs related to land use and development, and reporting its findings to the City Council.
- Initiating, preparing or overseeing the preparation of amendments (both text and map) to the Zoning Code, as appropriate.

Geographic Coverage and Context of the Plan

This plan addresses the approximately 24 square miles currently encompassed within the city limits of Manvel, along with additional areas just beyond within the City's extraterritorial jurisdiction (ETJ). In Texas, cities also consider the future of their ETJs as the area into which the community may someday expand – at least into portions of the ETJ where new development that approaches in-city densities can be accommodated with public services. Most of the ETJ is located to the north and east of the city limits.

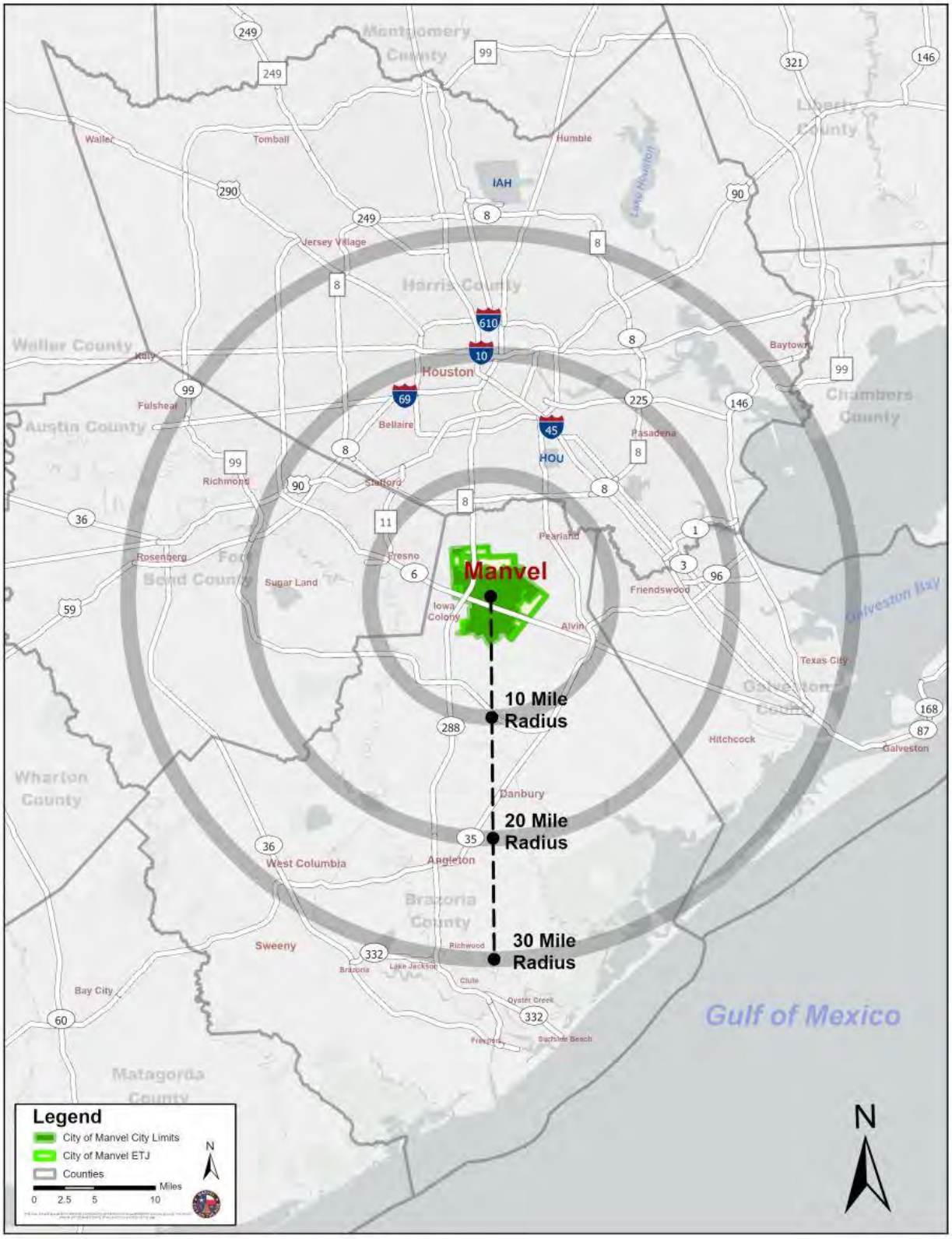
As summarized in the Manvel Today Report that is a supplement to this future-focused portion of the Comprehensive Plan, Manvel is located in southeast Texas, slightly more than 30 miles inland from the Gulf of Mexico. The city is part of the Houston metropolitan region and is approximately 20 miles south of downtown Houston and 9 miles from the Houston city limits via State Highway 288. Its location provides easy access to all of Houston and its freeway network, Hobby Airport (20 miles northeast), Bush Intercontinental Airport (40 miles north), the Port of Houston (25 miles northeast), the Port of Freeport (44 miles south) and the Port of Galveston (41 miles southeast).

Manvel City Limits and ETJ (January 2025)



**Click to Enlarge Map*

Regional Context



**Click to Enlarge Map*

Process

Kendig Keast Collaborative (KKC) was charged with providing three plans for the city: a new Strategic Plan and an updated Comprehensive Plan and Major Thoroughfare Plan. Altogether, the plans resulted from a XX-month planning and community engagement process. The Strategic Plan was adopted first, in February 2025, to provide direction and priorities for updating the other two plans.

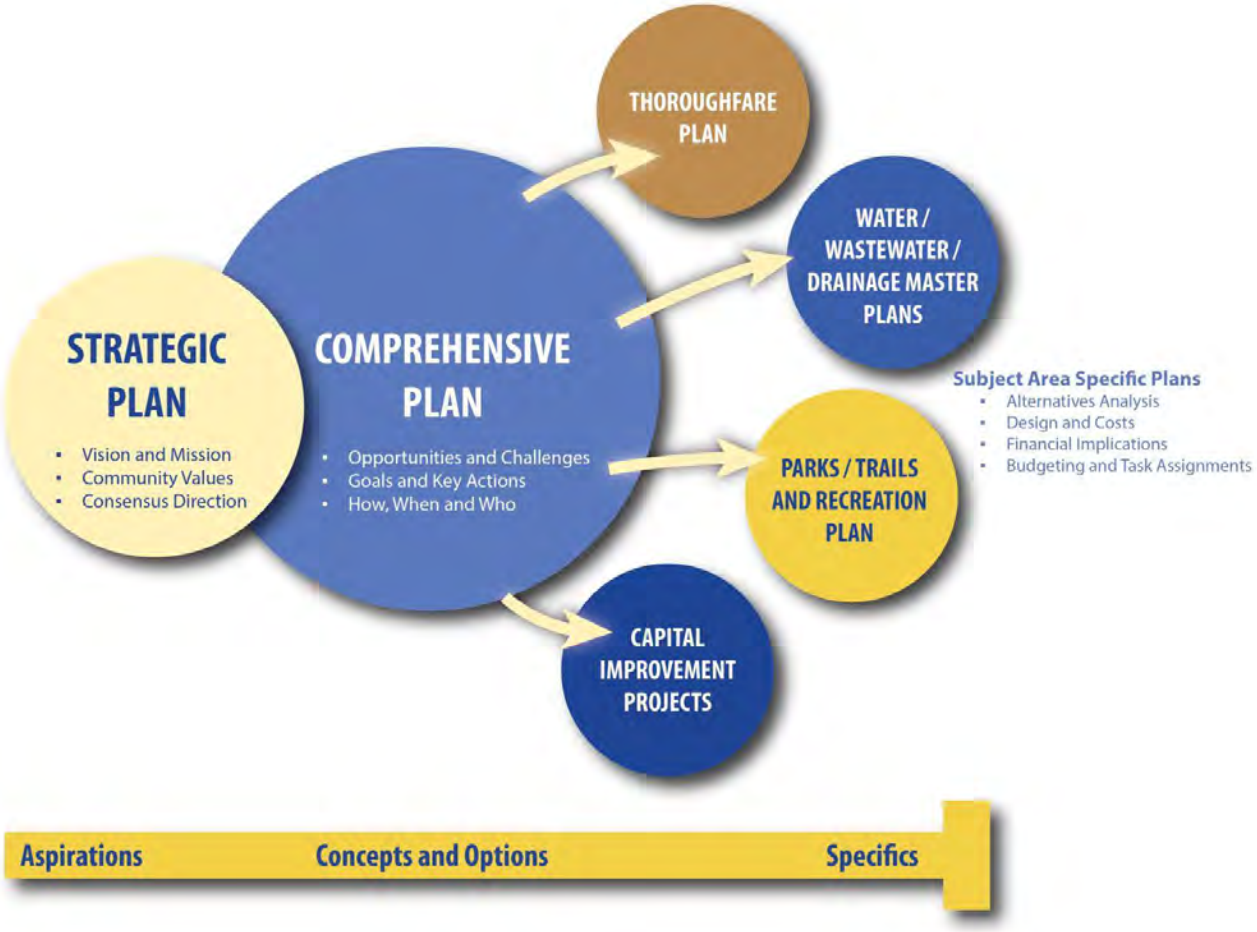


*Click to View Plan

The Strategic Plan establishes an overarching vision, mission and guiding principles, providing a broad framework for Manvel's future. It defines the long-term aspirations and core values that should guide decision-making. The Comprehensive Plan then translates these priorities into specific, actionable goals and measurable objectives, outlining the steps, timelines and responsibilities necessary to implement the Strategic Plan. Together, the Strategic Plan provides the "why" while the Comprehensive Plan delivers the "what, how, who and when," ensuring a cohesive and effective approach to fulfilling the community's vision.



The Comprehensive Plan's findings and action recommendations focus on the physical and economic aspects of Manvel's projected growth and development in the coming years. Together with the Strategic Plan, it provide guiding principles, goals and action priorities that will assist City officials, board/commission appointees and staff in determining the location, financing and sequencing of public improvements, administering development regulations and guiding reinvestment efforts. The plans also serve as a basis for coordinating actions across various functions within and outside of municipal government.



*Click to Enlarge Graphic

Leadership and Community Engagement Activities

Outreach and engagement activities completed in support of the Comprehensive Plan process included:

4 Council Workshops

Four workshop meetings with Manvel City Council, which also included members of the public in attendance (March 2024, November 2024, October 2025 and January 2026). Also, an interim progress presentation to Council (July).

4 PDZ Workshops

Four workshop meetings with the Planning, Development & Zoning Commission (February, March, April and August 2025).

Nine small-group listening sessions (April 2024).

A Public Forum on Manvel's Future (April 2024).

Meetings with various other public agencies and community partners.

An informal public open house at the Draft Plan stage prior to formal public hearings (February 2026).

Public hearings before the Planning, Development & Zoning Commission and City Council on the final proposed Comprehensive Plan and Major Thoroughfare Plan (March-April 2026).

In addition, an online community survey to gather broad input was available the entire month of May 2024 and disseminated and promoted in various ways by City officials and staff. The survey received 676 responses, drawing comments and insights pertinent to a range of community planning issues and Manvel's overall livability. A summary of the survey results is included in the 21-page Manvel Community Survey Report.

PLAN FOCUS AREAS

Focus areas within the Comprehensive Plan provide direction when setting program and funding priorities to enhance the quality of life in Manvel. The **six focus areas** of this plan are highlighted below. These focus areas were considered in developing the Strategic Plan and the Manvel Today Report and helped orient this Future Manvel portion of the plan.

Environment



Transportation



Growth Capacity



Economic Development



Land Use and Community Character



Recreation and Amenities



FIVE Action Types

The action items in this Comprehensive Plan are presented in five categories that represent the major ways that plan goals and initiatives are typically advanced and accomplished:



Capital Investments

Like many local governments, Manvel uses a multi-year capital improvements planning process to identify and budget for "big ticket" projects, especially those that must be phased and/or coordinated with other initiatives. This may include street infrastructure; water, sanitary sewer and drainage improvements; parks, trails and recreation facility construction and upgrades; construction of public buildings; and purchases of land, vehicles or major equipment. With a typical five-year outlook, a Capital Improvements Plan (CIP) provides predictability regarding a jurisdiction's capital investment plans and priorities for the benefit and awareness of citizens and private interests. Anticipating and adequately budgeting for major capital projects will be essential to implementing this Comprehensive Plan. Likewise, decisions regarding the prioritization of proposed capital improvements should reflect the direction and priorities of this plan.

Programs involve the routine activities of City departments and staff, as well as special projects and initiatives they may also undertake. As part of Comprehensive Plan implementation, this method may include initiating new or adjusting existing City programs and activities; expanding community outreach efforts; or providing specialized training to accomplish a priority objective more promptly and/or effectively. Other City partners – public, private and/or non-profit – may also have ongoing programs or choose to pursue new initiatives that lead to desired outcomes expressed in the Comprehensive Plan goals or in its specific action steps.



Programs and Initiatives



Regulations and Standards

Given that private investment decisions account for a vast majority of a city's physical form, land development regulations and engineering standards are fundamental for plan implementation. Consequently, zoning and subdivision regulations and associated development criteria and technical engineering standards are the basic keys to ensuring that the form, character and quality of development reflect the City's planning objectives. These codes should advance the community's desire for quality development outcomes while recognizing economic factors. They should not delay or interfere unnecessarily with appropriate new development or redevelopment that is consistent with plan principles and directives.

Some community initiatives identified in this plan cannot be accomplished by City government on its own. They may require direct coordination, intergovernmental agreements or funding support from other public entities or levels of government. Additionally, the unique role of potential private and non-profit partners to advance the community's action agenda should not be underestimated. This may occur through cooperative efforts, volunteer activities and in-kind services (which can count toward the local match requirements for various grant opportunities), and from public/private financing of community improvements.



Partnerships and Coordination



More Targeted Planning/Study

Various areas of City governance require more detailed study and planning, especially as required to qualify for external funding opportunities. These studies involve targeted planning work at a finer-grain level of detail than is appropriate for comprehensive planning purposes (e.g., **utility infrastructure** master plans, parks and recreation master plan, streetscape design plan, etc.). As such, some parts of this plan will be implemented only after some additional planning or special study to clarify next steps and associated costs and considerations, including clarification of roles and potential cost-sharing when partnering is involved.

Environment

March 2026 DRAFT

The quality of land, water and air resources is essential to the character and livability of a community, especially one like Manvel that is amid an era of rapid change. This plan section emphasizes environmental, infrastructure and resilience strategies to protect the area's natural resources, mitigate weather-related hazards and help Manvel adapt more smoothly to change. As the community's growth continues, sustainable infrastructure – such as more effective storm water management systems, renewable energy adoption and water conservation practices – should be prioritized to balance growth with the preservation of Manvel's environmental assets and remaining rural character.

Plan Sections

- **Environment**
- Growth Capacity
- Land Use and Community Character
- Transportation
- Economic Development
- Recreation and Amenities
- Plan Implementation

All the other Comprehensive Plan elements tie to the environment including topics such as: land management through municipal planning and development regulation; design of housing and neighborhoods; availability of travel options; provision of water, sanitary sewer, waste disposal, storm drainage and other public services; and planning for recreation and enjoyment of the outdoors. Consideration of prudent resource conservation practices requires a holistic view of a growing community and how it interacts with, benefits from and manages the integrity of its natural surroundings.

Individuals, groups, businesses and governments have a responsibility to appreciate and assess their respective contributions, both positive and negative, to a shared natural environment. To be responsible stewards they must determine how best to integrate such considerations into their planning and decision-making processes. While growth brings economic opportunities, Manvel's approach should also integrate environmentally responsible development practices that reduce ecological impacts and enhance the city’s resilience in the face of severe weather, flooding risk and other natural hazards.

Why This Comprehensive Plan Section is Important for Manvel

Resilience

Provides strategies to encourage long-term environmental sustainability and resilience against climate change and natural hazards, such as flooding, droughts and severe weather events.

Conservation

Emphasizes the protection and conservation of natural resources, including water, air quality and green spaces.

Responsible Growth

Establishes a framework for integrating sustainable practices into new development and redevelopment projects, promoting responsible growth while reducing and mitigating environmental degradation.

Environmental Priority

Communicates that prioritizing the environment helps a community remain a vibrant, healthy and attractive place to live.

Legacy of Past Planning



Click Image to View Plan

This new Comprehensive Plan builds on previous plans and studies completed by the City of Manvel and other partners, including these most relevant to the Environment topic:

- Master Parks Plan, 2017

MANVEL 2045

Environment Accomplishments

Zoning ordinance with minimum 1-acre Open-Single-Family Residential (O-SFR) district and Planned Unit Development (PUD) district to accommodate master-planned developments

Participation in regional planning and coordination through Houston-Galveston Area Council (H-GAC)

Drainage, wastewater and water master plans and related design criteria

Parks Master Plan

Resulting capital investments, including Akery Lake storm water detention project

Partnerships with area agencies:

- Brazoria County
- Brazoria County Conservation & Reclamation District #3
- Brazoria Drainage Districts #4 and #5
- Gulf Coast Water Authority
- TxDOT

MUDs coordination regarding water and wastewater systems, services

Free use of Pearland Recycling Center by Manvel residents through partnership with Keep Pearland Beautiful

Key Planning Issues and Considerations

Through the Manvel Today and the Strategic Plan phases of the comprehensive planning effort, numerous real and perceived community issues and needs were identified through leadership and public engagement activities, as well as through the work of the plan consultants and their interactions with City staff.

Key issues and considerations that led to the goals and action items in this Environment section include (along with specific points and suggestions from leadership and community input):

Theme	Key Planning Issues and Considerations
 **Air & Climate**	» Air quality, regional plus localized with increasing vehicular traffic » Climate trends with related heat and weather severity, increased flood risk
 **Water Systems**	» Disruption of natural drainage, and widening/modification of creeks and bayous to handle upstream drainage » Drought preparedness and conservation measures when needed » Water quality with increasing wastewater discharges, urban runoff and soil disturbance/erosion
 **Habitat & Green Space**	» Habitat fragmentation and loss » Loss of open space, vegetation and mature tree cover (and transition in species with development landscaping)
 **Urbanization Impacts**	» Increased impervious (hard) surfaces (heat and runoff effects) » More urban lighting, maintaining “dark skies” » Oil field and pipelines legacy
 **Infrastructure & Resilience**	» Potential increase in failures of aging septic systems over time » Sustainable construction practices

Goals for Environment

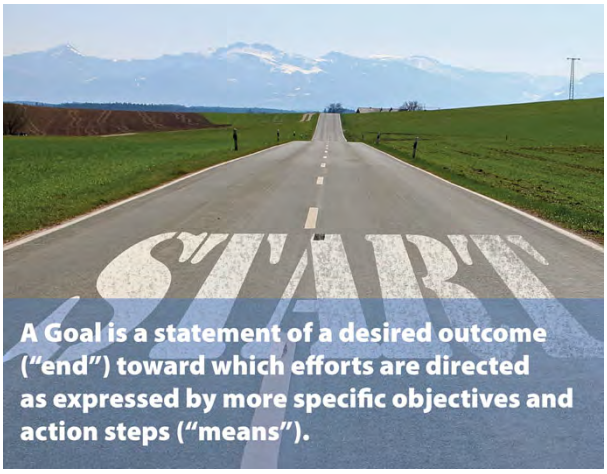
The actions in this Environment section involve tangible steps that will lead to achievement of the following goals:

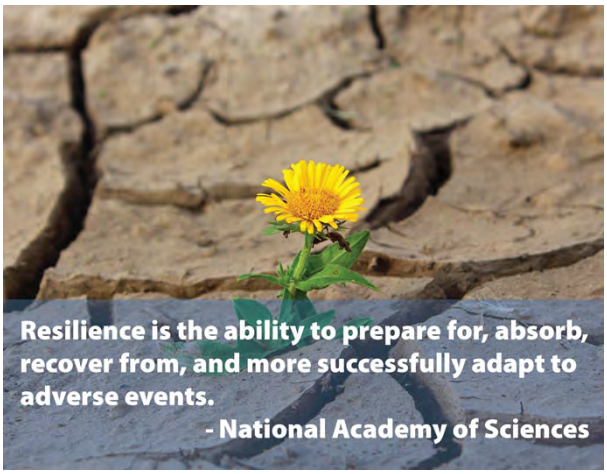
1. Development, open space management and land conservation practices that preserve natural landscapes, habitats and the area's remaining rural acreage.

2. Efficient use and conservation of Manvel's municipal water supply, and protection of water quality in area creeks, bayous and ground water resources.

3. Local actions to complement regional and national efforts to improve air quality, support public health and reduce harmful emissions that also contribute to changing climate conditions.

4. Increased resilience of municipal infrastructure and facilities, and an ongoing commitment to sustainability practices that reduce water and energy use, waste generation and disposal, and air quality impacts.





Actions for Environment

Itemized below are a set of action strategies, involving both near- and longer-term steps, for responding to the key issues and community needs identified in this Comprehensive Plan section.

STRATEGIC PRIORITY 1:
Long-Term Open Space and Natural Habitat Protection

Manvel's prairie landscape, bayou and creek corridors, and areas of established tree canopy are central to the community's identity, ecological health and future quality of life. As rapid land development places pressure on these assets, Manvel should proactively preserve valuable open spaces, especially along floodways and creeks that can serve dual purposes as habitat corridors and green infrastructure. Various environmental protection priorities voiced by Manvel residents and property owners will be advanced through Strategic Priority 2, Promote Rural Preservation, in the Land Use and Community Character section of this Comprehensive Plan. Additionally, as funding and staff resources allow, the City should:

- Create an open space conservation map for the city limits and ETJ, prioritizing ecologically-sensitive lands, floodways and riparian zones along waterways. This could possibly be done as part of a next update of the City's Master Parks Plan.
- Partner with conservation nonprofits and potential public agency partners to fund the acquisition of high-priority tracts for long-term preservation.
- Integrate greenways, trails and passive parks into open space corridors to enable public access while protecting ecological functions.
- Use the City's development review processes to promote subdivisions layouts and other development design that reduces habitat fragmentation, while applying the City's landscaping standards to promote retention and/or use of regionally-appropriate vegetation.

STRATEGIC PRIORITY 2:
Tree Canopy Preservation and Urban Forestry

Manvel's mature tree canopy, particularly along waterways and on larger rural properties, will be diminished over time by large-scale site clearing and typical suburban development methods. Preserving and expanding the area's tree coverage will support storm water management, habitat protection, heat mitigation and shade, and community image and aesthetics. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Continue to enhance Sec. 77-44, *Trees, Landscaping, Fencing, and Screening,* within the City's zoning ordinance based on ongoing evaluation of the effectiveness of its provisions involving retention of existing trees, replacement of removed trees, planting of new trees and ongoing maintenance of all required landscaping and vegetation.
- Create a Tree Mitigation Fund to support tree planting in parks and public areas in lieu of preservation on private properties when preservation of existing trees is deemed impractical or inappropriate (e.g., dead, damaged or diseased trees, etc.).

- Inventory existing tree canopy coverage – and trends in the loss or expansion of such coverage in particular areas – using aerial or drone imagery, potentially as part of the conservation mapping under Strategic Priority 1 above. This can inform broader preservation strategies beyond site-level development regulation.
- Partner with schools and community groups on annual tree planting initiatives (e.g., Arbor Day events) and ongoing community and homeowner education efforts.

STRATEGIC PRIORITY 3:
Sustainable Development and Low-Impact Design

To reduce long-term infrastructure costs and environmental degradation, Manvel should encourage sustainable site design and green infrastructure practices that work with the land and avoid greater off-site and downstream impacts. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Promote or require more widespread use of Low Impact Development (LID) techniques such as bioswales, rain gardens, permeable pavement and native landscaping in local development and redevelopment activities, for both public and private projects.
- Provide incentives for LID design practices through local development regulations (e.g., development intensity bonuses, reduced parking requirements, etc.), streamlined permitting, credits related to storm water management requirements or other methods.
- Incorporate sustainability and green infrastructure provisions in next updates of the City's zoning ordinance and Design Criteria Manual.
- Compile online resources, available through the Houston-Galveston Area Council and other public agencies plus nonprofit sources, to provide to property owners, developers, land planners and engineers, and homeowners. Over time, this could evolve into a more robust and locally-customized Green Development Toolkit built into the City's Development Guide.

STRATEGIC PRIORITY 4:
Air and Water Quality Protection

As more of the area's land is developed, waterways and drainage patterns are modified, and vehicle traffic increases, among other aspects of rapid suburban development, Manvel should be an increasingly active participant in regional efforts to protect and improve air and water quality. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Support programs of the Texas Commission on Environmental Quality (TCEQ) and Brazoria County for monitoring and publicly reporting on trends in the area's air and water quality, as well as volunteer-based citizen water quality monitoring through the Houston-Galveston Area Council and others.
- Continue to highlight and draw even more resident attention to the City's annual drinking water quality reporting required by the Safe Drinking Water Act. These reports consistently show the City meeting or exceeding all state and federal water quality standards, and reporting no violations of monitoring or water quality standards. In 2023, the City of Manvel received a Superior Public Water System designation from the TCEQ, which recognizes overall excellence in all aspects of operating a public water system. Manvel is

among only 10.1% of public water systems regulated by the State of Texas that have received this highest designation.

- Through the City's zoning regulations and provision of municipal infrastructure and services, limit more intensive industrial development and impactful activities near schools, neighborhoods and waterways, combined with appropriate buffering and mitigation measures.
- Promote best management practices for construction erosion control and pollution prevention in storm water discharges to waterways, as required by the Clean Water Act and in general.
- Encourage use of regionally-appropriate vegetation in landscaping to reduce fertilizer and pesticide contamination in storm water runoff.
- Support efforts by Soil and Water Conservation Districts, the Texas A&M Agrilife Extension Service and others that educate and advocate for sustainable agricultural practices beneficial to both property owners and the environment in more rural area's of Manvel's city limits and ETJ.

Growth Capacity

March 2026 DRAFT

As Manvel continues to grow, it must be proactive in planning for and delivering the infrastructure and public services needed to support both existing residents and future development. This plan section addresses the City's utility infrastructure and other critical services required to sustain long-term growth while emphasizing the importance of managing that growth prudently and efficiently.

A strong foundation of infrastructure and public services is key to attracting and retaining private investment. Developers and business owners look for certainty and capacity when choosing where to build or expand. In turn, the City relies on growth in its tax base – driven by private investment and property value increases – to fund necessary infrastructure upgrades and ongoing service delivery.

Plan Sections

- Environment
- **Growth Capacity**
- Land Use and Community Character
- Transportation
- Economic Development
- Recreation and Amenities
- Plan Implementation

This Growth Capacity section outlines clear priorities, investment strategies and implementation frameworks for the City's water, wastewater and storm drainage systems, along with other key public services. Together, these initiatives provide a roadmap for coordinated infrastructure delivery that supports both immediate development needs and long-term goals. Key themes include modernization of aging systems, integration with regional partners and financial planning for capital investments. A forward-thinking approach – anchored in data, design standards and phased planning – will allow Manvel to thrive amid dynamic growth pressures.

Moving forward, collaboration between City departments, regional agencies and the community will be critical. Continued monitoring, stakeholder engagement and periodic updates to this plan and related master plans will ensure that the City remains agile and responsive to future demands. With bold leadership and strategic execution, Manvel is well-positioned to become a model of growth-ready infrastructure, community well-being and sustainable development.

Why This Comprehensive Plan Section is Important for Manvel

Growth Implications

Together with the Land Use and Community Character section, focuses on the anticipated scale and direction of growth in and around Manvel in the coming decades – and what this will mean for the City's ability to provide essential public services and infrastructure.

System Upgrades

Emphasizes that, while Manvel continues to attract new development, the City must also address aging infrastructure and ongoing service needs in its established neighborhoods and commercial areas, ensuring that its water and wastewater systems comply with evolving federal and state regulations.

Growth Guidance

Points out that capital investment in public infrastructure – such as utility systems, drainage improvements, mobility enhancements and public facilities – not only supports current and future residents, but also helps to guide growth toward preferred areas and foster revitalization.

Maximizing Investments

Highlights that managing growth so that it includes reinvestment in already-developed locations will strengthen "Old Manvel," maximize use of current infrastructure and support the development of new housing, commercial and mixed-use opportunities that contribute to a more complete and connected city.

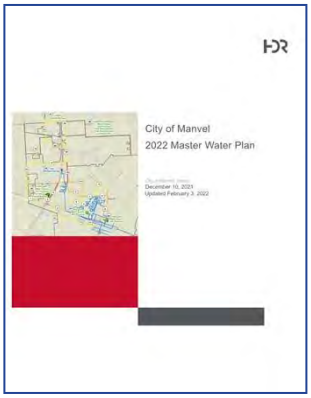
Local Government Tools

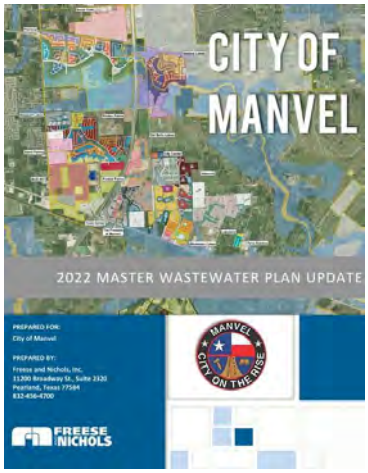
Reinforces the critical role of local government in shaping Manvel's growth trajectory through tools and strategies such as:

- Subdivision and zoning regulations that guide the location, form and quality of development and redevelopment across the city.
- Capital improvement planning and financing mechanisms that ensure infrastructure keeps pace with growth and supports Manvel's economic development goals.
- Intergovernmental coordination with partners such as Alvin Independent School District, special districts, Brazoria County, and regional and state agencies to align infrastructure and service investments.
- Approaches that recognize the challenge of managing growth within the City's ETJ due to further limits on municipal annexation authority and the implications of other changes to state laws and policies.
- Long-range utility and hazard mitigation planning that ensures resilience in the face of regional flooding, climate impacts and infrastructure capacity constraints.

Legacy of Past Planning







Click Images to View Plans

This new Comprehensive Plan builds on previous plans and studies completed by the City of Manvel and other partners, including these most relevant to the Growth Capacity topic:

- Master Drainage Plan Update, 2022
- Master Water Plan, 2022
- Master Wastewater Plan Update, 2022

MANVEL 2045

Growth Capacity Accomplishments

Construction begun on new Karen Kinlaw Public Works Facility

Teen Citizen Police Academy

Another water tower planned by Manvel High School

National Night Out

Added 1 million gallons of elevated water storage

Grown 93% from 2020 to 2024 (13.6% growth rate)

2022 Master Wastewater Plan Update

2022 Master Drainage Plan Update

2022 Master Water Plan

Flock cameras for crime prevention/response

In 2024 and 2025, Manvel Teen Court placed 1st in the Texas Teen Court Competition

Police Department added drone and air divisions and new Special Response Team

Excavation begun on 117-acre Akery Lake regional storm water detention facility

Keith Traylor Criminal Justice Center (new police facility)

New animal control officers

Key Planning Issues and Considerations

Through the Manvel Today and the Strategic Plan phases of the comprehensive planning effort, numerous real and perceived community issues and needs were identified through leadership and public engagement activities, as well as through the work of the plan consultants and their interactions with City staff.

Key issues and considerations that led to the goals and action items in this Growth Capacity section include (along with specific points and suggestions from leadership and community input):

Theme	Key Planning Issues and Considerations
Utility Districts	» **Future of area Municipal Utility Districts (MUDs)** - Pros/cons of eventual MUD absorptions by City, including maintenance burden City would inherit. - Advance acquisition of needed easements.
Water Supply	» **Groundwater** - Not yet affected by mandates requiring cities to transition toward more surface water supply to reduce the region's land surface subsidence. - Not dealing with summer water shortages and mandatory conservation measures as in other Houston area cities. » **Near- and long-term water supply** - Related to aspirations for ongoing growth and economic development. - Related to pace and type of residential development and added water demand. - Related to nonresidential land use types with significant water needs.
Public Services & Safety	» **Pressure on City public safety services from expanded service areas and growth in population** - Advance planning and land acquisition for future facility needs. » **Pressure on area public schools to accommodate rapid growth pace** - Need for coordinated growth planning between City and Alvin ISD.
Infrastructure Maintenance & Service Expectations	» **Infrastructure maintenance imperative** - Future challenge if City takes in multiple MUDs. » **Level-of-service expectations of residents and business community**

Growth Management & Jurisdiction

» **Strategies for effective growth management in extraterritorial jurisdiction**

- State-imposed limits on previous municipal authorities (e.g., annexation, new ability of property owners to petition for release from City's ETJ – and implications for public service delivery).

» **Balancing public service demands of new growth with those of existing neighborhoods and commercial areas**

Drainage & Flood Resilience

» **Stormwater management**

- Sheet flow during storms (e.g., Mississippi Rd and SH 6).

» **Flooding risk exacerbated by climate change**

- Lessons learned from past major flood events.

Multi-Objective Capital Planning

» **Linking planning, design and public investments involving multi-purpose objectives and benefits**

- Coordination and integration opportunities across projects involving utility infrastructure, mobility, storm water management, neighborhood and commercial area revitalization, parks and recreation, community identity and beautification, etc.
- Layout of utility systems influenced by emerging roadway network, and adequate right-of-way widths needed for thoroughfares are also important to accommodate utilities.

Advocacy & Partnerships

» **Advocating for Manvel's "fair share" of state-level and regional funding given its growth pace**

- Pursuing related external grant and funding opportunities effectively

» **Promoting regionalism in Brazoria County and pursuing all forms of partnership opportunities** to improve, upgrade and finance critical infrastructure and public safety facilities and services

Resilience & Preparedness

» **Continuing to enhance the resilience of Manvel's public infrastructure and facilities, and the community's preparedness** to adjust to climate change trends, regional natural disasters and other challenges

- Linked to hazard mitigation planning and the City's utility system master plans.



Utility System Planning & Compliance

» **Need for frequent updates to utility system master plans in a rapid-growth environment**

- Need to anticipate potential land acquisition needs early given rising land costs.

» **Importance of maintaining compliance with federal and state permitting requirements and operational standards** for water and wastewater systems and treatment facilities, including preparedness to expand and upgrade facilities when certain capacity thresholds are reached

Goals for Growth Capacity

The actions in this Growth Capacity section involve tangible steps that will lead to achievement of the following goals:

1. Phased expansion of City-owned and operated water and wastewater systems to reduce underserved areas and keep pace with growth.

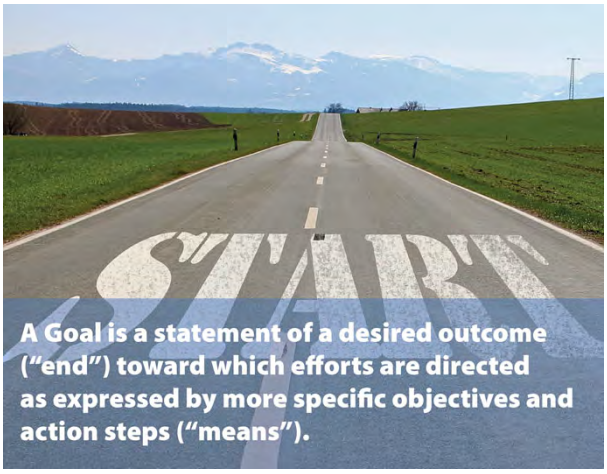
   This should be supplemented by selective conversion of Municipal Utility District infrastructure to City responsibility where prudent for Manvel's growth capacity and for promoting a unified community across Manvel's overall jurisdiction.

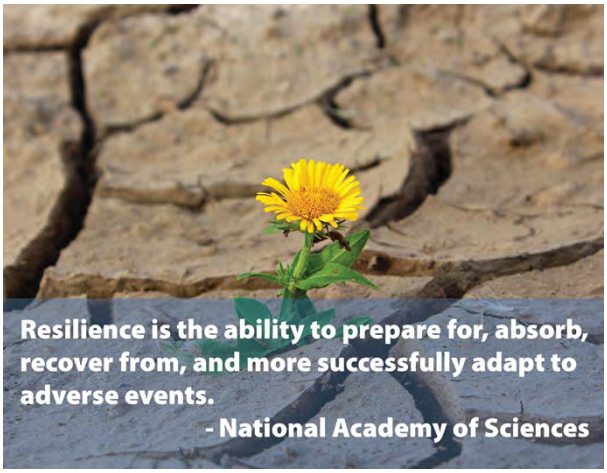
2. A committed and reliable long-term water supply, increasingly from surface water sources if so mandated in the future.

3. Reduced risk to people, property and public facilities from flooding and natural disasters, along with increased community resilience.

4. Continued investment in public safety services to meet the level-of-service expectations of current and future residents and businesses.

5. Emphasis on long-term maintenance for all infrastructure and facility investments the City makes, to benefit from their entire life cycles and prepare for major upgrades and replacements.







Pursuit of wide-ranging partnership and advocacy opportunities to leverage local dollars and expand Manvel's access to external funding sources.

Actions for Growth Capacity

Itemized below are a set of action strategies, involving both near- and longer-term steps, for responding to the key issues and community needs identified in this Comprehensive Plan section.

STRATEGIC PRIORITY 1:
Water System Improvements

Manvel's rapid population and commercial growth has placed increasing pressure on the City's water infrastructure. In response, the City has prioritized strategic upgrades, including acquisition, expansion and future planning for diverse and resilient water sources. As of May 2025, the City of Manvel's water system is generally in good standing, having received a "Superior Public Water System" designation from the Texas Commission on Environmental Quality (TCEQ) in 2023. This is the highest water quality rating in Texas, reflecting strong operational standards and compliance with state regulations (with no boil water notices issued except after Hurricane Beryl). The system also features modern infrastructure relative to cities with aging asbestos cement or cast iron pipes.

Key Capital Projects

- $6 million elevated storage tank constructed near Del Bello Lakes.
- $5 million operational water plant at Manvel Town Center.
- Supervisory Control and Data Acquisition (SCADA) and resilience improvements funded through a Texas General Land Office grant ($322,714).

Water Supply Strategy

- Hybrid model of groundwater and Gulf Coast Water Authority (GCWA) surface water.
- Annual $350,000 surface water purchase from GCWA.
- Pearland interconnection: 4 million gallons per day (MGD) by 2030, 7 MGD by 2037.
- Long-term option: City-owned surface water treatment plant.

Design and Operational Preferences

- 10% annual supply surplus maintained.
- Surface water expansions in 2 MGD increments.
- Smaller waterline loops to manage pressure.
- Projects designed per the City's engineering criteria manual.

Investment and Funding

- $83.4 million by 2030 for Pearland integration.
- $95.37 million by 2040 for GCWA source buildout.
- Funding sources: utility rates, municipal bonds, Community Development Block Grant/Disaster Recovery grants. (Recent City Council caution on further water rate increases – including passing on a proposed 6.3% increase in October 2024 to generate approximately $136,000 annually – means the City must rely more heavily on impact fees and potential contributions from the Manvel Economic Development Corporation to cover bond payments of $300,000 per year, which could potentially limit resources for future projects.)

With increasing demand and regional coordination efforts, Manvel is investing in significant water upgrades. Along with the elevated storage and Town Center water plant acquisition, the City maintains a 1 million gallon ground storage tank and operates multiple smaller plants, including the Maverick system acquired near Manvel High School. The system, supported by electronic meters and backup generators, has experienced minimal service interruptions.

Engineering reports suggest pursuing a hybrid supply strategy, beginning with groundwater and surface water via Pearland and later incorporating GCWA supply. There has also been some discussion that the City of Manvel could own and operate its own surface water plant.

Though the City currently does not plan for water reuse, future non-potable reuse should be evaluated for irrigation and commercial applications. SCADA and generator upgrades are critical to ensure service continuity. The long-term plan recommends a $180 million capital program to secure a flexible, diversified water supply while upholding TCEQ's Superior rating.

STRATEGIC PRIORITY 2:
Wastewater System Improvements

The City is investing in wastewater infrastructure to support expansion and reduce vulnerability from water inflow and infiltration (I&I) into the system. Manvel's existing wastewater treatment facility, with a capacity of 0.5 MGD, is insufficient for the city's expanding needs. To address this, the City approved a $40 million contract in May 2024 to construct a new treatment plant capable of handling 1 MGD initially, with plans to expand up to 4-5 MGD over time. This project, the largest in Manvel's history, aims to meet projected demands of 4.7 MGD by 2026 and 6.3 MGD by 2031.

Phased Capital Investment

- 2021-2026: $41.75 million
- 2027-2031: $17.46 million
- 2032-2041: $157.94 million
- Total: $217.15 million

(As above for the City's water system, recent City Council caution on further rate increases to fund infrastructure improvements means the City could choose to use impact fees and economic development funds to cover the shortfall.)

Strategic Actions

- Conduct potable and non-potable water reuse feasibility studies.
- Explore revenue streams from effluent reuse and recycling.

The City operates eight lift stations, most of which are new and all now have upgraded SCADA for real-time monitoring. Staff reports I&I issues, particularly improper connections between storm and sanitary systems. The City should prioritize inflow reduction, lift station telemetry and development of a reuse strategy for future potable and non-potable water applications. Wastewater upgrades should be aligned with growth corridors and supported by regional collaboration and lifecycle asset management. A comprehensive I&I study including smoke testing could be beneficial.

STRATEGIC PRIORITY 3:
Storm Drainage and Flood Resilience

Manvel faces recurring flood risks, particularly along SH 6 (especially in the Mississippi Road vicinity) and along Mustang Bayou and GCWA canals. The area's ditch-based drainage system also struggles under peak stormwater flow. The City has been actively addressing challenges in its storm drainage system, particularly in response to increasing flooding events and the need for infrastructure improvements.

Strategic Actions

- » Update Master Drainage Plan using Atlas 14 data.
- » Upgrade ditch-based infrastructure citywide.
- » Execute $125 million Master Drainage Roadmap (recognizing that cost may increase up to 30% under Atlas 14).
- » Require PER-stage drainage studies (based on Federal Emergency Management Agency's Program for Evaluating Risk), outfall/detention criteria and easement acquisition.
- » Coordinate with the Texas Department of Transportation (TxDOT), GCWA and Brazoria County on stormwater management efforts.

Funding Options

- » U.S. Department of Energy Grid Resilience Program.
- » Texas Energy Fund.
- » Local district and interagency cost sharing.

During Hurricane Harvey in 2017, SH 6 became impassable due to flooding and the need for flood mitigation. Some drainage systems in the region were designed based on older rainfall data, which may not account for the increased intensity and frequency of recent storms.

In response to the flooding issues, Manvel initiated the construction of the Akery Lake detention pond in 2022, acquiring 117 acres for this purpose. This two-phase project aims to detain heavy rainfall and minimize flooding along SH 6. Once completed (Phase 1 in 2025), it will provide over 1,000 acre-feet of storage capacity.

Following events like Tropical Storm Beryl in 2024, the City has emphasized the importance of keeping ditches clear of debris to ensure proper drainage. Residents are encouraged to separate yard debris and avoid blocking drainage pathways.

Modernization and better drainage design standards are key to protecting residents and infrastructure. The City of Manvel's official storm drainage design standards are outlined in its Design Criteria Manual and the 2014 Master Drainage Plan. These documents reference rainfall data predating the National Oceanic & Atmospheric Administration's (NOAA's) Atlas 14 update. Specifically, the Master Drainage Plan includes a 2013 Drainage Criteria Manual that utilizes older rainfall frequency estimates.

Given the evolving nature of infrastructure planning and the importance of using current data to mitigate flood risks, Manvel should consider updating its standards and implement Atlas 14 Drainage Standards. Updated Base Level Engineering and Federal Emergency Management Agency (FEMA) data are now guiding development elevations (minimum 2 feet above Base Flood Elevation). Engineering plans identify over $125 million in drainage projects based on the 2014 and 2022 Master Drainage Plans – but costs may rise by 20-30% with adoption of Atlas 14 rainfall intensities.

STRATEGIC PRIORITY 4:
Canals Management

GCWA's canal network, especially Mustang Bayou, significantly impacts Manvel's drainage functionality – both as potential relief and a constraint. The City of Manvel's Master Drainage Plan acknowledges the presence of GCWA canals within the city's drainage framework. While these canals are not designed to convey stormwater, their existence influences the area's drainage patterns. For instance, during heavy rainfall events, the capacity of GCWA canals can impact the effectiveness of Manvel's stormwater drainage, potentially increasing flood risk in adjacent areas when canals backflow during full capacity. This underscores the importance of coordinated planning between the City and GCWA to manage stormwater effectively, especially as the City lacks operational control over canal flow or release timing.

Strategic Actions

- Formalize drainage coordination with GCWA.
- Install managed outfall structures (e.g., flap or sluice gates).
- Use large detention like Akery Lake to stage water releases.
- Reflect canal limitations in hydraulic modeling.
- Work with TxDOT and Brazoria County on regional drainage improvements.

STRATEGIC PRIORITY 5:
Ditch-Based Drainage System Management

While common across the region, ditch-drained streets have limitations in the face of Manvel's growth and increased rainfall intensity. Ditches carry a high maintenance burden, and they have limited stormwater handling capacity. As a result, SH 6 and other area roadways frequently flood.

Strategic Actions

- Conduct a citywide ditch condition survey.
- Establish routine ditch maintenance schedules.
- Convert eligible areas to enclosed storm drain systems.
- Expand regional detention options like Akery Lake.
- Launch public education campaigns about proper yard drainage and avoiding ditch obstructions.

STRATEGIC PRIORITY 6:
FEMA Community Rating System (CRS) Preparation

The City of Manvel may consider participating in the CRS program to reduce flood insurance costs and improve public safety for its residents and businesses. This is a voluntary FEMA program designed to incentivize communities to implement floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP). The CRS aims to:

- Reduce flood losses.
- Facilitate accurate insurance rating.
- Encourage comprehensive floodplain management.

Communities that participate in the CRS are scored based on their implementation of activities across four categories:

1. Public Information such as making flood maps and insurance information available, and public outreach campaigns.
2. Mapping and Regulations such as maintaining updated flood maps, enforcing higher regulatory standards, and preserving open space in floodplains.
3. Flood Damage Reduction such as elevating structures, acquiring or relocating flood-prone buildings, and drainage system maintenance.
4. Warning and Response such as flood warning systems, emergency preparedness and levee maintenance.

CRS communities are assigned a class from 1 to 10, with Class 1 earning the highest discount (up to 45%) on flood insurance premiums and Class 10 meaning no discount (non-participating or baseline compliance only). Most communities begin at Class 9 or 8, earning residents a 5-10% discount on their NFIP flood insurance premiums.

In sum, benefits to the community from CRS participation include:

- Lower flood insurance premiums for residents and businesses.
- Improved public safety and flood awareness.
- Reduced property damage and disaster recovery costs.
- Enhanced coordination among local departments and agencies.

To qualify for the CRS program, the City of Manvel would need to:

- Designate a CRS Coordinator.
- Publicize and enforce higher elevation requirements (e.g., 1-2 feet above Base Flood Elevation).
- Educate the public about flood risks and insurance options.
- Improve stormwater management, flood response and mapping practices.
- Maintain accurate floodplain records and provide accessible information to the public.

STRATEGIC PRIORITY 7:
Policy Framework for Strategic MUD Annexation

Manvel's ability to deliver equitable and efficient utility services to all of the city will need to include a strategic approach to Municipal Utility District (MUD) annexation. The City should consider analyzing each MUD's viability for annexation because:

- MUDs operate independently and may not align with City infrastructure or standards.
- Disparities in service quality and costs exist between MUDs and City utilities.
- Annexation allows unified utility systems, consistent standards and reduced operational redundancies.

Evaluation criteria for potential annexation should include:

- Infrastructure condition and compatibility.
- District financial health and debt levels.
- Proximity to city limits and implications for all City services, especially public safety in terms of increased emergency call volumes and effect on response times.
- Growth projections and remaining buildable land or construction phases.
- Other services MUD may be providing besides water, wastewater and drainage (e.g., MUDs sometimes fund and maintain streets and/or parks, playgrounds and other recreational facilities; some also provide services such as firefighting, supplemental security patrols, and trash and recycling collection).
- Willingness of MUD boards and residents.
- Potential interaction with existing development agreements or other strategic partnership and/or cost-sharing arrangements between the City and MUD.
- Annexation cost-benefit analysis, especially ongoing and long-term infrastructure maintenance, repair and replacement costs.

Possible Timeline

- 2026: Develop annexation policy; map and rank MUDs.
- 2027: Launch assessments of priority MUDs; initiate interlocal talks.
- 2028-29: Begin phased annexations, starting with low-debt, cooperative and adjacent MUDs.

STRATEGIC PRIORITY 8:
Ongoing Investment in Public Safety Services

Along with growth pressures on the City's utility infrastructure systems, public safety services are often stressed during periods of rapid growth as service areas expand (and given lag time to site, design, fund and construct new police, fire and emergency medical service (EMS) facilities), emergency call volumes rise, and amid inevitable challenges to increasing police and fire/EMS staffing.

The City of Manvel has wisely continued to update its master water, wastewater and drainage plans periodically during this dramatic growth era. The City should also:

- Conduct periodic gap analyses to assess current and future demands involving fire, police and EMS services, staffing and training, vehicles and equipment, and facilities, with an emphasis on service coverage in rapidly-growing areas and maintaining or improving response times.
- Plan and budget for the construction of new or upgraded public safety facilities in alignment with projected growth rates and patterns.
- Enhance public safety recruitment and training to maintain a well-staffed and well-prepared workforce to meet increasing demand.
- Identify cost-saving and safety-enhancing technology and equipment upgrades.
- Highlight for elected officials and the community the standards that must be maintained – or higher levels achieved – to earn public safety service accreditations and other recognitions, including under the Public Protection Classification rating system, commonly known as "ISO ratings" through the Insurance Services Office, which can potentially reduce property insurance premiums in an area through their consideration by insurance providers.

Land Use and Community Character

March 2026 DRAFT

Land use involves how the properties in an area are allocated to an array of private and public activities, from housing, commercial and industrial uses to public needs such as streets, schools, parks, water treatment plants and other government-maintained facilities. Also of interest is the relative intensity at which land is developed in terms of the nature of the use (e.g., residential, industrial, etc.), building size and height, separation from adjacent land uses, and coverage of sites with structures and paved surfaces.

Plan Sections

- Environment
- Growth Capacity
- **Land Use and Community Character**
- Transportation
- Economic Development
- Recreation and Amenities
- Plan Implementation

Land use considerations inter-relate with all other Comprehensive Plan topics. For instance, the transportation network provides access to land, which, along with real estate market factors, influences the type and intensity of development that may occur. The availability, capacity and condition of public utilities can dictate the location, amount and timing of development as can economic development efforts. Similarly, proximity to parks and public facilities promotes public health and safety and affects the development potential of an area. Development character and site design shape community aesthetics and the perceptions held by area residents, visitors and those considering investment in Manvel. Sound planning is essential to ensure that the community is prepared for anticipated land use transitions and new development, can serve it adequately with public services, and can manage its impacts to maintain compatibility of land uses and preserve community character.

Why This Comprehensive Plan Section is Important for Manvel

Focus

Communicates the desired character of Manvel's neighborhoods, major corridors like Highway 6, and future growth areas—prioritizing community-oriented development over commercial sprawl.

Framework

Provides a clear framework for future development and redevelopment, ensuring that new growth complements the existing character and supports Manvel's vision for a more connected, visually appealing, and livable city.

Clarity

Offers predictability to residents, property owners, and developers by outlining the city's preferred land use patterns, housing needs, and expectations for design quality.

Coordination

Supports coordinated planning for public infrastructure, services, and parks, helping the City anticipate and manage the demands of growth while ensuring sufficient access to open space and community amenities.

Compatibility

Establishes the policy foundation for zoning and development regulations that promote compatibility between land uses and uphold Manvel's visual and functional standards—especially along prominent corridors.

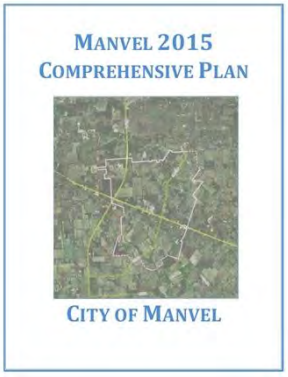
Commitment

Reinforces the City's commitment to protecting public health, safety, and welfare through intentional land use decisions and development practices that reflect community values and long-term needs.

Integrated Planning

Connects to other elements of the Comprehensive Plan—such as mobility, housing, and parks—ensuring an integrated approach to future investments and citywide priorities.

Legacy of Past Planning



Click Image to View Plan

This new Comprehensive Plan builds on previous plans and studies completed by the City of Manvel and other partners, including these most relevant to the Land Use and Community Character topic:

- Manvel 2015 Comprehensive Plan

MANVEL 2045

Land Use & Community Character Accomplishments

6 subdivisions under construction (Meridiana, Del Bello, Valencia, Sedona Lakes, Pomona and Rodeo Palms)

4 upcoming subdivision build-outs (Avellino, Manvel Palms, Foxtail Palms and Rodeo Palms South)

3 subdivisions built out (Newport Lake Estates, Bluewater Lakes and Terra Estates)

New Farmer's Market – "ManvelMarket"

Construction began in 2024 on Manvel Police Station (first brand new station in city)

Issued 24 new certificates of occupancy in 2024

Construction began in 2024 on Public Works Facility (have been in a rented facility for many years)

Barbara Bennett Elementary School in Fall 2024

Manvel Town Center

Tree protection requirements

Alvin Community College will be opening a campus that will host ACC West.

Camino Permitting Guide

NextGen houses (attached, but with separate entry)

Quality of the development

Fence permit requirements

2015 City of Manvel Comprehensive Plan

Homestead Exemption 10% – first time ever

Key Planning Issues and Considerations

Through the Manvel Today and the Strategic Plan phases of the comprehensive planning effort, numerous real and perceived community issues and needs were identified through leadership and public engagement activities, as well as through the work of the plan consultants and their interactions with City staff.

Key issues and considerations that led to the goals and action items in this Land Use and Community Character section include (along with specific points and suggestions from leadership and community input):

Theme	Key Planning Issues and Considerations
 **Community Identity & Character**	» Desire to preserve small-town identity (fear of becoming like Pearland). » Strong opposition to over-commercialization along Hwy 6. » Dislike for large brick walls, big billboards — desire for more thoughtful visual planning. » Concerns about aesthetics and image, especially along major corridors.
 **Development Patterns & Community-Oriented Growth**	» Residents want more community-oriented development, not just retail sprawl. » Amount of certain types of businesses (vape shops, gas stations, fast food and donut shops).
 **Housing Diversity & Quality**	» Desire for larger-lot options, especially custom homes near amenities like schools. » Lack of diversity in housing types that match evolving family needs (interest in NextGen homes, dislike of small townhomes). » Frustration with developers not completing commitments (e.g., Newport Lake Estates Phase 3 left unfinished).
 **Parks & Open Space**	» Parkland allocation standards to ensure open space is preserved with development.

Goals for Land Use and Community Character

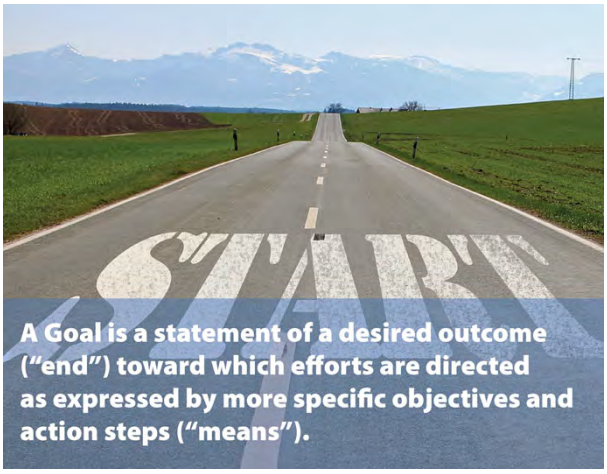
The actions in this Land Use and Community Character section involve tangible steps that will lead to achievement of the following goals:

1. Increased emphasis on character-based land use planning and development standards.
   - *Retain more open and green spaces within residential and other development.*
   - *Ensure that semi-rural character remains a visible and valued part of Manvel's identity even as growth continues.*

2. More choice in housing and commercial development locations and types — while managing growth to avoid congestion and overdevelopment.

3. More home-grown and well-supported local businesses that create vibrant community hubs versus overwhelming the area with commercial sprawl.

4. Upgraded development ordinances and standards that better position the City to:
   - *Manage growth,*
   - *Provide flexibility for innovative site design, and*
   - *Achieve desired outcomes and superior development quality.*



A Goal is a statement of a desired outcome ("end") toward which efforts are directed as expressed by more specific objectives and action steps ("means").

Actions For Land Use and Community Character

Itemized below are a set of action strategies, involving both near- and longer-term steps, for responding to the key issues and community needs identified in this Comprehensive Plan section.

STRATEGIC PRIORITY 1:
Development Regulations Update Based on New Comprehensive Plan

Review all aspects of the City's development regulations, based on this new Comprehensive Plan, to identify potential regulatory and/or standards updates. This may include the need for additional or modified zoning districts in accordance with the categories on and the rationale behind the new Future Land Use and Character map as set out within this Land Use and Community Character section (e.g., Rural Preservation and Suburban Residential). Also consider potential targeted updates to the zoning ordinance as itemized below. In general, the ordinance needs greater focus on development character and design rather than a typical zoning orientation around mainly land use and relative densities. *Another source for possible updates is a development regulations evaluation completed by the Comprehensive Plan consultant, separate from this plan.*

- Expand the zoning ordinance purpose statement beyond the standard language found in most state statutes and many local zoning ordinances across the nation. Instead, customize Manvel's zoning purpose statement to link it to the vision and guiding principles in the City's new Strategic Plan, and to the key themes, goals and desired outcomes described in this new Comprehensive Plan.
- Add purpose statements to the individual zoning districts to provide a narrative description of the intended physical outcomes the districts are meant to achieve, drawing from the content of this Land Use and Community Character section.
- Address a key gap in the current zoning ordinance by creating a new district for mid-size residential lots between one acre and 6,300 square feet (e.g., minimum 10,000 square feet for a gross density of 3-4 homes per acre).
- Consider defining other potential housing types within the zoning ordinance besides single-family residential, mobile/manufactured homes and patio/zero lot line home (e.g., two-family residential, townhome, etc.), whether those additional housing types are permitted only within master-planned developments or, eventually, in other places in the city limits. *"Multi-family apartments" is defined within the current zoning ordinance, but the direction of this updated plan is to avoid such development in Manvel for the foreseeable future.*
- Address the most intensive potential commercial and industrial uses more directly within the zoning ordinance as they are currently included in districts with many other uses (Light Commercial and Heavy Commercial). For example, the Heavy Commercial (HC) zone is effectively an industrial zone that allows many highly-intensive uses by right in the use table (e.g., numerous types of manufacturing), along with other uses via specific use approval. Meanwhile, HC also allows retail stores, banks and credit unions, office/service uses, hotels, restaurants/bars, medical facilities, schools, and even child day care.
- Add standards for maximum lot/site coverage to better manage site design and aesthetics. Currently, only minimum yards (building setbacks) are addressed but not the extent of a site that can be covered by buildings and paved surfaces. Coverage is a key factor in defining development character and the extent of auto-oriented design. Controlling lot/site coverage is also essential in flood-prone areas. "Pervious" and "impervious" surfaces should be defined, with clarification that "impervious" includes buildings/roofs plus paved areas for applying coverage limits.

- Expand upon and better articulate development standards within the zoning ordinance so that more uses can be permitted by right if their design will meet standards that reflect community desires and preferences. This approach creates a more business-friendly environment, with a clearer "path to yes," versus forcing more proposed development to go through lengthier and sometimes less predictable review and approval processes (e.g., specific use approval unless there are truly location-specific concerns to scrutinize more closely and address).
  - The current zoning ordinance includes a typical Planned Unit Development (PUD) option. More of this design and quality emphasis, along with flexibility mechanisms (and potential incentives for desired outcomes), should be incorporated into the base zoning versus being available only through a review/approval process that can be time-consuming and unpredictable for all involved. For example, quoting from the PUD purposes, why should only PUD-designated areas have "diversity and creativity in site design" … "mixture of compatible land use" … "protect[ed] open space" … "alternative transportation methods" … and "protect[ed] and enhance[d] natural, historic, and traditional community features"? Shouldn't all developments "Promote a physical form in the community that supports the vision of the city"? If "allowing flexibility in the application of development standards … will promote developments that will benefit both the citizens that live, work, and play within the city and visitors coming to the city," why does the City's ordinance not apply that zoning strategy more broadly across the rest of the community?
- Consider incorporating incentive-based standards into the zoning ordinance to promote desired outcomes even more (e.g., development intensity bonuses in exchange for a certain site design approach and/or particular elements).
- Extend higher expectations for development quality across the city and not just along the SH 6 corridor.

Potential Regulatory Unification

In recent years, many local governments across the nation have migrated toward Unified Development Ordinances or Codes (UDOs or UDCs) to achieve a better coordinated set of development-related regulations, standards and procedures. The City of Pearland is one nearby example (https://www.pearlandtx.gov/departments/community-development/planning/unified-development-code-udc) among various others in the Houston area. While Manvel may not be ready yet to transition to this regulatory model, for future reference it should be kept in mind that a UDC typically yields the following benefits:

- Consolidates all development-related regulations into one document (e.g., subdivision, zoning, site plan, development and design standards, signs, landscaping, lighting, parking and loading, parkland dedication, streets and utilities, circulation and access management, storm water and floodplain management, nonconformities, etc.). This helps ensure consistency among the different components and promotes more holistic consideration of subdivision, zoning and site plan requirements and standards by both applicants and the City.
- Makes the regulatory specifics easier to navigate and comprehend (i.e., more "user friendly") for the development, real estate and consultant communities versus dispersed and uncoordinated provisions within an overall City Code of Ordinances. A single consolidated index and better cross-referencing across code sections helps ensure that all relevant provisions are taken into account pertaining to any particular development issue or proposal.
- Condenses into one code section all administrative procedures and considerations, helping to streamline and make clearer the roles and responsibilities of each City official and decision-making body. This is

especially helpful to identify "crossovers" in the permitting process between subdivision and zoning reviews, for example.

- Offers a consolidated list of definitions, which helps prevent inconsistencies and questions of interpretation when applicable regulations are in separate codes.
- Greatly improves the ability of the City to track the total development process because various components are organized and coordinated in a logical, sequential order.
- Itemizes all development-related fees in one place so applicants are well informed of process costs.
- Streamlines the process for future code amendments and enhancements.

STRATEGIC PRIORITY 2:
Promote Rural Preservation

To follow through on the desire for greater rural preservation as reflected in this Comprehensive Plan, and in Goal 1 within this Land Use and Community Character section, potential actions the City should consider taking include:

- Maintain minimum one-acre lot sizes through the City's Open-Single-Family Residential zoning, applied to areas within the city limits that are shown on the Future Land Use & Character map as Estate Residential or Rural Preservation. As part of development regulation updates based on this new Comprehensive Plan, also consider pursuing a zoning strategy discussed under the Rural Character description in this Land Use and Community Character section (while only education and persuasion can be attempted in unzoned areas within a Texas city's extraterritorial jurisdiction):
  - Zoning provisions that encourage – and preferably incentivize – conservation developments in which lots and buildings are concentrated on a relatively small portion of the overall property in a cluster design, leaving substantial open space to maintain Rural character and room for buffering from any nearby uses. Such scenarios are often necessary in rural areas under development pressure, with rising land values and tax appraisals, to enable land owners to yield greater return and still maintain agricultural activity.
- Continue allocating funds for land acquisition and other open space preservation opportunities that will also help maintain floodplains, drainage ways and larger-scale storm water detention areas.
- Pursue targeted rural preservation efforts with willing property owners and land conservancy partners, especially given resident desire to preserve some sense of country in and around Manvel and the area's rural and agricultural heritage amid projected growth and change. The Coastal Prairie Conservancy is one notable example in the Houston region of protecting and maintaining rural landscapes within the context of rapidly-growing suburban areas (https://www.coastalprairieconservancy.org/).
- Incentivize use of Low Impact Development (LID) design approaches on private development sites, as well as "green" practices for ongoing operations and maintenance that reduce water and energy use, storm water runoff and the need for detention, and wastewater and solid waste generation. As one example, incorporation of cisterns onto sites can capture roof runoff while also providing a development focal point or theme-setting design element, onto which branding can also be applied.



Additionally, the extent of Suburban character reflected on the Future Land Use and Character map will contribute to less impervious cover of land surfaces in the area.

» As part of development regulation updates based on this new Comprehensive Plan, consider Incorporating "dark skies" standards to reduce glare and spillover from outdoor lighting, including on residential properties and at public facilities.

STRATEGIC PRIORITY 3:
Best Practices for Guiding Land Use and Development

Along with attention to the effectiveness of its zoning regulations and pursuing rural preservation strategies, the City should also prioritize the following actions and practices as funding and staff resources allow:

» Add criteria to capital improvements planning processes to: (1) ensure that potential interaction between public investments and land use outcomes or evolution is considered when identifying and prioritizing candidate capital projects, and (2) specify that candidate capital projects should be evaluated for how their scale and/or design could affect the character of the surrounding area.

» Develop and refine fiscal impact analysis tools, customized to Manvel, for evaluating the potential net benefits to the City of specific land use scenarios and as an essential input to related decision-making.

» As part of development regulation updates based on this new Comprehensive Plan, explore the applicability to Manvel of contemporary community planning trends elsewhere in Texas and across the nation, including the trend toward:

- reduced or eliminated minimum parking requirements in favor of more market-driven outcomes; and
- maximum caps on off-street surface parking where appropriate to eliminate excess parking supply and unproductive use of land, and to reduce associated storm drainage, "urban heat island" and aesthetic effects.

» Periodically assess as-built examples of where the City's development regulations produced outcomes that could be improved upon and what specific aspects to address through a next comprehensive regulatory update (e.g., compatibility of development scale/intensity, site access and on-site circulation, parking and loading activity, landscaping and buffering/screening, lighting, signs, other elements of site and building design, etc.).

» Regularly review and update, as appropriate, the City's land development, building/construction and infrastructure related fees to ensure adequate revenue generation in line with costs and based on regional trends across jurisdictions.

» Follow the completion of this city-wide Comprehensive Plan with continued special area planning efforts, similar to the City Center focus of recent years, particularly for key corridors (e.g., Masters Road) and other unique areas within Manvel.

» Consider formation of a cross-departmental Neighborhoods Team to focus on neighborhood-level issues and needs which often require solutions involving coordinated response by various City functions.

» Maintain ongoing outreach to and communication with home owner associations (HOAs) and to areas without HOAs or other organized means for neighborhood-level interaction with City officials and staff.

» Continue close coordination with Alvin Independent School District as an essential partner for community building and maintaining school campuses as neighborhood anchors.

» Continue coordination with neighboring cities and Brazoria County on common planning interests and objectives.

- Continue to grow Planning Department staffing over time, as municipal budgeting allows, so adequate resources are devoted both to development review functions plus special initiatives and plan implementation efforts.
- Continue taking advantage of resources readily available through the American Planning Association (APA) and other sources to monitor trends and best practices for managing growth, guiding land use and development, and advancing community resiliency and enhancement efforts.
- Continue to coordinate future interim and major updates of this Comprehensive Plan to coincide with updates to the City's Major Thoroughfare Plan, and with periodic updates of the area's key economic development strategy documents to ensure effective integration of land use with market analysis and other factors that drive business development efforts.

Business Types in High-Profile Areas

As in other rapidly-growing and evolving communities, concerns were expressed during the Comprehensive Plan process about the proliferation of chain and franchise businesses along SH 6 and in other locations in Manvel – with "fast food" restaurants often singled out as a prime example of this trend. Goal 3 in this Land Use and Community Character section captures the sentiment for something different and better as Manvel grows.

But this is a tricky proposition for cities in general, and in states and areas that emphasize private property rights over broader community preferences. Zoning involves identification of permitted land uses, usually in general terms such as just "restaurant" in the Definitions portion of Manvel's zoning ordinance (Section 77-3). Zoning does not allow a city to pick and choose particular businesses within such categories that are most welcome locally. It is the pace of new residential rooftops and the concentration of disposable income in a new growth area that is drawing chain and franchise businesses to Manvel. In the meantime, Manvel has two typical options:

1. **Go out and recruit the preferred businesses you want to see in your community.** This is difficult at this still relatively early stage of Manvel's development, when resources for economic development efforts in general, and potential incentive mechanisms in particular, are limited. The challenge until then is to communicate local desires and community preferences while attempting to avoid a business-unfriendly reputation if routinely appearing to "swat away" undesired uses that property owners and developers are ready to bring to market.
2. **Raise site and building design standards to set the bar high for new development.** The reality is that national chains and franchises are accustomed to dealing with high standards in states and localities across the country. Meanwhile, small local businesses and entrepreneurs may be the ones most burdened by higher-cost provisions in local development regulations involving building design, site landscaping, restrictions on drive-through lanes and activity, signage limitations, etc. The City can require that more use types receive special use approval, but this can also add time and cost for local property owners and developers. Manvel also has its proven method of imposing minimum distancing requirements between certain uses of concern to limit their proliferation while the local land market continues to evolve and until the intended uses of more properties in key locations becomes known.

Future Land Use and Character Map

The Future Land Use and Character map illustrates the general pattern of land uses anticipated and/or desired in the years ahead – with emphasis on general – and the intended character contexts in which uses occur. Specific standards for land development based on this long-range planning map are articulated through the City's implementing regulations (zoning, subdivision, etc.) as they currently exist and may be further amended over time based on this planning guidance.

Land Use Planning versus Zoning

The side-by-side comparison below highlights the distinct purposes and uses of a future land use map relative to a zoning map. Local government development regulations are among the primary tools for implementing the Comprehensive Plan. The zoning and subdivision regulations, in particular, can play a significant role in establishing and protecting the physical character of the community. Zoning regulations delineate land use districts and the uses permitted within them, together with standards for buildings and site improvements. As a result, the zoning and subdivision regulations largely direct development outcomes. Although the Comprehensive Plan and future land use map provide only general planning guidance, they become the basis for updating the more specific zoning and subdivision regulations and the City's official zoning map.

Aspect	Future Land Use Map	Zoning Map
Purpose	▪ Outlook for future use of land and character of particular areas of the community. ▪ Macro level, showing generalized development patterns.	▪ Basis for applying different land use regulations and development standards in different areas of the community ("zones"). ▪ Micro level, with an area- and site-specific focus.
Use	▪ Guidance for zoning map and related decisions (zone change requests, variance applications, etc.). ▪ Baseline for monitoring consistency of actions and decisions with the Comprehensive Plan.	▪ Regulating development as it is proposed or as sites are positioned for the future with appropriate zoning (by the property owner or the City).
Inputs and Considerations	▪ Existing land use in the community. ▪ The locational aspects of community planning priorities involving housing, economic development, infrastructure, parks and recreation, public facilities, etc.	▪ Comprehensive Plan and future land use map for general guidance. ▪ Zoning decisions that differ substantially from the general development pattern depicted on the future land use map will indicate the need for some map adjustments during the next periodic plan update.

The future land use map is accompanied by descriptions of the character types and broad land use categories displayed on the map:

Community Character Type*	Future Land Use and Character Designation	Most Closely Associated Current Manvel Zoning Districts for Areas within City Limits
Rural	▪ Rural Preservation	▪ Open-Single-Family Residential (with 1-acre minimum lot area)
Suburban	▪ Estate Residential ▪ Suburban Residential ▪ Master-Planned Development	▪ Open Single-Family Residential (with 1-acre minimum lot area) ▪ *None directly equivalent to Suburban Residential as Manvel's current zoning does not provide a typical zone with the minimum lot size often found in a Suburban character area (10,000 square feet or larger)* ▪ Planned Unit Development ▪ Single-Family Residential (with 6,300 square foot minimum lot area) ▪ Highway Mixed Use ▪ Multi-Family ▪ HUD-Code Manufactured Home
Urban	▪ *No designations with Urban character* Auto Urban Character* ▪ Commercial ▪ Industrial * See discussion below of Auto Urban character and all three Community Character types.	▪ Light Commercial ▪ Heavy Commercial ▪ Highway Mixed Use

The descriptions call out the **principal types of land use** that are expected to predominate in areas where land is currently undeveloped or, in previously developed areas, based on what is already on the ground and will likely remain or possibly evolve. Such transitions in use can occur through redevelopment of previously built sites, "infill" construction on a vacant parcel amid existing built sites, or repurposing of an existing structure for another use without significant site changes.

Along with the principal use types, **other complementary land uses** will also remain or may emerge in particular areas of the community. This can include:

- pre-existing housing in areas transitioning mostly to commercial use;
- small-scale, neighborhood-oriented retail and service uses at key intersections within largely residential areas; and
- commercial uses that front along main roadways with residential neighborhoods behind them.

Certain uses can be located amid other predominant use types, such as schools, other public facilities, places of worship and parks within predominantly residential areas – all of which should match the character of their vicinity. Mixing uses on sites is common in downtowns (e.g., upper-floor office or residential above ground-floor retail) and may occur elsewhere in a community as the market accommodates and zoning allows. Large master-planned developments are often intentionally designed to integrate and mix uses in certain areas while reserving other areas for one predominant use such as single-family detached housing or medical/offices.

Many of the complementary uses described above will not necessarily appear in a particular location on the future land use map. That is because various uses are highly market-driven, with their timing and particular location dictated by the extent and pace of other types of development. This includes the typical pattern of retail uses locating near new residential "rooftops" and often at key roadway intersections. The location and extent of various forms of residential development can also be difficult to predict amid broader housing market cycles and regional needs. Housing variety is also influenced by the experience and interest of area developers in bringing single-family homes, attached housing types such as townhomes or multi-family products to market.

Therefore, a future land use map should not be viewed as "set in concrete" and inflexible to adjustment over time. The map should be used as a starting point for considering and evaluating both:

1. Broad trends in an area's real estate market and the evolving allocation of land to various uses.
2. Specific locations where proposed development may differ from earlier projections of land use as reflected on the future land use map.

In such cases of proposed development varying from the Comprehensive Plan map, which typically come to a decision point through consideration of a rezoning application and/or site development plan, the focus should be on:

- Compatibility with existing and anticipated land uses in the vicinity, including through any additional necessary measures applied during the development approval process (e.g., conditions applied through approval of a specific use permit);
- The practicality and sensibility of a proposed use at the particular location and within the area context; and
- The overall benefit to the community of a potential change in direction versus strict application of a future land use map adopted at a previous point in time (e.g., addressing area housing needs, supporting economic development objectives, accommodating desired retail or restaurant uses, etc.).

At the same time, the future land use map should not be changed piecemeal every week or month, to the point that there is really no consistent baseline for continuously monitoring and re-assessing the community's general land use pattern and allocation. *See the discussion at the end of this section about Criteria for Amending the Future Land Use and Character Map.*

Many communities today prefer that their land use and zoning policies and related decision processes provide "a path to yes" when presented with desirable development proposals. But local governments must also exercise caution and turn to prudent safeguards when responding to proposals that are not in line with the community's vision, goals and priorities – or its infrastructure and public services capacities – as captured in its Comprehensive Plan.

This is where the future land use map needs to be thought of – and applied – as a **growth management tool** and not just a map to back up a city's zoning regulations. The Future Land Use and Character map in this Comprehensive Plan illustrates the general outlook for local land use and development over the next 10+ years, not an ultimate build-out map for all acreage within the entire city limits and extraterritorial jurisdiction (ETJ). In this respect, categories like Rural Preservation and Estate Residential indicate where widespread growth is not anticipated or desired in the near term — and sometimes ever in certain areas constrained by floodplain, challenges to extending utilities, or other factors.

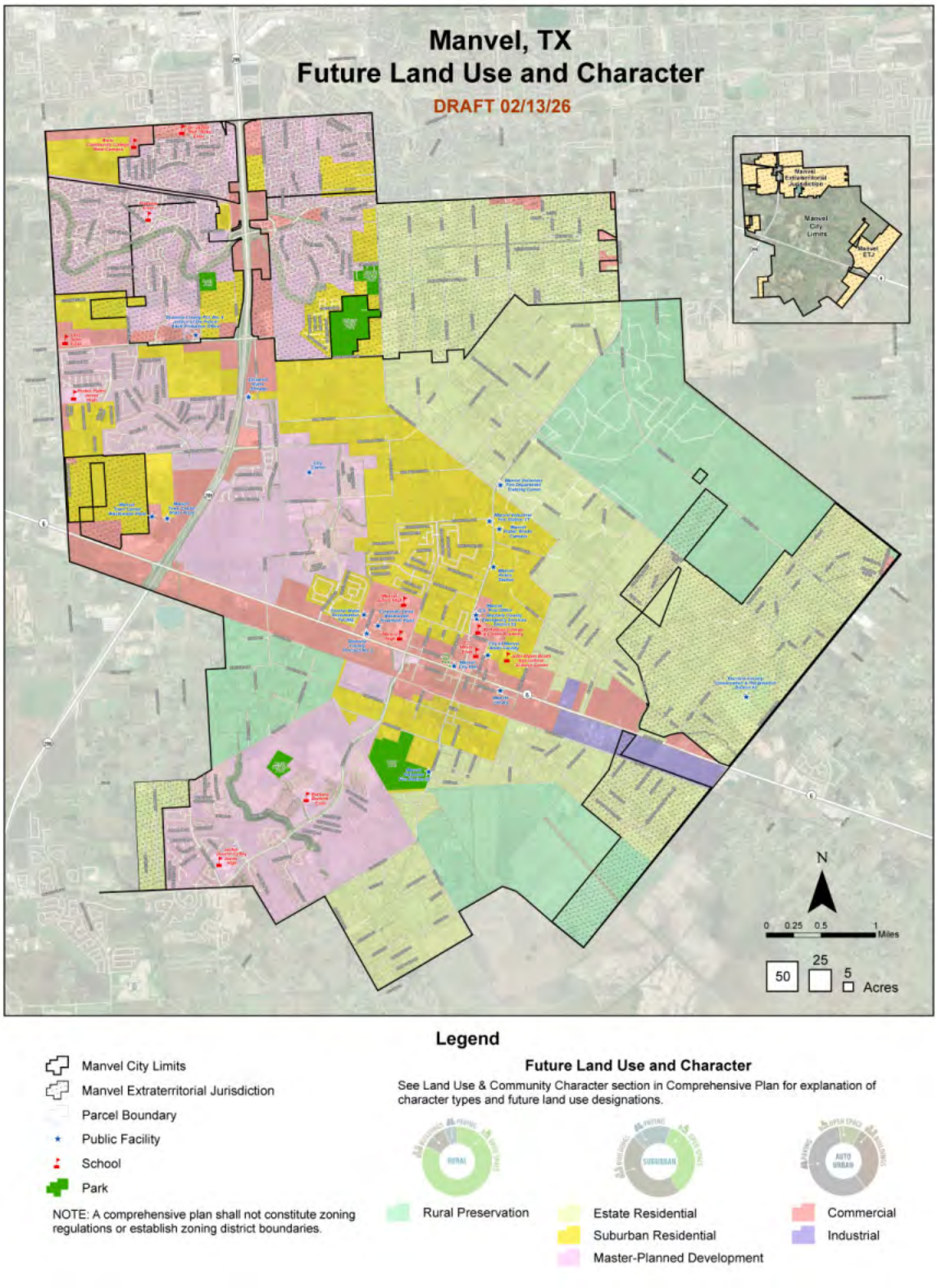
Ideally, significant proposed development that was not anticipated even in recent months or years should be located where it would be a logical extension from the edges of existing developed or projected growth areas, not set apart and isolated in remote locations. These preferred areas would presumably be where public investments in utility infrastructure, new and improved streets, and other public services are already in place or planned. Then part of the evaluation should be the effect on:

- Public safety service areas and response times;
- City-maintained streets in the area in terms of added traffic and additional wear and tear;
- Capacity of nearby schools; and
- Other public service considerations.

If the development ultimately proceeds after municipal and other approvals, then the Future Land Use and Character map can be updated to the appropriate category(ies) for the subject area. This may involve more specific categories like Suburban Residential or Commercial, or it could be a map change to Master-Planned Development where land has been assembled for another new large-scale, carefully-designed development.

In rapidly-growing cities like Manvel, the Future Land Use and Character map needs to be revisited even more often for periodic "rolling updates" to capture how land use is actually playing out on the ground and how the longer-term outlook has already evolved since the last map adoption point.

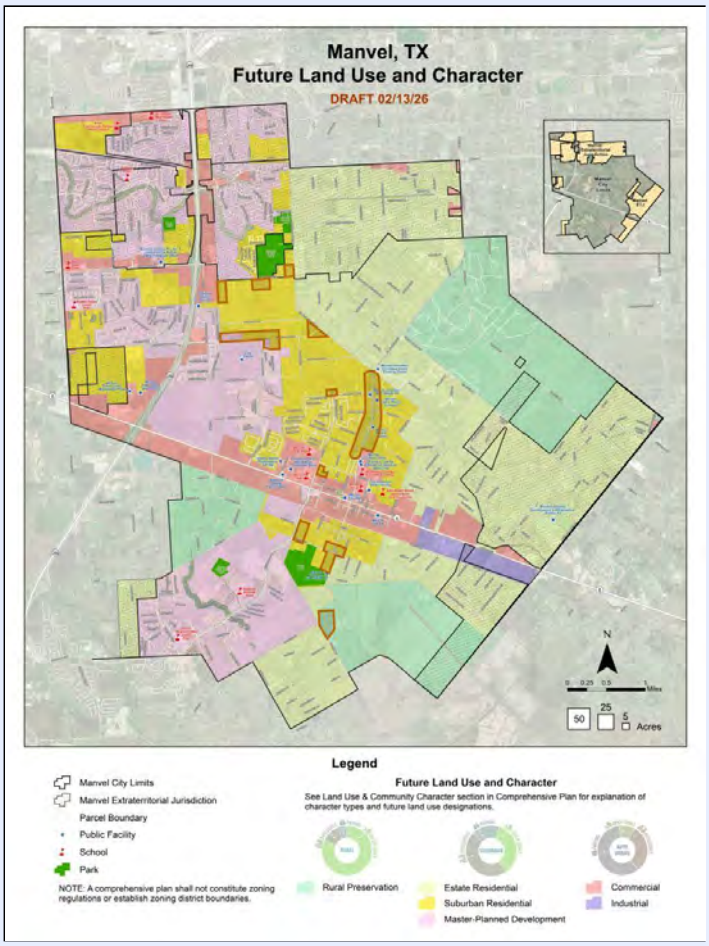
Future Land Use and Character Map



*Click to Enlarge Map

Areas with Commercial or Mixed-Use Potential

A supplemental, modified view of the Future Land Use and Character map highlights, with a dark cross-hatch pattern and orange border, locations that could be promising for commercial or mixed-use development at some future point. These locations are in addition to areas already designated for Commercial and Master-Planned Development on the adopted Future Land and Character map. Too often, future land use maps, and then a city's corresponding zoning map, show excessive and unrealistic commercial land use beyond the capacity of the local market. Rather than include the cross-hatch areas prematurely on the official Future Land Use and Character map that is adopted with this Comprehensive Plan, this supplemental view in the plan will serve as a projection of where land use and zoning may eventually shift from existing or assumed residential, dependent on local land market maturation and timing. Then the Future Land Use and Character map can be updated in selected locations, when appropriate as conditions evolve, and rezonings can be considered subject to typical factors (e.g., compatibility with nearby uses, utility availability and adequate capacity, roadway access and capacity, etc.).



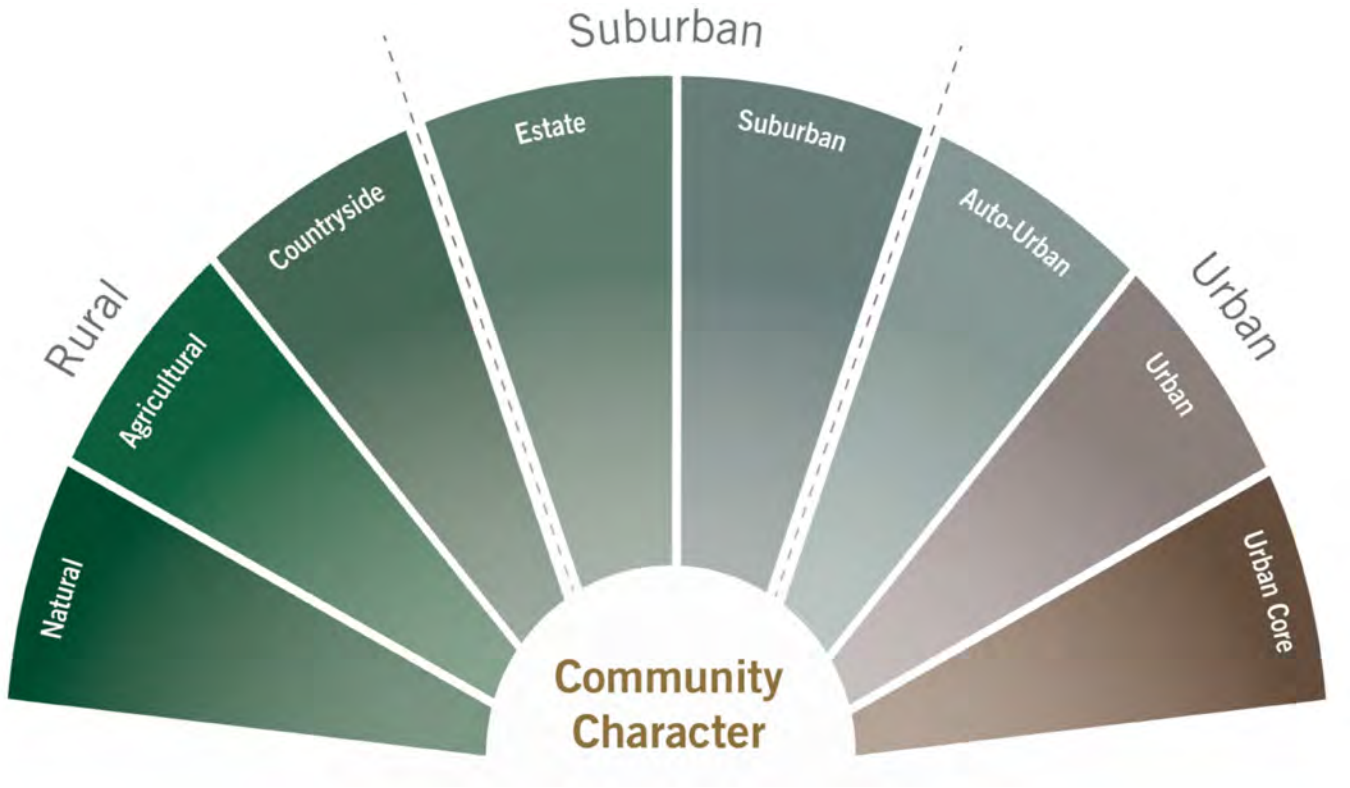
**Click to Enlarge Map*

The locations identified as having future commercial or mixed-use potential are on the edges of designated Commercial areas, at key future intersections depicted on the City's Major Thoroughfare Plan, and along roadway corridors where commercial activity may "follow" nearby rooftops. The supplemental map view also signals that commercial clusters and nodes are generally preferred over a "strip development" pattern spread along corridors. The latter is an outcome many communities aim to avoid as a strip development pattern often leads to traffic and safety issues and can detract from community appearance.

Finally, the supplemental map reinforces that smaller-scale, neighborhood-serving retail and services – relative to large-scale commercial (i.e., Manvel Town Center) – should eventually occur at locations more convenient to residents. In the meantime, such locations often appear as largely residential on the adopted Future Land Use and Character map while the area's longer-term development pattern and roadway network are still emerging.

Community Character Framework for Land Use Planning

This Comprehensive Plan emphasizes an approach to land use planning that builds on the concept of **community character.** This approach looks beyond the basic use of land – residential, commercial, industrial, etc. – as only one factor that determines the ultimate compatibility and quality of land development within and near neighborhoods, in nonresidential areas and along roadway corridors.



The community character approach to evaluating and planning for land use emphasizes the variation in physical conditions experienced along a spectrum from natural and rural landscapes to a developed area's most urbanized environments, usually found in a core downtown area. **A character-based approach focuses on the intensity and design of land uses,** which encompasses:

- The density and layout of residential development;
- The scale and form of nonresidential development; and
- The coverage of land surfaces by buildings and paving relative to the extent of open space and natural vegetation or landscaping.

How the automobile is accommodated is a key factor in distinguishing character types, including how public roads and streets are designed, how parking is provided, and how buildings and paved areas are arranged on sites.

The **three major character classes – Rural, Suburban and Urban –** are described on the following pages, along with which class the various designations on the Future Land Use and Character map fall within. Not all areas of a community will be clearly distinguishable as one character type or another. Much past and contemporary development was designed and built without character in mind, which results in mixed character areas with features from the different character classes (e.g., mostly Rural areas with some auto-oriented subdivisions or retail sites, shopping centers in Suburban areas with large surface parking areas but enhanced with landscaping, traditional Urban downtowns with demolished buildings replaced by surface parking, etc.).

Maintaining and enhancing desired character is a central aim – and challenge – of implementing community plans amid constant change. A community character approach allows the formulation of standards within the City's development regulations to achieve the desired character in newly developing areas, and to protect and enhance it in redevelopment and infill areas. Character-focused categories on a municipality's future land use map and character-oriented districts on its zoning map better portray the intended on-the-ground outcomes for land use and development. This offers assurance to neighboring property owners, a smoother path to approvals for development applicants, and more beneficial outcomes for the entire community.

Character Emphasis

Community character accounts for the physical traits one can see in a neighborhood, on a busy roadway corridor, or along a recreational trail or country lane which contribute to its "look and feel" relative to areas of the community with much different character. **Nearly any land use can occur in a range of settings within a community,** from the most Rural and Suburban to the most Urban, provided the use is designed to match the character of its surrounding area. This applies regardless of whether a site is in private ownership or owned and developed by a government agency for public purposes.
Aesthetic enhancements such as architectural design, landscaping and screening, signage standards and site amenities also contribute to development appearance. But these factors can and should vary with the area character, which as defined here involves the interplay between buildings, paved surfaces and unbuilt areas. It is the combination of basic land use and the physical characteristics of such use that more accurately determine the real compatibility and quality of development, as opposed to just land use alone.

Character Class

RURAL

Character



Lowest Land Use Intensity

Sparsely developed areas with mainly very low-density residential and agricultural activity as the primary uses often due to a lack of public utilities, along with more natural and undeveloped areas. Such areas provide residents with the choice of relative seclusion within the countryside and away from more developed and populated settings. Many cities have limited Rural character areas within their incorporated limits, except in areas that were annexed for eventual development or that are not suitable for future development due to floodplains or other constraints. Some local governments intentionally preserve Rural character through the protections afforded by agricultural zoning.

Character Objectives

- Maintain areas where undeveloped land and wide open spaces predominate, and where structures and paved surfaces occupy only a minimal portion of the landscape – or none at all in pristine or preserved natural areas.
- Preserve minimal sense of enclosure of roads or other spaces by buildings, with views to the horizon unbroken by buildings in most locations.
- If any significant residential subdivision activity is proposed, encourage conservation developments in which lots and buildings are concentrated on a relatively small portion of the overall property in a cluster design, leaving substantial open space to maintain Rural character and room for buffering from any nearby uses. Such scenarios are often necessary in rural areas under development pressure, with rising land values and tax appraisals, to enable land owners to yield greater return and still maintain agricultural activity.
- Protecting Rural character also supports the desire expressed by some Manvel area residents to continue the presence and movement of wildlife in locations with widespread open land.

Future Land Use and Character Map Designation

Rural Preservation



Example of Rural character in northeast Manvel, north and east of Oilfield Road, with few structures and wide open spaces relative to the large-lot Estate Residential character along County Road 206 in the center right of this view.

Predominant Land Uses

- Agriculture.
- Single-family detached residential.
  - Typically a diverse property pattern, with scattered homesteads on very large acreage properties in some areas but also locations with relatively smaller parcels in the one-acre range, which still provides a sense of openness and separation between individual homes relative to in-city residential densities. However, public health regulations typically limit the smallest lot sizes for individual homes (Brazoria County follows the typical statewide standard of one acre minimum for a private water well and septic system on the same property, or one-half acre if just a septic system).
- Occasional small-scale commercial uses (e.g., gas stations, convenience or specialty retail, agricultural supply, etc.), preferably at crossroads locations or elsewhere with adequate access and well away from any nearby residential use.

Other Potential Land Uses*

Rural areas often accommodate various types of isolated stand-alone uses, including:

- Agritourism (e.g., hands-on planting/harvesting experiences, cooking demonstrations, winery/brewery tours and tasting rooms where permitted, overnight accommodations, etc.).
- Bed and breakfasts.
- Places of worship and other public assembly uses.
- Outdoor recreation/amusement uses.
- Resource extraction activities (e.g., oil and natural gas, sand and gravel, etc.).
- Industrial activities, especially for types that do not require significant public water supply or generate significant wastewater, or where able to obtain their own rural water supply. Even some large-scale industrial uses can take on a Rural character when located in relatively remote areas, especially when surrounded by extensive separation and buffering from any nearby uses. Low noise and lighting levels also maintain compatibility and rural dark skies.
- Public utilities or facilities, especially treatment plants and other types that have an industrial character or are otherwise best located away from residential areas and other development (e.g., police firing range, fire training).
- Cemeteries.
- Parks with limited improvements or that will remain in a more natural state, sometimes as a designated nature preserve.

*** NOTE:** Where concerns may arise about the potential proliferation of certain land uses beyond the community's desires or tolerance, provisions can be incorporated into zoning – for areas within the city limits (zoning not applicable in the ETJ) – to set locational criteria that limit where particular uses can occur. For more intensive uses, this may include: (1) locating along or near a higher-capacity roadway type for adequate traffic capacity (also invoking the City's adopted Major Thoroughfare Plan), (2) only in areas with ready utility availability and adequate capacity, and/or (3) in areas away from the lowest-intensity single-family residential use, etc. Such uses can also require approval of a specific use permit to ensure a higher level of scrutiny relative to uses that are permitted by right under zoning. As Manvel has already done for a few land use types, some cities ultimately apply minimum distancing requirements to establish a definitive physical separation between any new instance of a use of particular concern relative to existing locations of that use. Over time, such locational restrictions may need to be eased as a local real estate market matures, the area gains more resident and daytime visitor population, and as certain retail and service uses are needed in more locations that are convenient to established and new residential areas.

SUBURBAN

Character

Character Class



Low Land Use Intensity

Suburban character areas involve people living in closer proximity than in Rural character areas, with a wider array of supportive uses also nearby (e.g., shopping and services, public facilities, parks, etc.). But Suburban character areas still have noticeably less intensive use of land than Urban character areas, with open and green spaces more in balance with the extent of land covered by structures and paved surfaces. Parks, cemeteries, and preserved greenways, creek corridors and other natural features also help maintain green and open spaces within a developing community.

Character Objectives

- Establish or preserve a balance between buildings and other site improvements relative to the degree of open space, especially within residential neighborhoods.
- Especially maintain the Estate Residential character seen in many areas of Manvel that were platted and had homes built on one-acre or larger lots in an earlier era before the emergence of large master-planned developments and denser subdivisions. Estate Residential areas are within the Suburban character class as they often provide a transition between the Rural character at a community's edges and more urbanized development patterns and intensities.
  - Estate Residential areas offer a semi-rural atmosphere since open and green spaces still usually exceed the extent of land covered by structures and paved surfaces. This openness is beneficial for areas at risk of flooding and necessary where private water wells and/or on-site septic systems require larger lots. However, Estate lots are often arranged in a subdivision layout around shared public or private streets, more like in-city development relative to a Rural Countryside pattern where homes front along and have individual driveways from rural highways or roads.
- Design for less noticeable accommodation of the automobile in residential neighborhoods compared to more intensive auto-oriented residential design. The Suburban character emphasis especially stands out where driveways are on the side of homes rather than occupying a portion of the front yard, and where garages are situated to the side or rear of the dwelling (or oriented sideways relative to the street instead of a front-loading garage that faces the street).
  - Auto Urban character can encroach into areas intended for Suburban character in the form of developments with higher lot coverage by dwellings, driveways and other paved surfaces. This outcome is often due to relatively smaller and narrower lots, allowing for less openness and separation between dwellings – but also intended to achieve lower price points to expand homeownership opportunities. Auto Urban character especially prevails where driveways and front-loading garages dominate the front yards and front facades of homes.
  - The Auto Urban nature of residential areas can be offset somewhat by landscaping, "anti-monotony" architectural standards, and limitations on "cookie cutter" subdivision layouts characterized by straight streets and uniform lot sizes and arrangement.
- Achieve Suburban character in some commercial areas, whether at a neighborhood-focused or larger scale, through lesser coverage of sites with buildings and especially paved areas, which makes such areas stand apart from most auto-oriented contemporary development and blend better with adjacent Suburban residential character.
- Design public and institutional sites so they match the area's Suburban character, along with community-scale and neighborhood-oriented parks that should have abundant green and open space on the site.
- Encourage conservation developments that allow smaller lot sizes than typical for the area in exchange for greater open space set-aside on the overall development site to maintain Suburban character and room for buffering from nearby uses of differing intensity or character. This approach also enables some viable use of sites partially constrained by floodplain or other factors. This is precisely the design approach seen in most master-planned communities, as well as in golf course subdivisions.

Future Land Use and Character Map Designations

Estate Residential



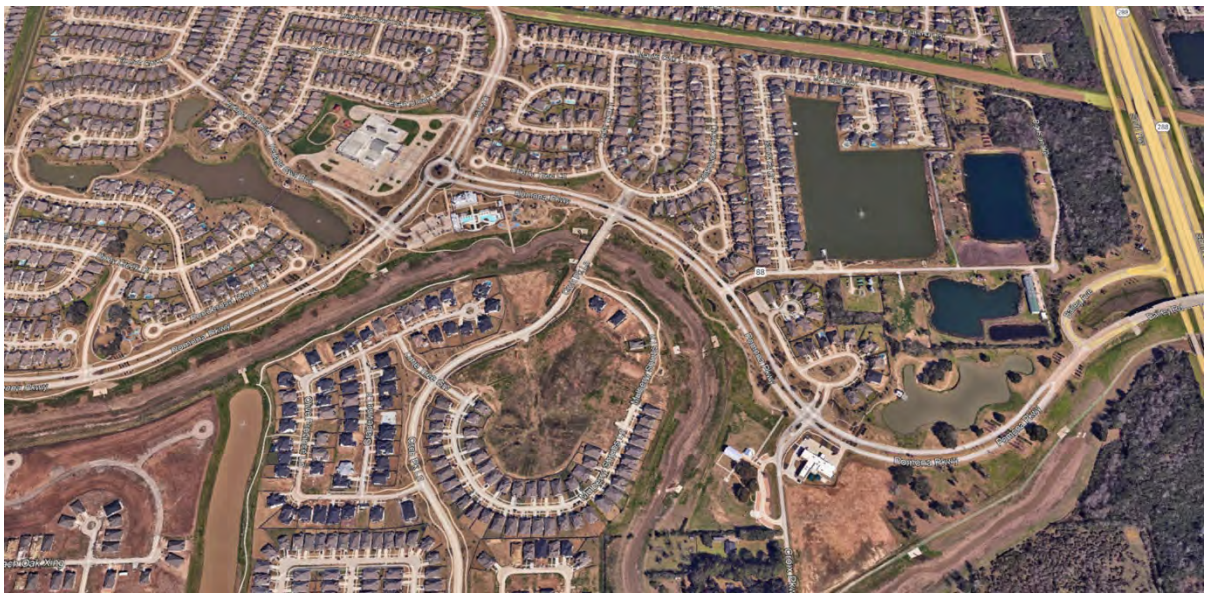
Example of Estate Residential character – within the broader Suburban character class but typically with one acre or larger lots that provide substantial separation between homes – in the area between Jordan Street and the Briscoe Canal and east of Masters Road in south Manvel.

Suburban Residential



Example of approximate Suburban Residential character – with higher density than Estate Residential, but with greater side separation between homes and more front yard area than in some contemporary residential development – in the Terra Lane/Drive subdivision near the intersection of Masters Road and Lewis Lane in central Manvel.

Master-Planned Development



Example of Suburban character within the Pomona master-planned community in Manvel's northwest extraterritorial jurisdiction around Pomona Parkway, with the relative density of residential blocks offset by areas of dedicated green space around main roadways and elsewhere, water features providing additional openness, and nonresidential sites for schools, recreation and other uses intermingled within the overall master-planned development design.

Predominant Land Uses

- Single-family detached residential.
  - Estate Residential lots are typically at least one acre. However, three-to five-acre lots may be needed to achieve and maintain true Estate character in more open areas with less vegetation and screening of homes from streets and adjacent dwellings. Where Estate lots are multiple acres in size, some accessory agricultural use or an equestrian element is sometimes seen.
  - For Suburban Residential, a larger baseline minimum lot size in a corresponding zoning district – typically 10,000 square feet or larger, yielding a gross density of 3-4 homes per acre – allows for deeper front yards and building setbacks and greater side separation between homes.
- The Master-Planned Development category involves primarily single-family detached dwellings or may involve development plans that mix in other housing types and/or nonresidential uses as focal points (e.g., schools, places of worship, retail nodes, recreation centers and other community gathering places, public facilities, etc.).
- Public/institutional uses, including schools and certain public assembly uses such as places of worship.
- Parks.

Other Potential Land Uses*

As noted in the introduction to this section, some land uses may be proposed and ultimately approved through rezoning decisions that might not have seemed possible based on strict application of the Future Land Use and Character map at the time. Whether a property is at an edge of a Suburban character area on the map or even somewhere within one, other uses besides the predominant uses listed above should be considered, provided that they will be designed to achieve and maintain compatible Suburban character. Examples include:

- Subdivisions in Estate Residential areas planned with an equestrian component (e.g., shared stable facilities, riding trails for residents).
- Within the Suburban Residential category, some attached residential types such as duplexes, patio homes and townhomes can be appropriate if the site and dwelling design, including building and garage placement and orientation, will be consistent with Suburban character. As with Master-Planned Developments, which sometimes integrate such residential variety, the somewhat higher density of these residential options should also be offset by green and open areas, including landscaping to screen any common parking areas. As needed, some of the planned open space and/or preserved vegetation should be along the site perimeter to provide buffering between other character types or land use intensities (e.g., adjacent single-family detached, commercial, etc.).

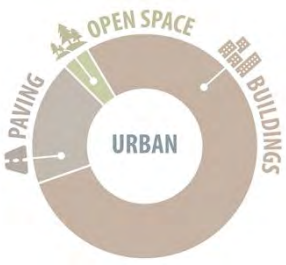
Other Potential Land Uses*

- Established manufactured home communities sometimes continue for some time, or new ones are proposed for development in designated Estate or Suburban Residential areas. This housing option is most compatible in such areas when treated like other detached housing, with local development regulations requiring their placement on lots of a certain minimum size and with a design and lot coverage similar to Suburban character subdivisions for site-built single-family detached homes.
- In Suburban Residential and Master-Planned Developments more than Estate Residential, a variety of potential retail and service uses, but sometimes excluding auto-oriented uses that cannot practically achieve a Suburban character (e.g., gas stations, car washes or other uses that require extensive parking or other paved surfaces).
  - Neighborhood-oriented commercial uses may emerge over time and should be encouraged on corner sites or other locations at the edge of predominantly residential areas for convenience and to encourage more walking and biking for short trips from home.
  - Adjacent to Estate and Suburban Residential properties and areas, the permitted scale and intensity of nonresidential uses may be limited to ensure compatibility, along with adequate buffering/screening, criteria for placement and orientation of buildings and parking areas, height limits and residential-in-appearance architectural standards.
- Beyond entirely residential projects, the Master-Planned Development category may involve mixed-use developments, business parks and institutional uses (e.g., medical, large-scale places of worship, higher education, etc.) that incorporate abundant green space and landscaping and relatively low site coverage, sometimes in a campus-style layout with careful placement and screening of parking and loading areas. Development outcomes are often controlled by private covenants and restrictions that exceed local government ordinances and development standards.
- Cemeteries.

***NOTE:** Where concerns may arise about the potential proliferation of certain land uses beyond the community's desires or tolerance, provisions can be incorporated into zoning – for areas within the city limits (zoning not applicable in the ETJ) – to set locational criteria that limit where particular uses can occur. For more intensive uses, this may include: (1) locating along or near a higher-capacity roadway type for adequate traffic capacity (also invoking the City's adopted Major Thoroughfare Plan), (2) only in areas with ready utility availability and adequate capacity, and/or (3) in areas away from the lowest-intensity single-family residential use, etc. Such uses can also require approval of a specific use permit to ensure a higher level of scrutiny relative to uses that are permitted by right under zoning. As Manvel has already done for a few land use types, some cities ultimately apply minimum distancing requirements to establish a definitive physical separation between any new instance of a use of particular concern relative to existing locations of that use. Over time, such locational restrictions may need to be eased as a local real estate market matures, the area gains more resident and daytime visitor population, and as certain retail and service uses are needed in more locations that are convenient to established and new residential areas.

URBAN
Character

Character Class



Highest Land Use Intensity

Urban character areas usually involve the most intensively developed area of a community in terms of the greatest coverage of sites with buildings and the least amount of private development area devoted to off-street parking and landscaped yards or open space. Instead, most parking is accommodated on-street and/or within public parking areas. This enables streets and other public spaces to be framed by buildings that abut the public sidewalk with zero or minimal front setbacks, creating "architectural enclosure" versus the progressively more open feel in Auto Urban, Suburban and Rural character areas. These elements, along with a predominance of mixed uses, makes Urban character areas the most conducive for pedestrian activity and interaction.

Future Land Use and Character Map Designation

None as Manvel does not have any existing areas developed to this intensity or with this design approach, and is not likely to have any for the foreseeable future.

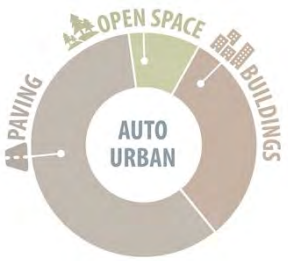


Example of Urban character design intentions at the core of nearby Pearland Town Center, with buildings framing streets and public gathering spaces, a range of uses integrated including higher-density residential, and most parking provided outside the core to promote a more pedestrian-oriented setting. However, the overall development still takes on an Auto Urban character given the extent of surface parking needed for such a regional-scale destination development.

AUTO URBAN

Character

Character Class



Medium Land Use Intensity

Within the Urban character classification, the Auto Urban subcategory involves a particular – and widespread – community planning challenge as such areas are designed mainly to accommodate automobile circulation and parking. As a result, the combination of buildings and especially paved surfaces makes such areas nearly as intensive as Urban areas in terms of land cover. However, development is often more horizontal and spread out, introducing openness that is more characteristic of Suburban character areas. Bottom line, though, Auto Urban areas lack the greenness of Suburban character and the walkability of more compact and architecturally enclosed Urban character areas. Aside from changing the aesthetics of developing areas, the extent of paved surfaces can also contribute to increased volumes and rates of stormwater runoff and higher temperatures in relatively intensive urban environments.

Character Objectives

- Offset the inevitable design and appearance of Commercial sites and uses that are auto-oriented, or that must provide adequate parking for frequent and/or significant coming and going of vehicles, with techniques intended to soften Auto Urban character (e.g., generous landscaping and mature tree preservation, screening of parking areas, placement and orientation of buildings on sites relative to streets, quality building design, etc.).
- For Industrial areas and uses, this includes screening of truck parking and loading areas (and sometimes rail spur areas where industry is served by a nearby railroad), along with other unsightly outdoor activity and storage areas depending on their visibility from nearby roadways and areas of less intensive residential and commercial use.

Future Land Use and Character Map Designations

Commercial



Example of classic Auto Urban character with gas stations and associated commercial activity on all four corners of the State Highway 6/Masters Road intersection, showing the extent of site coverage with structures and especially paved surfaces that such uses require. The Manvel zoning ordinance (Section 77-50) already includes a provision requiring minimum two-mile separation of any new gas station from an existing gas station and convenience store.

Industrial



Example of Industrial and heavy commercial uses along State Highway 6 in southeast Manvel, with extensive land coverage by buildings, paved surfaces or other outdoor activity areas, contrasted with the relative openness of nearby Estate Residential use to the south and undeveloped land along the highway corridor.

Predominant Land Uses

- A variety of retail and service uses in Commercial areas, with the range of uses sometimes more limited by zoning in areas dedicated primarily to Industrial uses. Local development regulations can address various aspects of auto-oriented commercial design that often lead to compatibility issues with other nearby uses and/or diminish the aesthetic appeal of a community's highest-profile roadways such as State Highway 6 and the State Highway 288 corridor through Manvel:
  - Buildings are typically set back toward the rear of sites to accommodate expansive parking areas and smaller pad-site uses in front, often resulting in less emphasis on architectural design.
  - This also places loading/delivery activity, trash collection and sometimes drive-through lanes and associated speakers near the rear property line, which is often shared with adjacent residential use.
  - Such "strip" developments in highway-adjacent locations usually aim to maximize signage to capitalize on site visibility to passing traffic for "big-box" retailers, chain restaurants and other high-traffic businesses.

  Especially at key community entries and along high-profile roadway corridors, development standards can set a higher bar to yield less intensive and more attractive development outcomes relative to most auto-oriented areas, including elevated standards for landscaping (along street frontages and within parking areas), signs and building design. The Manvel zoning ordinance already includes a State Highway 6 (SH-6) overlay district for similar purposes (within 700 feet of the highway), along with a Highway Mixed Use (HMU) base zoning district with some of these intentions along a segment of the Masters Road corridor.
- Heavy commercial and sometimes light industrial uses (e.g., warehouse/distribution, small-scale processing/assembly, equipment rental/sales, heavy vehicle repair, etc.) where appropriate in Commercial areas, with the most intensive and impactful industrial uses restricted to designated Industrial areas.
  - These uses typically have an Auto Urban character due to the extent of site coverage by buildings and paved areas, especially when they involve significant truck traffic and/or outdoor merchandise display or materials storage (e.g., home improvements store or building supply).
  - Along with their relative land cover, industrial uses vary in intensity from "light" to "heavy" depending on how their on-site activities may affect nearby properties (e.g., noise, vibration, light/glare, dust and particulate emissions, odors, hours of operation including in/out truck traffic, as well as the sheer scale of some heavy industrial uses that make them difficult to screen from nearby developed areas and public streets aside from fencing, landscaping and/or berms along site perimeters).
  - Certain intensive publicly-owned uses are best located within Industrial areas because of their similar character and operations (e.g., public works facilities, fleet maintenance, treatment plants, fire training, etc.).

Other Potential Land Uses*

- Office use accessory to a primary industrial use.
- Pre-existing residential use in areas where commercial and/or industrial activity has emerged over time and may have become the predominant use, leaving only scattered homes amid mostly nonresidential development. This often occurs along or near roadways that are more highly traveled than in the past, have been widened or upgraded to carry more traffic, and, therefore, are more conducive for commercial development that relies on high visibility to passerby traffic (i.e., the State Highway 6 corridor, aka "Morris Avenue").
- The most intensive electric utility installations relative to smaller substations located near residential areas. These facilities are often screened for both security and aesthetic reasons.

* See the note above under Other Potential Land Uses for Suburban Character, which also applies here.

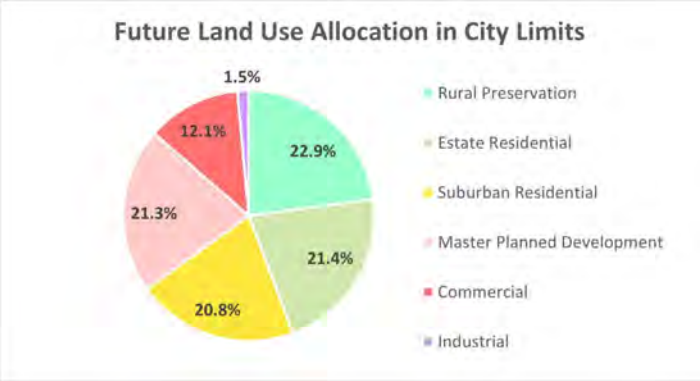
Land Use and Character Quantities on Map

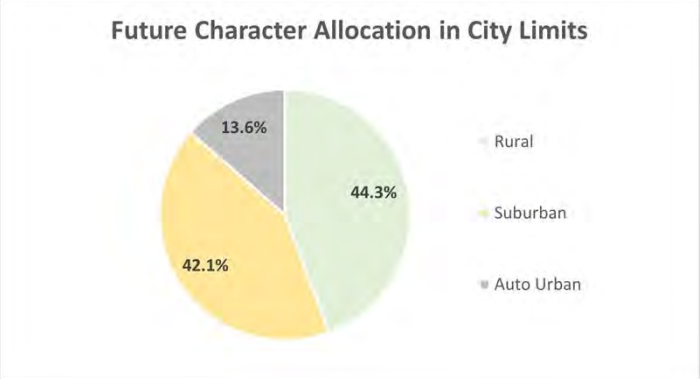
The accompanying charts reflect the approximate use and character allocations that would result if Manvel's build-out precisely matched what is depicted on the Future Land Use and Character map. The first two charts show the allocations within the current city limits, and the third and fourth charts show the same for just the unincorporated areas within Manvel's extraterritorial jurisdiction (ETJ).

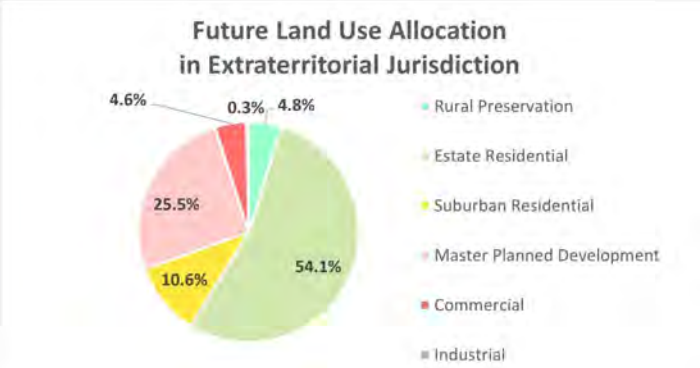
Estate Residential is usually part of the Suburban character classification as shown on the character spectrum illustration earlier in this plan section. However, for purposes of calculating the Manvel allocations, Estate Residential was included in the Rural classification. Many of the Estate Residential areas in and around the Manvel city limits have more of a semi-rural nature given one-acre minimum lot sizes where zoning applies, or the relatively spread-out nature of such land use in the ETJ.

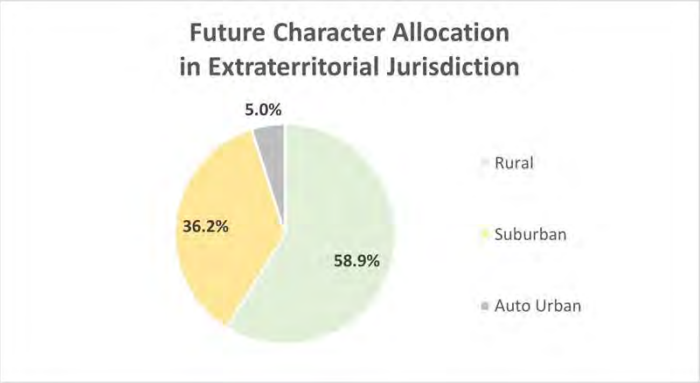
Observations from the four charts include:

- The land use types other than Commercial and Industrial are relatively well balanced within the city limits, all within the low 20% range.
- Rural Preservation was not widely used on the map within the ETJ, largely because the City has limited means for controlling the density of development beyond the city limits where zoning does not apply. However, the majority of the ETJ (54%) is in large-lot Estate Residential as this is a well-established pattern. Another 25% is in Master-Planned Development, which usually involves substantial open space set-asides.
- Only about 5% of the ETJ is shown for Commercial or Industrial uses relative to 13.6% in the city limits.
- Even within the city limits, nearly half of the land (44%) is in Rural character designations (Rural Preservation and Estate Residential). Less than 15% is in the most intensive Auto Urban character classification – and only 5% of the ETJ is in Auto Urban.
- Rural character prevails in the ETJ at nearly 60% of the character allocation.









It should be noted that the extent of area initially designated for residential use will ultimately be reduced. Commercial retail and service uses typically emerge amid neighborhood areas, and some land will be set aside for recreational use, preserved open space, places of worship and/or for public purposes and facilities (e.g., streets, drainage, schools, fire stations, etc.).

Criteria for Amending the Future Land Use and Character Map

Along with procedures for monitoring and periodically updating this Comprehensive Plan, another specific issue involves consideration of proposed amendments to the adopted Future Land Use and Character map. A first consideration is whether a map amendment is necessary immediately, such as in conjunction with a particular rezoning request? Or, can a potential map adjustment wait so that it may be examined more holistically, along with any other map changes under consideration, through the next interim review and update of the entire Comprehensive Plan?

The following items should be reviewed and addressed, especially by the Planning, Development and Zoning Commission, when a Future Land Use and Character map adjustment is proposed:

- **Scope of Amendment:** Is the proposed map change limited to one or a few parcels or would it affect a much larger area?
- **Change in Circumstances:** What specific conditions have changed sufficiently to render the current map designation(s) inappropriate or out-of-date (e.g., area's population size and/or characteristics, area character and building form, property/structure conditions, infrastructure or public services, market factors including need for more land in a particular designation, etc.)?
- **Consistency with Other Plans:** In addition to the Comprehensive Plan, is the proposed map change consistent with the intent and policy direction of any other applicable plans (utility infrastructure or drainage plans, public safety plans, parks and recreation master plan, etc.)?
- **Adequate Information:** Do City staff, the Planning, Development and Zoning Commission, and/or the City Council have enough and appropriate information to move ahead with a decision (e.g., utility capacity, potential traffic impacts, other public service implications, resident/stakeholder concerns and input)?
- **Stakeholder Input:** What points, concerns and insights have been raised by area residents, property owners, business owners, partner agencies/organizations or others?

Transportation

March 2026 DRAFT

This plan section focuses on near-term and longer-range transportation needs and priorities in and around Manvel. Some of these priorities are outward focused, involving regional and state-level entities and necessary coordination, recognizing Manvel's place within a much larger metropolitan region. Various other priorities are inward focused, such as adding local roadway capacity plus ongoing street maintenance and rehabilitation, and extending and filling gaps in the sidewalk system.

As in many communities, top transportation-related issues facing the area include improving traffic flow, safety and connectivity while adding more ways to move around the community safely on foot and by bike. Continued enhancement of the area mobility system will be necessary to accommodate the increased travel demand resulting from population growth and development. A growing community also requires more goods movement and draws additional visitor traffic to the newest retail offerings and other destinations.

As the transportation system continues to evolve, it should address not only traffic flow and safety needs but also reflect the surrounding land use and character. Finally, public transportation services will likely become an increasing priority over time, especially for those without a personal vehicle or with special transportation needs, to reach jobs, education sites and essential services.

Plan Sections

- Environment
- Growth Capacity
- Land Use and Community Character
- **Transportation**
- Economic Development
- Recreation and Amenities
- Plan Implementation

Why This Comprehensive Plan Section is Important for Manvel

Quality of Life

Reinforces the importance of minimizing traffic congestion while also ensuring safe roadway conditions as a key quality of life component for Manvel residents.

Character

Highlights the role of street design in establishing and reinforcing the desired character of an area, whether in suburban residential neighborhoods or in less developed areas in and around the city.

Neighborhood Integrity

Emphasizes the fundamental priority placed on neighborhood integrity, which is influenced by traffic conditions on residential streets and the safety of kids and adults when walking and biking in the community.

Public Policy Basis

Provides the public policy basis for City regulations and standards related to streets, sidewalks and crosswalks, bike lanes, parking and other mobility-related infrastructure and physical improvements.

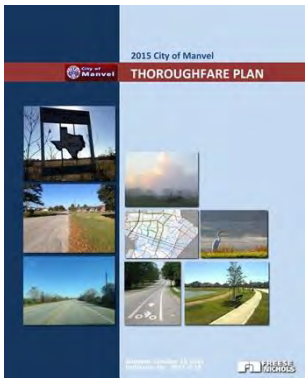
Regional Coordination

Recognizes that multiple state and regional agencies plan for and guide transportation upgrades and services in the area, enabling the City to focus on local issues and needs along with regional coordination.

Community Objectives

Supports Manvel's linking of roadway and corridor design to economic development and aesthetic objectives.

Legacy of Past Planning





Click Images to View Plans

This new Comprehensive Plan builds on previous plans and studies completed by the City of Manvel and other partners, including these most relevant to the Transportation topic:

- 2015 City of Manvel Thoroughfare Plan
- Pavement Management Services, 2022

MANVEL 2045

Transportation Accomplishments

2015 City of Manvel Major Thoroughfare Plan

Ongoing road building and connections through new development

Improved connectivity to south Manvel via Meridiana Parkway

Train horn quiet zones

Ongoing annual street improvements by Public Works

2022 Pavement Management Services Report

Expansion of SH 288 south of Pearland

Key Planning Issues and Considerations

Through the Manvel Today and the Strategic Plan phases of the comprehensive planning effort, numerous real and perceived community issues and needs were identified through leadership and public engagement activities, as well as through the work of the plan consultants and their interactions with City staff.

Key issues and considerations that led to the goals and action items in this Transportation section include (along with specific points and suggestions from leadership and community input):

Theme	Key Planning Issues and Considerations
Mobility & Congestion Management	» **Transportation network connectivity and accessibility of key destinations** - Enhanced mobility and access across the community for all residents. - Lack of turn lanes, especially into neighborhoods (e.g., Newport Estates from Croix Road/CR 58). - Expanded public transportation options. » **Traffic flow and congestion management** - Levels of service along major roadways and at busy intersections to maintain traffic flow. - Traffic congestion at key locations, especially during school times (e.g., Croix Road/CR 58 and Airline Road/CR 48). - Traffic bottlenecks around schools and at intersections (e.g., SH 6 to SH 288 northbound). - Occasional traffic delays at railroad crossings.
Travel Safety	» **Safety for all forms of travel** - Focus on enhancing safety for all as traffic volumes increase on Manvel's major roadways with the area's growth. - Desire for medians and safer roadway design on Highway 6. - Safety concerns on Meridiana Parkway – need for crosswalks, flashing lights and traffic calming. - Limited areas where residents feel safe walking or biking, and with good access to desired destinations. - Desire for raised crosswalks for safer pedestrian movement.
Transportation System Maintenance	» **Basic and ongoing maintenance** - Both immediate spot repairs and periodic resurfacing to ensure safe roadway conditions while also protecting the longer-term integrity of the area transportation network – and the value of past public investments toward it. - Missing road striping in places (e.g., Croix Road/CR 58), and damage from trucks.

Transportation Technology & Sustainability

» **Technology solutions**

- Need to implement an advanced traffic control system to manage more effectively the increasing demands being placed on the area's transportation infrastructure.

» **Future-readiness**

- Anticipating and preparing for the implications of increasing vehicle electrification, including the growing demand for car recharging infrastructure, and ensuring that the City's planning and development processes are aligned with this ongoing shift towards more sustainable transportation solutions.

Regional Collaboration

» **Advocating for Manvel's interests**

- Continuing to cultivate and strengthen partnerships with Brazoria County and other regional and state mobility partners, leveraging available funds to support projects that provide mutual benefits and address shared community objectives.

Goals for Transportation

The actions in this Transportation section involve tangible steps that will lead to achievement of the following goals:

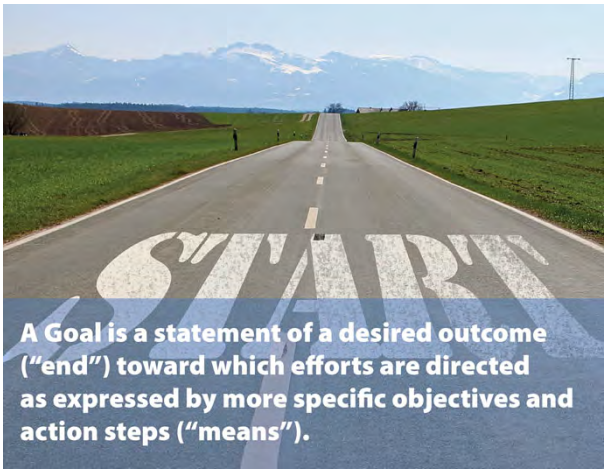
1. Expanded and better-connected roadway, sidewalk and trail networks to improve local mobility options and reduce congestion.

2. Opportunistic additions and upgrades to Manvel's major thoroughfare system in coordination with private land development and through public road projects.

3. Sustained investment in street maintenance and periodic resurfacing to extend the life of Manvel's roadways and safeguard prior public infrastructure investments.

4. Enhanced travel safety for all, including measures that make Manvel a more pedestrian- and bike-friendly city even as it gains more residents and traffic.

5. Close coordination with Brazoria County, the Texas Department of Transportation and other partners to ensure regional mobility projects are consistent with Manvel's preferences and to maximize available funding for local transportation improvements.



Actions for Transportation

Itemized below are a set of action strategies, involving both near- and longer-term steps, for responding to the key issues and community needs identified in this Comprehensive Plan section.

STRATEGIC PRIORITY 1:
Potential Near-Term MTP Implementation Priorities

The timing and location of private land development, together with the availability of public funds for right-of-way acquisition to accommodate any publicly-led roadway design and construction, will largely determine which Major Thoroughfare Plan (MTP) alignments and connections can occur soonest. With those caveats in mind, the following projects should take precedence where feasible:

- Roadway extensions and connections in the vicinity of SH 288 given the extent and pace of development around the freeway corridor, especially as the SH 288 upgrade project is completed (e.g., rest of Rodeo Palms Parkway to Airline Road/CR 48).
- Completion of north-south roadways parallel to SH 288 (e.g., Manvel Parkway on east side and Kirby Drive on west side).
- Elimination of 90-degree turns and new smoother alignment of Croix Road/CR 58 just east of SH 288.
- Completion of more east-west connections in the rapidly-developing area between SH 288 and McCoy Road (e.g., Charlotte Street, Dogwood Avenue and Del Bello Boulevard).
- Northward extension of Pollard Boulevard to Croix Road/CR 58, especially given the eventual completion of the City's planned City Center Complex in this area.
- Targeted right-of-way preservation and road network connections elsewhere, as opportunities arise, to avoid lost possibilities for ever achieving better connectivity and alternative travel routes in particular areas of the city and ETJ.

STRATEGIC PRIORITY 2:
Streets and Pavement Management

The City of Manvel is advancing toward a fully-paved road network with the asphalt paving of 17 gravel roads in 2024-2025 at a cost of $3.4 million. Installation of sidewalks and traffic signals in school zones is planned for late 2025, costing $6 million. Based on the newest Pavement Condition Index (PCI) data, the City aims to prioritize roads under 26 feet wide for widening and implementing rehabilitation strategies. Key road safety concerns include Meridiana Parkway and the Del Bello Road-Masters Road/FM 1128 intersection, which require landscape and crash mitigation.

City staff has also noted the need to improve right-of-way clarity and thoroughfare continuity through an updated Major Thoroughfare Plan. Previous planning called for $34 million in roadway widening and $35 million in pavement rehabilitation. Manvel should continue combining rehabilitation and widening where practical and consider innovative cost-saving techniques in walk-through engineering assessments. Additionally, pedestrian and bike infrastructure, especially near schools, should be evaluated for safe access integration.

Manvel's roadway infrastructure must continue to grow and adapt in sync with development. Ongoing updates to the Pavement Condition Index (PCI) is the basis for strategic prioritization, using a tiered strategy:

- Tier 1 (PCI < 25): Full reconstruction.
- Tier 2 (PCI 25-45): Reclaim/widen or resurface.
- Tier 3 (PCI > 45): Preventive maintenance.

Prioritization factors include:

- PCI condition.
- Road width and surface type.
- Traffic volume and usage patterns.

Funding Options

- Road impact fees.
- TxDOT partnerships.
- Federal Better Utilizing Investments to Leverage Development (BUILD) grants (previously TIGER).
- County overlays.
- Municipal bonds.

STRATEGIC PRIORITY 3:
Transportation System Management Best Practices

Along with the City's near-term singular focus on thoroughfare system development, plus ongoing maintenance and upgrades to its existing road and sidewalk assets, the City should also prioritize the following actions and practices as funding and staff resources allow:

- Pursue an ongoing sidewalk improvement program to repair, replace or install new sidewalks, crosswalks and curb cuts in high pedestrian use areas in the city (e.g., around school campuses, near public buildings and spaces, in park vicinities, and in other activity centers in the city) and in other areas with the potential to accommodate more walking with appropriate improvements and safety measures.
- Follow a Transportation System Management (TSM) approach, which emphasizes efficient use of existing roadway capacity when added-capacity projects are unlikely to happen in the near future, or ever, due to physical or fiscal constraints (e.g., improvements and turning movement enhancements focused at congested intersections, access management measures along roadways, improved roadway marking/signage/lighting, traffic signal upgrades and use of “Intelligent Transportation System” or ITS technologies, etc.).
- In keeping with the nationwide Vision Zero movement, which aims to eliminate preventable injuries and fatalities suffered by motorists, pedestrians and cyclists, pursue local actions such as:
  - Committing to capital projects that expand and enhance bicycle and pedestrian circulation and safety, especially involving installation of protected bicycle/pedestrian lanes and facilities.
  - Evaluating whether speeds are a contributor to bicycle/pedestrian accidents and considering potential speed limit reductions in locations of concern, along with targeted traffic calming measures in both new development and existing developed areas.
- Ensure ongoing coordination between local law enforcement and Alvin Independent School District regarding planning for any on-street drop-off/pick-up queueing and related disruptions to usual traffic

flow around school campuses during peak periods, and for overall congestion management and safety, especially at the start of school years.

» Apply a “dig once” strategy, taking advantage of opportunities to synchronize utility work with road construction projects to reduce the cost burden of digging up streets multiple times. Also seek opportunities to implement bicycle/pedestrian improvements in conjunction with street maintenance and rehabilitation projects, utility installation and replacement projects, storm drainage projects and others.

» Continue periodic updates of the City's MTP to set the stage for local capital improvements planning, coordination with private property owners and developers, and pursuit of external funding and grants.

» Actively participate in state-level and regional transportation planning efforts and funding processes, primarily through the Houston-Galveston Area Council as the area's Metropolitan Planning Organization (MPO), to advocate for local needs and advance regional projects with local benefit.

» Continue to plan for the local implications of transportation technology advancements such as more widespread use of electric vehicles, autonomous vehicles, electric bikes and scooters, ride-sharing services and drones (e.g., for package deliveries, etc.).

Major Thoroughfare Plan Review and Updates

The Major Thoroughfare Plan (MTP) is the City's long-term road network plan, intended also to accommodate pedestrian and bicycle circulation within the community where appropriate. The MTP is designed to address current and anticipate future travel needs in and around Manvel. Similar to the Future Land Use and Character map, which is intended to guide land use and development patterns over the next several decades, the MTP map represents a long-term vision for the community's surface transportation system.

Some of the proposed roadway alignments identified on the MTP, particularly in the outlying portions of the city limits or Manvel's extraterritorial jurisdiction (ETJ), may not be needed or fully constructed for some years. Nonetheless, a core purpose of the MTP is to preserve the rights-of-way needed for future transportation corridors so that, if and when land development occurs, adequate and continuous corridors for appropriately sized and designed transportation facilities will be available for public acquisition, use and ongoing maintenance. As noted later in this discussion, this longstanding model for improvement of local roadway networks in Texas has become more difficult due to evolving statutory limitations on municipal authority.

Functional Classifications

Functional street classifications are based on the characteristics of a road and its relationship with other roads in the area. Generally, the highest-level functional classes are designed to carry larger volumes of traffic between travel origins and destinations, often at higher speeds. The lowest-level functional classes are designed primarily to provide property access, and to move traffic to and from the higher-level roadway network. The specifics of the classifications used on Manvel's MTP are compiled in the table below. Minimum required right-of-way widths by roadway type are also specified in the City's Design Criteria Manual, the latest version of which is always available on the Engineering Department page of the City website (https://www.cityofmanvel.com/407/Engineering-Department).

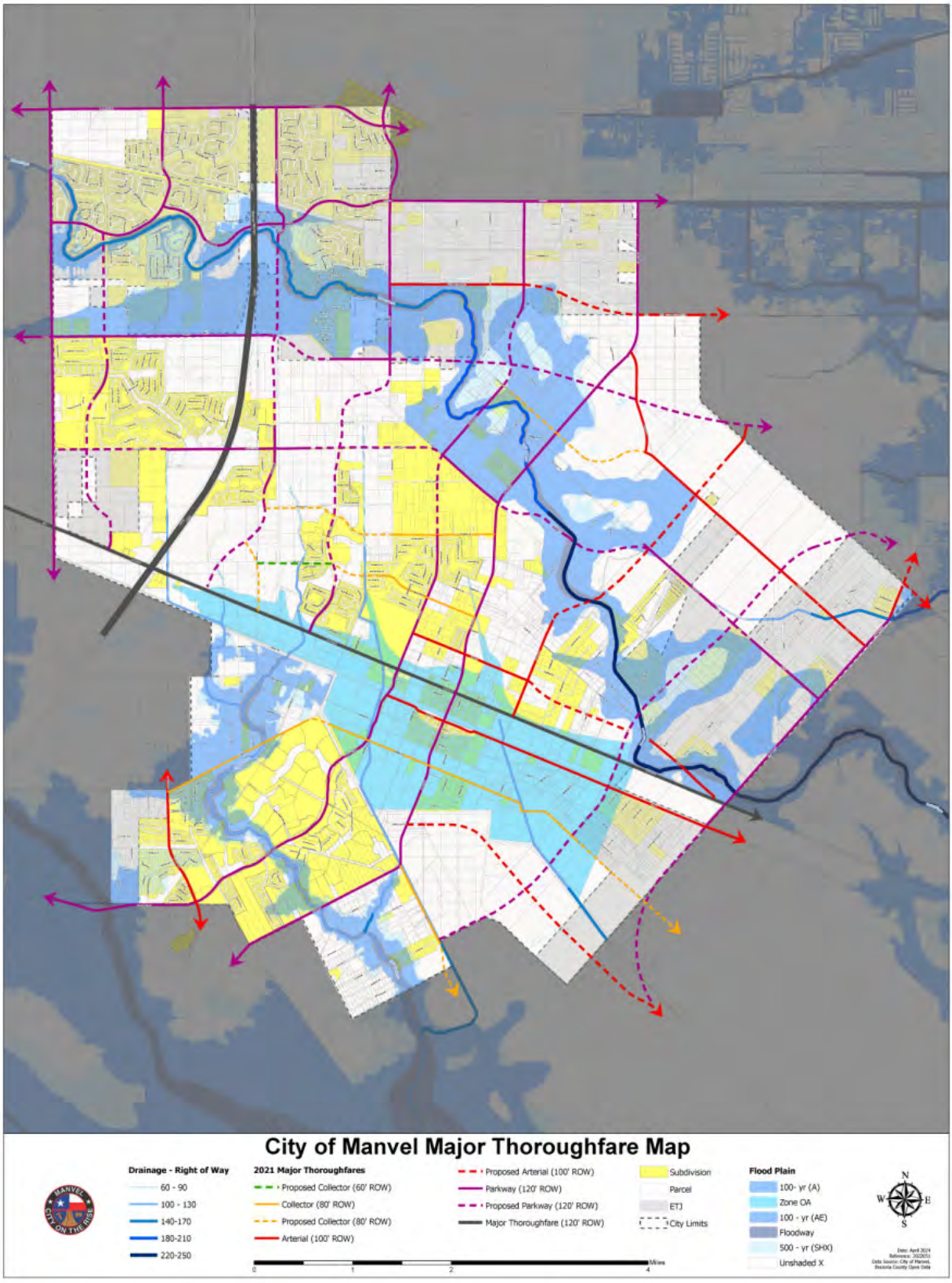
Roadway Type	Characteristics	Right-of-Way Minimum Width	Local Examples
Limited Access Highway	» Limited-access facility for higher speeds and volume of traffic. » Typically physically separated from other roads and travel modes (i.e., no pedestrian or bicycle facilities). » Provides a high level of mobility and serves travel between regional destinations. » Frontage roads sometimes included to provide local access.	Right-of-way need set by other entities besides City (Texas Department of Transportation for SH 288)	» SH 288
Major Thoroughfare	» Carries less traffic than Limited Access Highways, but still at relatively higher speeds than other local roadways to facilitate longer-distance travel to destinations. » Provides greater local access than Limited Access Highways. » Restriction of left turns to particular locations typically implemented over time for safety reasons and given the roadway's primary traffic movement function.	120 feet	» SH 6 (wide right-of-way and extent of travel lanes also fulfills SH 6's function as a hurricane evacuation route)
Parkway	» Moves traffic between regional highways and more local streets. » Enhanced design and landscaping, especially on medians and along parallel greenways with sufficient width outside of the roadway to accommodate winding shared-use paths for pedestrians, joggers and cyclists, especially for longer-distance trips. » Truck traffic sometimes prohibited or discouraged, including through design techniques (e.g., roundabouts). *NOTE: A Parkway, with similar design characteristics, effectively functions as an Arterial class roadway.*	120 feet	» Airline Rd/CR 48 » Bailey Rd » Croix Rd/CR 58 » Del Bello Blvd » Del Bello Rd/ CR 90 » Kirby Dr » Magnolia Pkwy » Manvel Pkwy » Masters Rd/ FM 1128 » McCoy Rd » Meridiana Pkwy » Pollard Blvd » Pomona Pkwy » Rodeo Palms Pkwy

Roadway Type	Characteristics	Right-of-Way Minimum Width	Local Examples
Arterial	» Provides connections between higher-level roadways and Collectors and local streets. » Designed for higher traffic volumes and speeds than Collector or local streets, but with a more local mobility focus than the regional traffic-moving function of Limited Access Highways and Major Thoroughfares. » May or may not include medians and greater control of turns depending on the particular location, right-of-way availability and design considerations. » Should be designed as "complete streets" wherever feasible to accommodate pedestrians and cyclists.	100 feet	» Belcher Road » Bissell Rd » Cemetery Rd (portion) » Lira Rd » Markham Rd » Oilfield Rd » Old Chocolate Bayou Rd (portion) » Old Massey Ranch Rd » Pearland Sites Rd » Pursley Blvd
Collector	» Collects traffic from local streets and provides connections to Arterials and Major Thoroughfares. » Provides access to residential areas and related local traffic generators (e.g., schools, parks, places of worship, etc.). » Collector roadways should not be designated as truck routes unless special precautions are taken with respect to design (e.g., curb return radii, minimum tangent lengths between reverse curves, construction specifications, etc.) and the abutting land uses. » Collectors should extend continuously between Arterials and should cross creeks, drainage channels and other barriers, where feasible, to provide adequate system continuity. » Traffic calming techniques should be used to slow traffic along continuous sections of Collectors (preferably built into the original street design rather than retrofitted later). » Sidewalks should ideally be located on both sides of all Collectors. » When a Collector ties directly into a Major Thoroughfare or TxDOT roadway, widening to Arterial width on the Collector approach to such intersections should be required.	80 feet	» Cemetery Rd (portion) » Charlotte St » Clark Rd » Croix Pkwy/CR 84 » Cumulus Rd » Dogwood Ave » Iowa Ln » Jordan Rd » Lewis Ln » Old Chocolate Bayou Rd (portion) » Orchard Park Ln » Scopel Rd » Southfork Pkwy » Uzzell Rd

Observations on 2021 MTP Map

The City of Manvel adopted its current MTP in 2021. As part of Manvel's 2026 Comprehensive Plan update, the MTP map was also reviewed and updated. Along with leadership and public input, the updated MTP reflects discussions with Brazoria County and Texas Department of Transportation representatives, consideration of actual roadway alignments and improvement outcomes based on previous MTPs, trends in and the latest plans for new land development activity within Manvel, and other area transportation projects such as the ongoing SH 288 upgrade through Manvel.

2021 Major Thoroughfare Plan

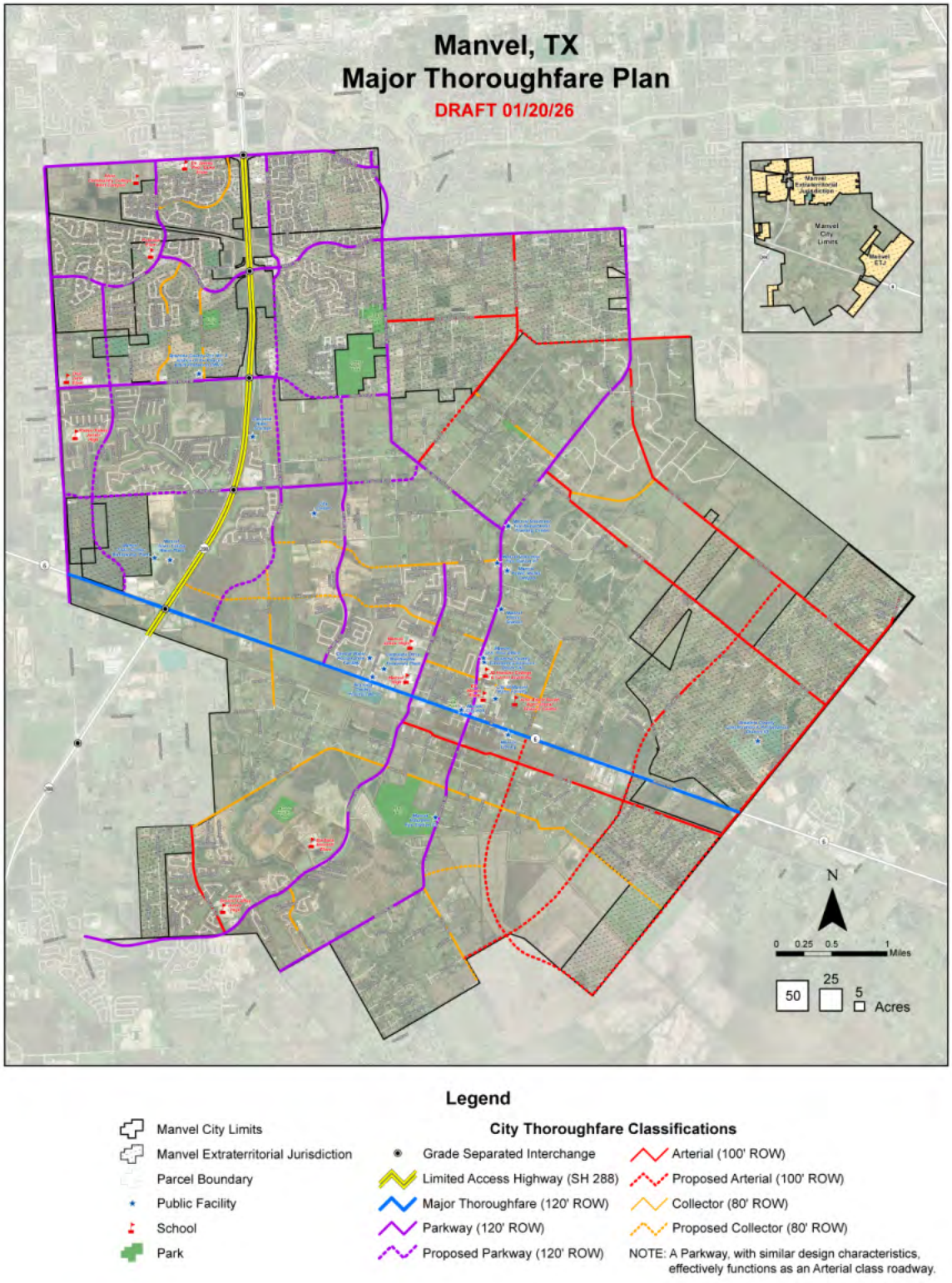


Key observations from the 2021 MTP review included:

- The 2021 MTP map reflects a relatively good network of continuous main roadways both east-west and north-south, although this is primarily north of SH 6. Continuity is less evident south of SH 6, other than Meridiana Parkway and Masters Road/FM 1128.
- The map shows perimeter connections in various locations to roadways that continue beyond Manvel's jurisdiction into neighboring communities and unincorporated areas.
- The map also reflects challenges to MTP implementation in various places due to multiple factors, including:
  - Environmental constraints (e.g., necessary and more costly bridge crossings over canals and bayous, floodplain areas associated with these waterways, etc.).
  - Existing residential and/or commercial development in the path of direct and logical roadway network connections.
  - Abrupt changes in the orientation of properties at various locations in the city limits and ETJ (i.e., due north-south property orientation in the west and northwest and in some south side areas, changing to a northeast-southwest angle on the east side, then areas north and south of SH 6 where properties align more with it and the parallel railroad, and then an entirely different orientation of properties in the Meridiana area and the southernmost city limits).
- Spacing of the highest-level roadways is less than ideal in some locations, sometimes too close and sometimes too far apart, due to the constraints noted above.
- Lost opportunities for roadway network connectivity stand out in some locations, sometimes due to the layout of newer developments that do not accommodate through streets (e.g., lack of more connections across and beyond Meridiana), and elsewhere due to where significant land uses were sited (e.g., large Manvel High School campus blocking a westward extension of Large Avenue and/or Lewis Lane parallel to SH 6).
- Accomplishment of the Meridiana Parkway railroad overpass was a major win for Manvel given substantial obstacles to any such crossings of railroads elsewhere in the region, state and nation. However, lost opportunities for continuous parallel roadways immediately south and north of SH 6 will remain a forever challenge, with both through travelers and local residents having to use the main highway for many cross-town trips.

Itemized below are the specific changes incorporated into the newest adopted map. ***[PENDING finalization and adoption]***

2026 Major Thoroughfare Plan Update



*Click to Enlarge Map

Major Thoroughfare Functional Classifications

Symbol Key:
"M" Street = Major Thoroughfares.
"A" Street = four lane divided roadways with a 14-feet median, parkways and 12-feet wide lanes.
"A1" Street = four lane undivided roadways with parkways and 12-feet wide lanes.
"A2" Street = four lane divided roadways with a 14-feet median a buffered bike lane, parkways and 12-feet wide lanes.
"A3" Street = three lane undivided roadways with a center turn lane. The roadway includes parkways, two 12-feet driving lanes and a 14-feet center turn lane.
"B" Street = four lane undivided roadways with parkways and 12-feet wide driving lanes.
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"P1" Street = Parkways with four lane divided roadways with 12-feet wide multi-purpose pathways within a 26-feet parkway, 12-feet wide travel lanes, and a 14-feet wide median.
"P2" Street = Parkways with four lane divided roadways with 18-feet wide parkways, 6-feet buffered bike lanes, 12-feet wide travel lanes, and a 14-feet wide median.

Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
Limited Access Hwy	SH 288	Magnolia Pkwy to south of SH 6/city limits	--	--	--
Major Thoroughfare	SH 6	Airline Rd/CR 48 (west city limits) to Pearland Sites Rd (east city limits)	M	M	120'
Parkway	Airline Rd/CR 48	Magnolia Pkwy to south of SH 6/city limits	P1	P1	120'
	Bailey Rd	Pomona Pkwy to Masters Rd /FM 1128	P1	P1	120'
	Croix Rd/CR 58	Airline Rd/CR 48 to Del Bello Rd/CR 90	P1	P2	120'
	Del Bello Blvd	SH 288 to Del Bello Rd/ CR 90	P1	P1	120'

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Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Del Bello Rd/ CR 90	North of Magnolia Pkwy to Masters Rd/FM 1128	P1	P1	120'
	Kirby Dr	Pomona Pkwy to SH 6	P1	P1	120'
	Magnolia Pkwy	Airline Rd/CR 48 to east of Del Bello Rd/CR 90	P1	P1	120'
	Manvel Pkwy	SH 6 to Magnolia Pkwy	P1	P1	120'
	Masters Rd/ FM 1128	Bailey Rd to south city limits	P1	P1	120'
	McCoy Rd	SH 6 to Dogwood Ave	P1	P1	120'
	Meridiana Pkwy	SH 6 to south city limits	P1	P1	120'

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Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Pollard Blvd	SH 6 to Croix Rd/CR 58	P1	P1	120'
	Pomona Pkwy	Airline Rd/CR 48 to Magnolia Pkwy	P1	P2	120'
	Rodeo Palms Pkwy	Airline Rd/CR 48 (west city limits) to SH 288	P2	P2	120'
Arterial	Belcher Rd	Masters Rd/FM 1128 to Pearland Si tes Rd	P1	A1	100'
	Bissell Rd	Meridiana Pkwy to Pearland Sites Rd	B	A1	100'
	Cemetery Rd	SH 6 to Pearland Si tes Rd	--	A1	100'

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Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Lira Rd/Old Chocolate Bayou Rd	Bailey Rd to Del Bello Rd/ CR 90	A1	A1	100'
	Markham Rd	Oilfield Rd to Uzzell Rd	P1	A1	100'
	Oilfield Rd	Masters Rd/FM 1128 to Pearland Si tes Rd	A3	A1	100'
	Old Massey Ranch Rd	Del Bello Rd/CR 90 to city limits	A1	A1	100'
	Pearland Sites Rd	North of Oilfield Rd to south ETJ line	A3	A3	100'
	Pursley Blvd	Clark Rd to Meridiana Pkwy	A	A3	100'
Collector	Cemetery Rd	Scott Ave to SH 6	A1	B1	80'
	Charlotte St	SH 288 to Masters Rd / FM 1128	B1	B1	80'

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Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Clark Rd	Pursley Blvd to Jordan Rd	B1	B1	80'
	Croix Parkway/CR 84	Pomona Pkwy to Croix Rd/CR 58	--	B1	80'
	Cumulus Rd	Meridiana Pkwy to Masters Rd/FM 1128	--	B2	80'
	Dogwood Ave	Manvel Pkwy to Masters Rd /FM 1128	B1	B1	80'
	Iowa Ln	Manvel Pkwy to Alleluia Trail	--	B1	80'
	Jordan Rd	Clark Rd to Pearland Sites Rd	B2	B1	80'
	Lewis Ln	McCoy Rd to Cemetery Rd	A1	B1	80'

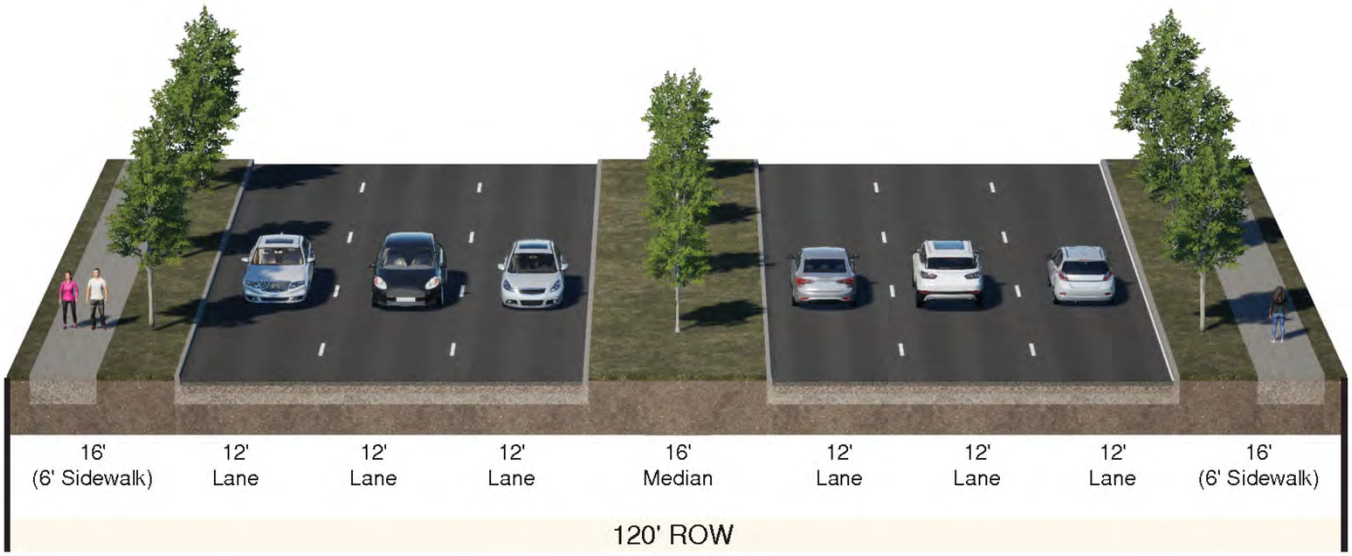
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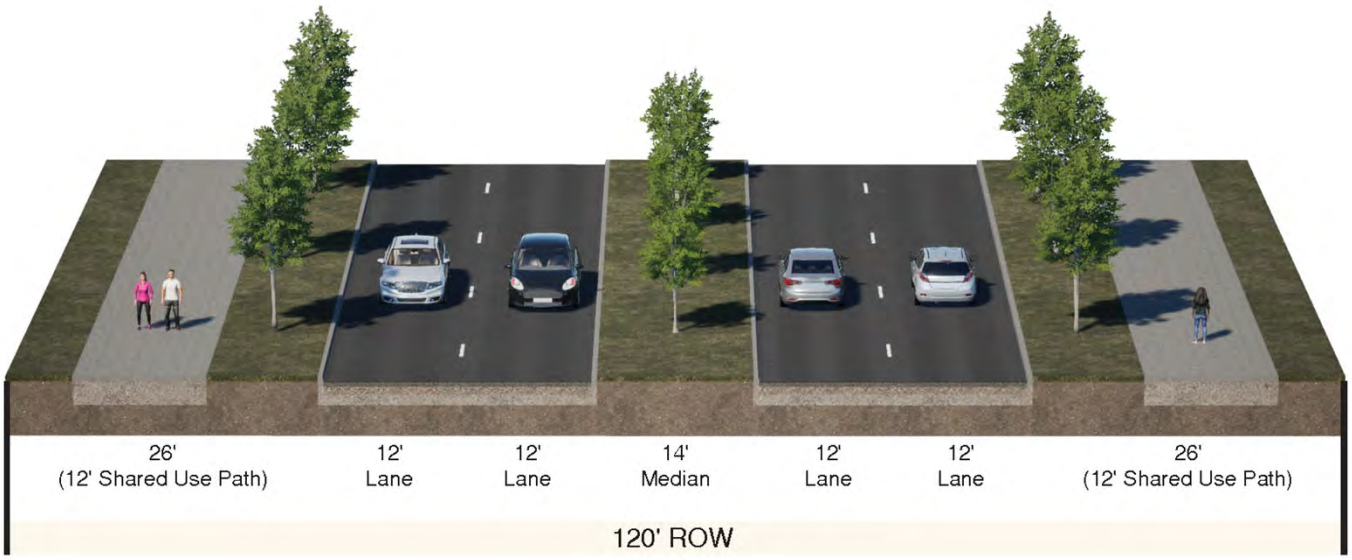
Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Old Chocolate Bayou Rd	Lira Rd/Old Chocolate Bayou Rd to Masters Rd/ FM 1128	B1	B1	80'
	Orchard Park Ln	Pomona Pkwy to Croix Rd/ CR 58	--	B	80'
	Scopel Rd	Belcher Rd to Oilfield Rd	A3	B1	80'
	Southfork Pkwy	Kirby Dr/Pomona Pkwy to Magnolia Pkwy	--	B or B2	80'
	Uzzell Rd	Masters Rd/FM 1128 to city limits	B1	B1	80'

Typical Street Sections

Type "M" Street

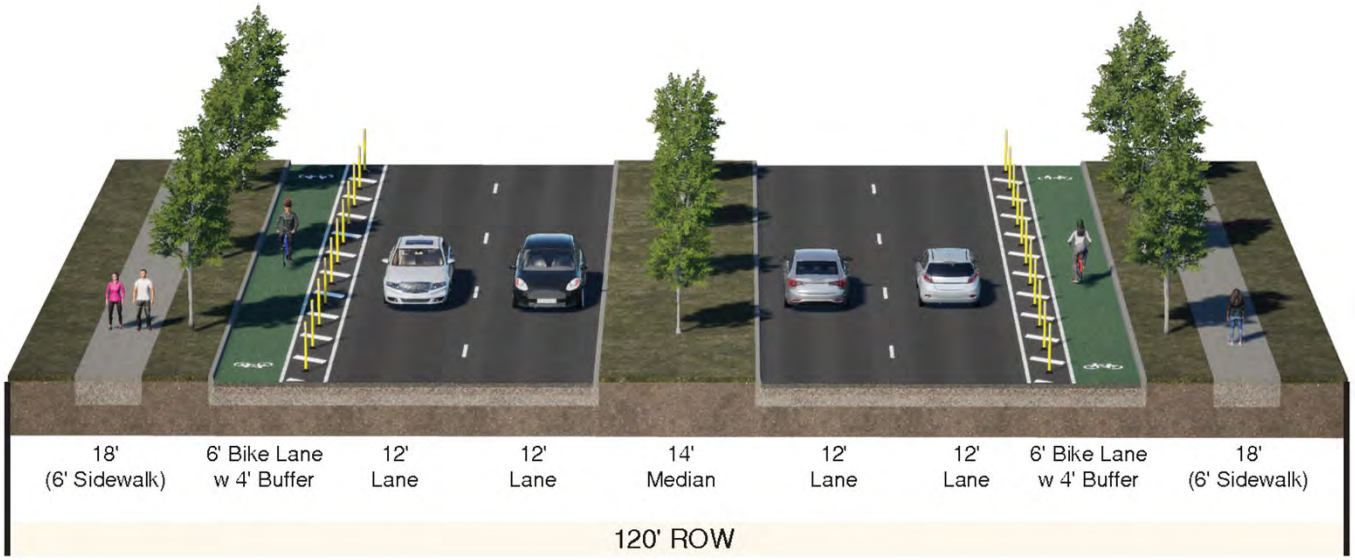


Type "P1" Street

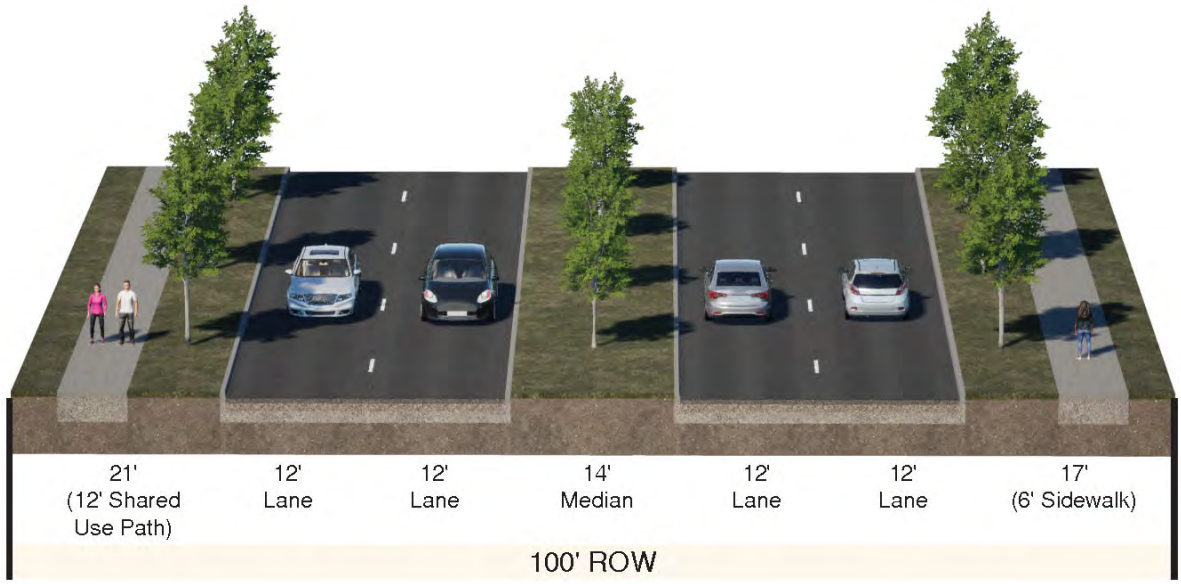


Typical Street Sections

Type "P2" Street

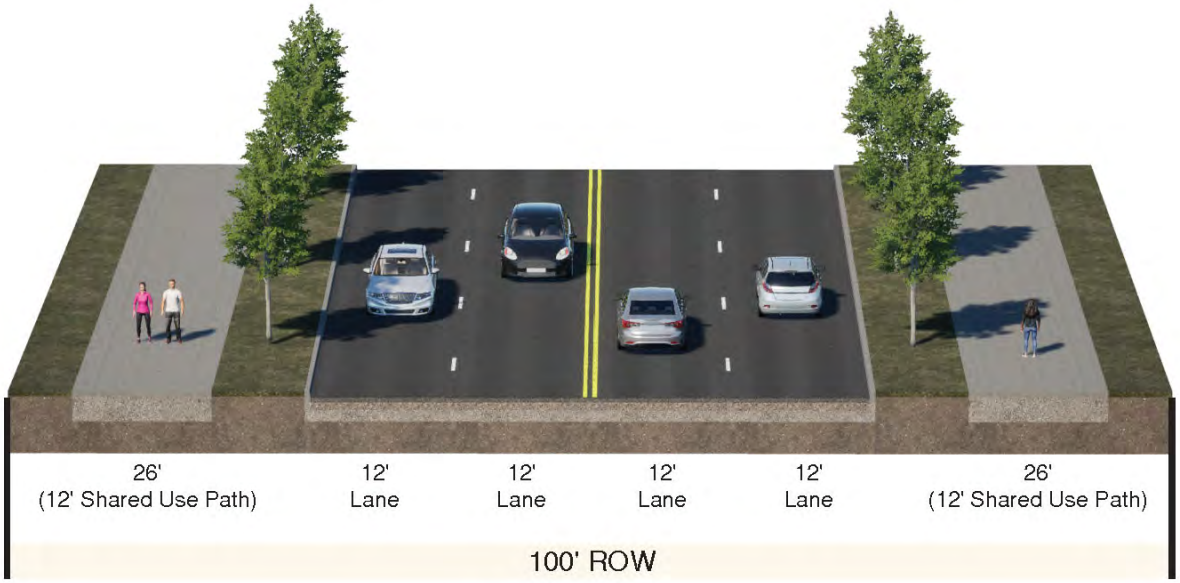


Type "A" Street

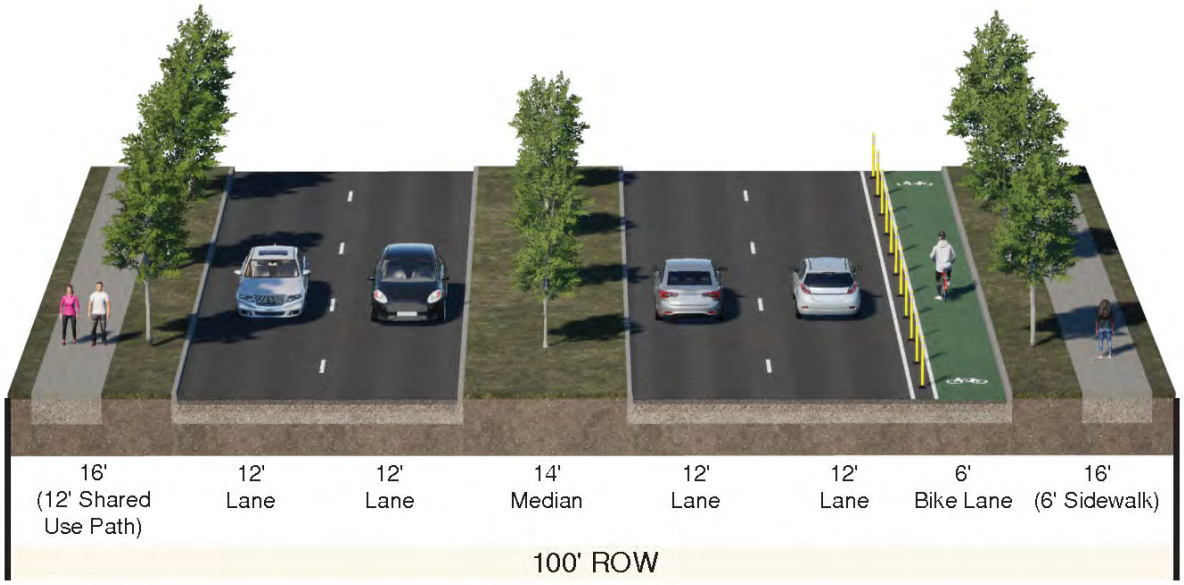


Typical Street Sections

Type "A1" Street

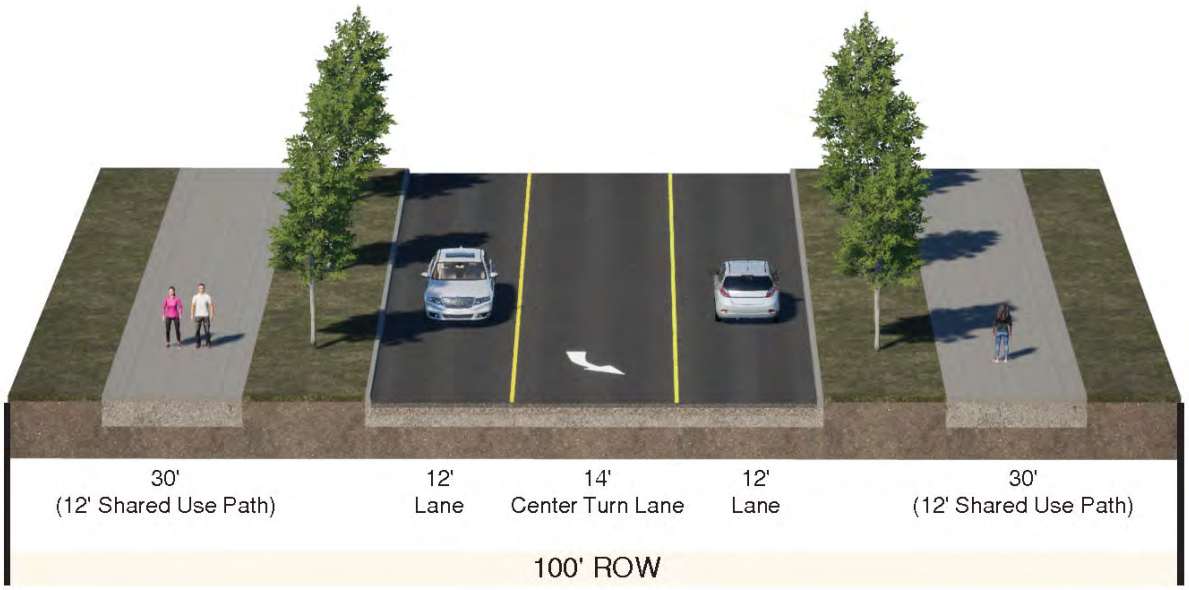


Type "A2" Street

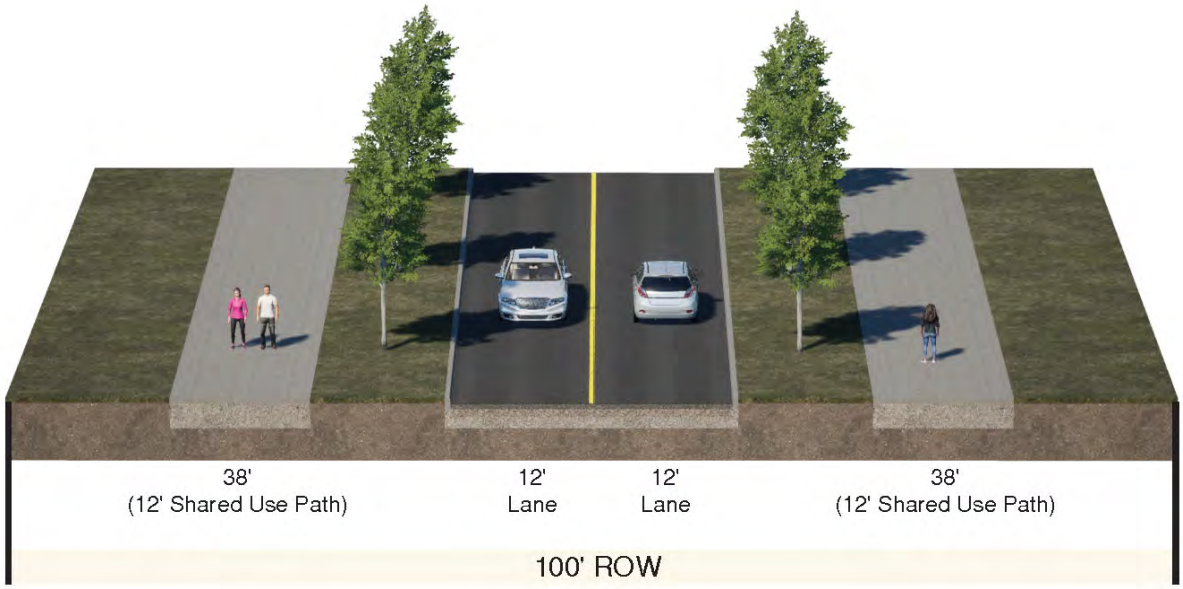


Typical Street Sections

Type "A3" Street

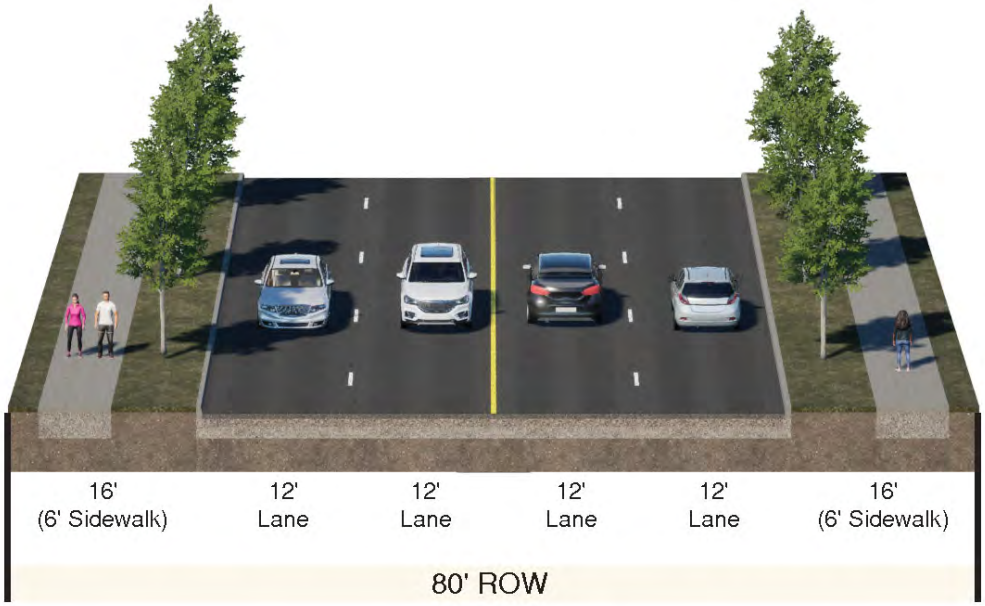


Type "A4" Street

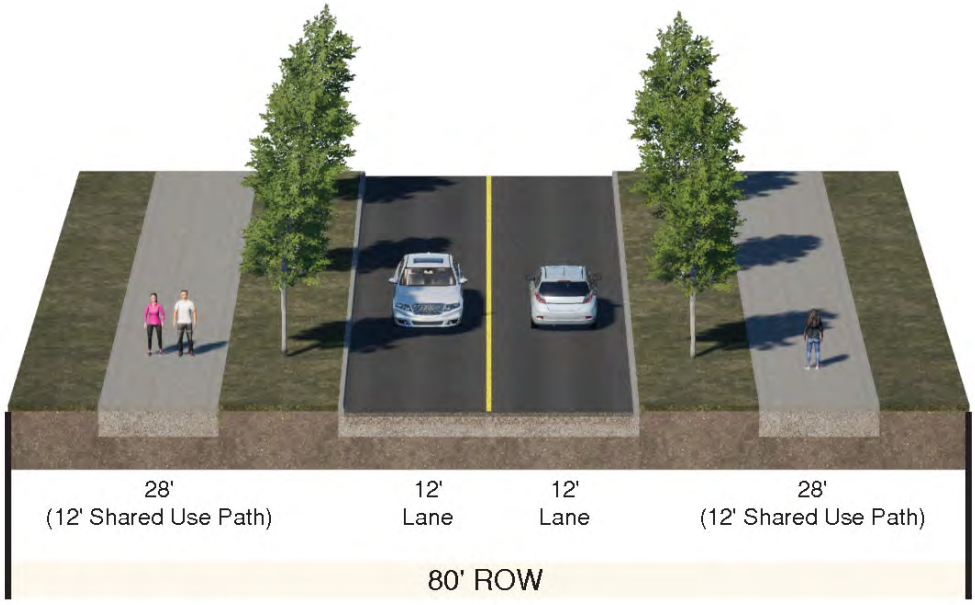


Typical Street Sections

Type "B" Street

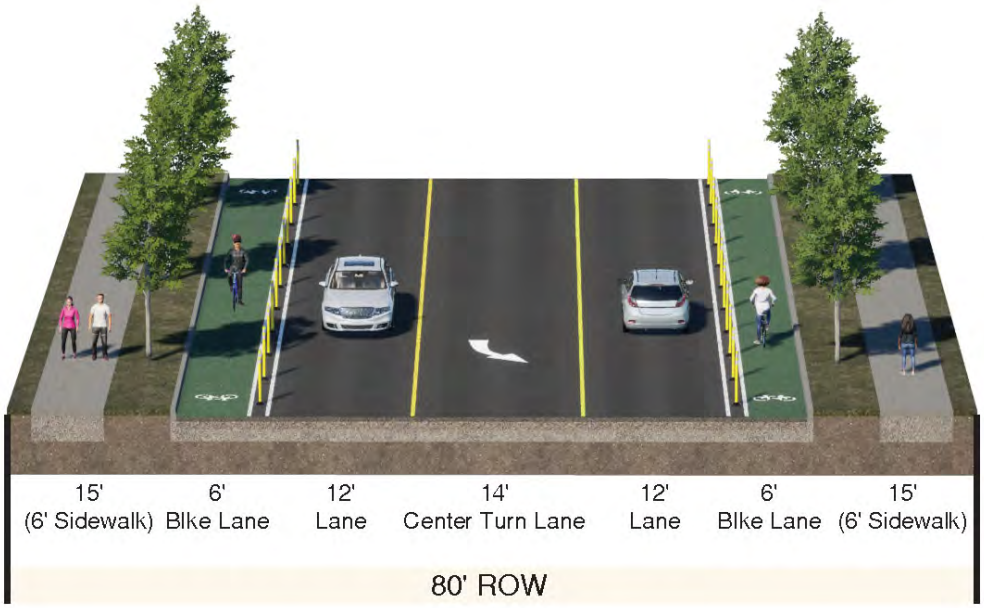


Type "B1" Street

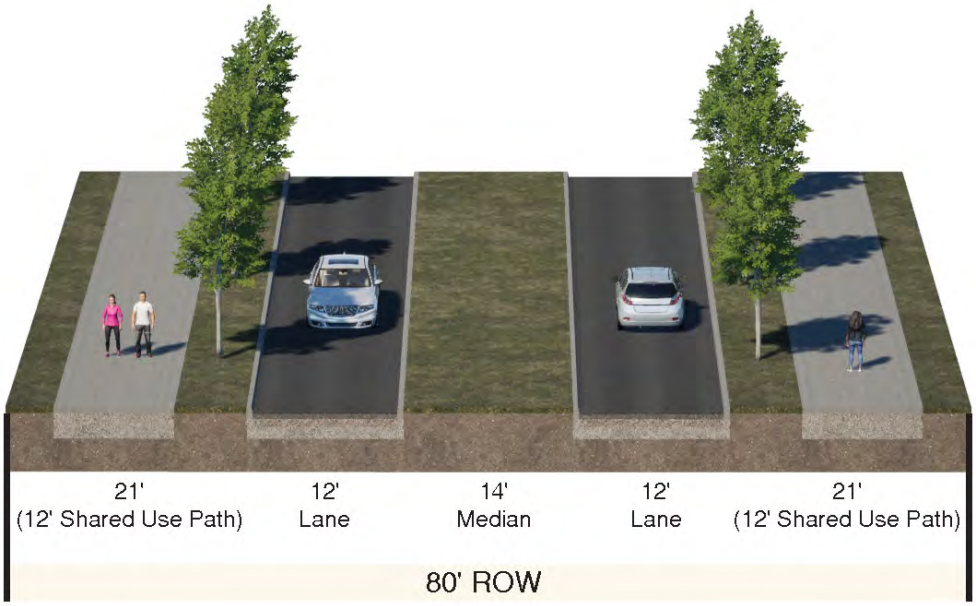


Typical Street Sections

Type "B2" Street

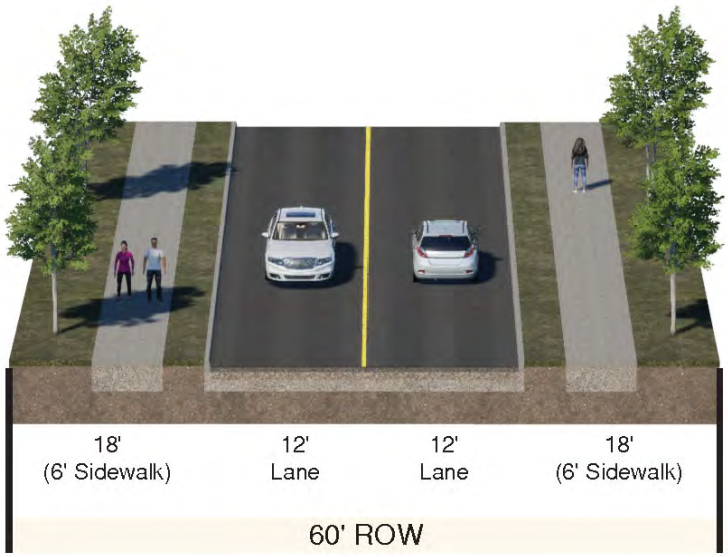


Type "B3" Street

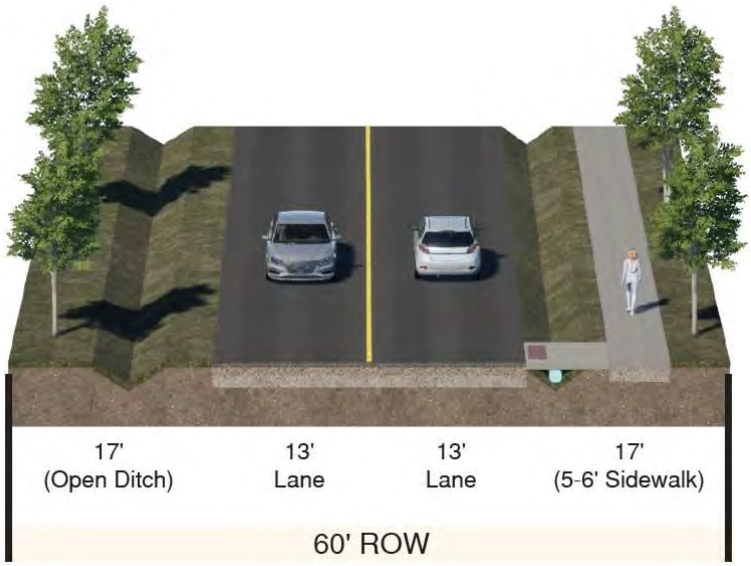


Typical Street Sections

Local Street - Preferred Elements for New Streets

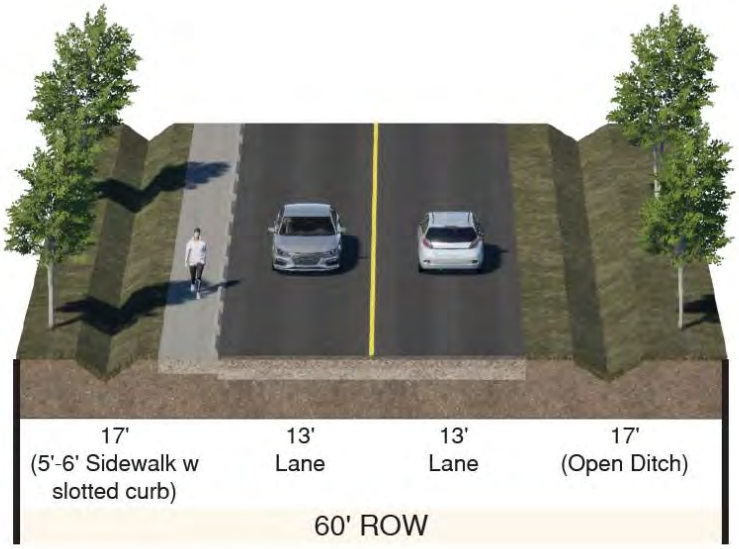


Local Street - Preferred Elements for Streets with Open-Ditch Drainage (Option 1)

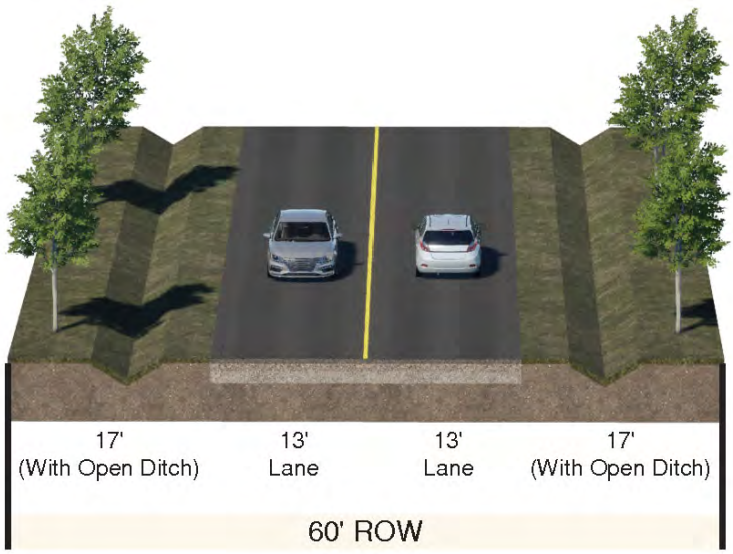


Typical Street Sections

Local Street - Preferred Elements for Streets with Open-Ditch Drainage (Option 2)



Local Street - Least-Preferred Alternative for Streets with Open-Ditch Drainage



New Challenge to Thoroughfare Plan Implementation and Administration

As part of ongoing efforts by State of Texas elected leaders to limit municipal authorities, the Texas Legislature in 2023 amended Texas Local Government Code Section 212.010 (within Chapter 212, Municipal Regulation of Subdivisions and Property Development) to end the long-held ability of Texas cities to require, as a condition of subdivision plat approval, the dedication of land within the subdivision for a future street or alley that is:

1. Not intended by the owner of the tract (even if on the City's adopted Thoroughfare Plan); and
2. Not included, funded, and approved in:
    a. A capital improvement plan adopted by the municipality; or
    b. A similar plan adopted by a county in which the municipality is located or the state.

This measure undercut a fundamental purpose of thoroughfare planning as stated at the start of this section – to help preserve rights-of-way needed for future connectivity of the area roadway network, which is essential for long-term traffic circulation and for efficient access to properties in residential plus commercial and industrial areas. Network connectivity and smooth access are also crucial for police, fire and emergency medical response; during and after damaging weather events; and for circulation of school buses, solid waste vehicles, transit vehicles, mail and other delivery vehicles, and other public and private service functions.

The very essence of thoroughfare planning is to preserve and acquire the necessary segments of future planned roadway corridors as individual land development projects occur. Often, such right-of-way set-asides happen well before the broader area has developed to the point to justify the roadway's full construction, when enough new traffic volume has built up in the area. Without this thoroughfare plan implementation method, the City will need to rely on interactions with like-minded property owners and developers who see the value in ultimate planned roadway connections to and within their developments. The specifics of priority right-of-way preservation (including potential dedication or public acquisition) and of near-term or later roadway construction responsibilities can also be negotiated and committed to through public/private development agreements.

Completed Roads

Roadway segments that were previously dashed lines on the MTP map but have been built in the last several years and are now shown as solid lines include:

- A portion of Kirby Drive south of Pomona Parkway.
- Del Bello Boulevard east from SH 288 to where it intersects with Pollard Boulevard.
- Pollard Boulevard all the way north to Del Bello Boulevard.

Notable Map Changes

Significant changes to roadway alignments or segments on the map – and removal of some previously-shown alignments – include:

- Adjustment of **Old Massey Ranch Road** to follow its existing alignment, with a jog at Old Chocolate Bayou Road, rather than a new segment previously shown east of Old Chocolate Bayou Road that would have eliminated the jog and provided a smoother alignment.

- Removal of an eastward extension of **Croix Road** past Del Bello Road to the eastern city limits, eventually connecting to a northward extension of Cemetery Road (also now removed), as the alignment did not follow any existing roadways and would have impacted numerous properties and existing residents. This is also an area where preservation of more Rural character is indicated on the Future Land Use and Character map.
- Removal of **Patterson Road** entirely (a previous Parkway designation on Patterson Road was part of a northward extension of **McCoy Road** to ultimately follow a portion of Old Chocolate Bayou Road and eventually connect to Cullen Parkway up into Pearland).
- **Del Bello Road/CR 90** now designated an Arterial rather than a Parkway.
- Adjustment of the **Pollard Boulevard** alignment to continue straight north to Croix Road, once north of Del Bello Boulevard, rather than a previous northeasterly curve that would have connected Pollard to Del Bello Road. The due-north extension follows property lines while the previous curving alignment would have impacted various properties.
- Adjustment of the east end of the **Del Bello Boulevard** alignment to turn northeast so it connects directly to Lira Road and intersects with Del Bello Road at a 90-degree angle.
- Removal of a Collector connection previously shown between Oilfield Road and Old Chocolate Bayou Road at Masters Road/FM 1128. Instead, the MTP map now shows the existing alignment of Scopel Road as a Collector, which connects to Belcher Road before its intersection with Masters Road/FM 1128 (south of Old Chocolate Bayou Road).
- In the same vicinity, **Belcher Road** now designated an Arterial rather than a Parkway. The previous map had also shown an entirely new alignment diverging south from Belcher Road that would have had to cross Mustang Bayou to connect to Del Bello Road at Masters Road/FM 1128.
- The east side alignment that lines up with existing **Markham Road** now stops at Oilfield Road on the north end. The entire alignment north and south of SH 6 is also now designated an Arterial rather than a Parkway.
- **Cemetery Road** now designated a Collector rather than an Arterial north of SH 6. Also, the MTP designation on Cemetery Road now stops where the road turns northeast, at Scott Avenue, and no longer extends all the way to the ETJ boundary north of Oilfield Road. All of the alignment changes in this northeast area are consistent with the aim of preserving more Rural character as indicated on the Future Land Use and Character map.
- **Lewis Lane** now designated a Collector rather than an Arterial. Also, removal of an eastward extension of **Lewis Lane** to connect with CR 95, which would have also required a Mustang Bayou crossing. The portion between Cemetery Road and the previous Markham Road Parkway alignment (now an Arterial) would have been challenging due to existing homes and residents along both Mississippi Road and Pine Street.
- **Pearland Sites Road** now stays on a straight alignment along the City's ETJ boundary south of SH 6 rather than curving southeast as on the previous map. Pearland Sites Road was also changed from a Parkway to Arterial designation.
- The western end of the **Rodeo Palms Parkway** alignment near its intersection with Airline Road/CR 48, as well as the **Kirby Drive** alignment south of the Parkway, were both adjusted slightly based on development plans in the area and in coordination with Brazoria County.
- A similar adjustment to where **Iowa Lane** connects to future Manvel Parkway (slightly farther north) based on development plans in the area.

Notable Map Additions

Significant roadway alignments or segments that are new on the updated map include:

- Addition of **Southfork Parkway** as a Collector.
- Addition of **Orchard Park Lane** and **Croix Parkway/CR 84** as Collectors.
- Addition of **Lira Road** as an Arterial that, with a future crossing of Mustang Bayou, would connect it to Old Chocolate Bayou Road northward to Bailey Road. Also, this north portion of Old Chocolate Bayou Road was changed to Arterial versus Parkway on the City's 2021 MTP map. Therefore, the portion of **Old Chocolate Bayou Road** between Lira Road and Masters Road/FM 1128 is now shown as a Collector.
- Addition of a new south extension of **Cemetery Road** from SH 6, as an Arterial that starts to curve to the southeast after crossing the Briscoe Canal until reaching the southernmost point of the City's ETJ at an intersection with the Pearland Sites Road extended alignment.
- Addition of a short new Collector alignment between Masters Road/FM 1128 and the new south extension of Cemetery Road. As a result of the alignments added in this south side area, a more east-west Arterial alignment from the previous MTP map, going east from Masters Road/FM 1128 and coming very close to the Briscoe Canal at one point, was removed.
- Addition of **Cumulus Road** as a Collector as it provides a connection between Meridiana Parkway and Masters Road/FM 1128.
- Addition of **Iowa Lane** south of SH 6 as a Collector, connecting to Alleluia Trail.
- Extension of the **Charlotte Road** Collector alignment west to SH 288.

Also, the locations of six grade-separated interchanges along SH 288 in the Manvel area are now highlighted on the map, some of which are very new as part of the ongoing SH 288 improvement project.

ADDITIONAL BACKGROUND: Thoroughfare Planning Considerations

Itemized below are typical considerations that factor into thoroughfare planning processes and the resulting maps. Some of the considerations are technical while others involve a broader perspective on community planning beyond just the safe and efficient movement of people and goods within and across a developing area.

Network and Alignment Factors

- Continuity (higher-level roadways) versus discontinuity (lower-level roadways) through an adequate array of north-south and east-west main thoroughfares that extend across and beyond the city.
- Connectivity of the network and between origins/destinations, within the local street system and to the regional highway system.
- Spacing and density of the network.
- Intersection location and spacing of major roadways for effective signalization of key intersections.
- Alternative travel routes for emergency response and during natural disasters.
- Multiple routes and travel options to avoid traffic overload on certain roadways.
- Crossings (water, railroads, freeways, etc.).
- Grade separation needs at key locations to maintain traffic flow and enhance safety.
- Multi-modal planning (pedestrian, bicycle, transit, freight, etc.).

Constraints

- Physical (floodplains, topography, water features, utility/pipeline corridors, etc.).
- Property pattern.
- Existing development.
- Environmental features / assets (e.g., forested areas, wetlands, etc.).
- Parkland and preserved open space.
- Jurisdictions (territorial, roadways, water features, etc.).
- Right-of-way potential (adequate width for eventual construction of a full roadway cross section to standard).
- Existing driveways and developed frontage along roadways (access management needs).
- Fiscal (network cost implications, maintenance, cost of bridges and grade separations, etc.).

Land Use-Transportation Coordination

- Inducement of desired / undesired land use (MTP consistency with future land use plan and zoning).
- Designing roadways in context with their surroundings to maintain desired community character and to minimize effects on valued natural resources.
- Consistency with utility master planning and growth management strategy.
- Potential traffic volumes.
- Location of major traffic generators.
- Location of “sensitive” land uses (e.g., residential, schools, parks, cemeteries, etc.).
- Emergency access (network connectivity) and location of critical destinations such as hospitals, police and fire facilities, emergency operations center for the area, etc.

Economic Development

March 2026 DRAFT

Economic development is a shared effort between local governments and the business community with the mutual benefit of increased economic activity. It involves the core objectives of creating jobs, raising household incomes, expanding tax bases, improving a community's "quality of place," and reducing barriers to personal and community prosperity. All that said, it can mean very different things to different people. Public officials tend to emphasize its effects on tax revenues and relieving pressure on residential taxpayers. The average citizen sometimes focuses on consumer conveniences and having a greater choice of local goods and services. Educators and chambers of commerce talk mainly about jobs and the private investment that generates them. Business owners want greater foot traffic and better-skilled employees.

Plan Sections

- Environment
- Growth Capacity
- Land Use and Community Character
- Transportation
- **Economic Development**
- Recreation and Amenities
- Plan Implementation

Like many things, economic development involves trade-offs and juggling different, sometimes conflicting goals. It is also not something that should be approached in an unfocused "shotgun" fashion. It can sometimes stand in opposition to other community goals such as natural resource protection and managing traffic if it is not conducted in a very strategic and nuanced way. Or it can lead to disappointing results when a community's assets and ambitions are not well aligned with real-world market opportunities. The challenge is to grow local economies at the point where a community's desired place quality, its assets and its realistic market opportunities intersect. That "sweet spot" will vary widely from one community to another.

Finally, the topic of economic development is inextricably linked to the broader comprehensive planning topics of land use and infrastructure, as well as the more universal subject of education. Increasingly, it is also tied to the broader issues of housing and community attractiveness and livability. This is because economic development is ultimately driven by workers and consumers who increasingly prefer unique experiences and places to live, work, shop and enjoy their leisure time. In their quest to secure both customers and talent, businesses will locate where they can access the highest concentrations of both. These are the places where people choose to live – and thrive.

It is for this reason that economic development strategies in many communities have become broader community *livability* strategies in a more holistic sense. In today's economy, generally only lower-end retail businesses and other small employers can survive solely on commuter traffic.

Why This Comprehensive Plan Section is Important for Manvel

Strategic Alignment

Connects this Comprehensive Plan, which is focused on Manvel's overall growth and development, to more detailed economic plans and strategies overseen by the area's lead entities for economic development: Manvel Economic Development Corporation (MEDC), Northern Brazoria County Chamber of Commerce, Economic Development Alliance of Brazoria County, and the Greater Houston Partnership.

Empowerment

Reinforces local government's responsibility under state law to promote the public's general welfare by broadening economic opportunity in the area, whether in terms of the range and quality of job opportunities, programs and resources for enhancing one's marketable skills, improved mobility to access employment and education sites, or the environment for supporting home-grown entrepreneurs.

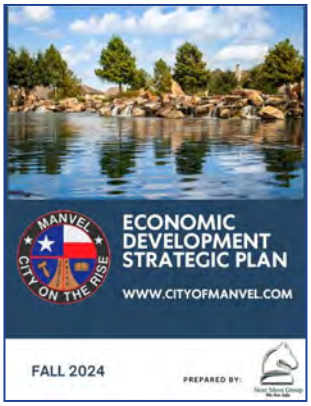
Economic Essentials

Links to other plan sections that address the prerequisites for a vibrant economy, including public infrastructure capacity, available land for growth of new and existing business, all forms of transportation for moving workers and goods, and attainable housing options and a quality living environment to ensure an adequate labor pool to meet the needs of area employers.

City's Role

Reinforces that while the City is not the area's lead entity for economic development, it has a foundational role to play involving provision of utility infrastructure and other essential public services, and applying its land development regulations to maintain a favorable investment framework for commercial and industrial activity.

Legacy of Past Planning



Click Image to View Plan

This new Comprehensive Plan builds on previous plans and studies completed by the City of Manvel and other partners, including these most relevant to the Economic Development topic:

- Economic Development Strategic Plan, 2024

MANVEL 2045

Manvel Town Center
HEB-anchored development

Higher profile for Manvel within region due to growth

Ongoing partnership with renamed Northern Brazoria County Chamber of Commerce

Extent of new housing and neighborhoods in master-planned developments

Manvel Economic Development Corporation Strategic Plan

Economic Development

Accomplishments

Upgraded SH 288 and SH 6 corridors

Industries and retail business drawn to SH 6 corridor

City attention to upgrading infrastructure, streets and public services and facilities

Growing retail base with more rooftops and disposable income

Positive ratings of Manvel High School and Alvin ISD schools

Key Planning Issues and Considerations

Through the Manvel Today and the Strategic Plan phases of the comprehensive planning effort, numerous real and perceived community issues and needs were identified through leadership and public engagement activities, as well as through the work of the plan consultants and their interactions with City staff. *It should be noted that the brevity of the table below reflects the fact that, during public engagement activities for this Comprehensive Plan, Manvel residents spoke less often about economic development topics relative to other focus areas of the plan.*

Key issues and considerations that led to the goals and action items in this Economic Development section include (along with specific points and suggestions from leadership and community input):

Theme	Key Planning Issues and Considerations
Tax Base Evolution	» Need for growth in nonresidential tax base to secure City's long-term financial future and relieve burden on residential taxpayers. » Reduced focus on incentivizing master-planned development and largely residential construction as Manvel continues to grow.
Local Employment Opportunities	» MEDC Strategic Plan objective of creating 500 new jobs in area. » Need for a business and industry mix that provides higher-level, well-paying jobs. » Proliferation of retail, service and "fast food" establishments that may not provide a livable wage for this area. » Need for more higher education linkages and workforce training beyond programming available in Pearland.
Tools & Capabilities	» MEDC Strategic Plan objective of providing small business grants. » Limited resources at this stage of Manvel's development for typical business recruitment and retention/expansion incentives. » Continued reliance on an Alvin-based organization for typical Chamber of Commerce functions.



Quality of Place

- Continued ambition for a true "City Center" on a large City-owned tract given Manvel's lack of a traditional main street downtown — and in line with the MEDC Strategic Plan objective of developing a multi-use community center.
- MEDC Strategic Plan objective of creating an "Old Town Manvel" district.
- Success of expanded community events in bringing residents together in meantime.
- Challenge of limited walkable settings to this point in Manvel's evolution, and with Manvel "Town Center" as a huge new draw but with an auto-oriented design.
- Pending expected development of northeast quadrant of SH 288/SH 6 interchange.
- Support for "agritourism" businesses and other economic activities that can do well in area's of Manvel's city limits and extraterritorial jurisdiction envisioned as maintaining their rural character in the decades ahead.



Community "Wants" & "Don't Wants"

WANT:

- Selective, quality commercial expansion and diversification.
- Expanded commercial tax base.
- More experience-based businesses (i.e., restaurants, entertainment).
- Infrastructure that keeps (sets the) pace with (for) development.
- More specialty and independent retailers.
- More unique, place-defining developments.
- A stronger pro-business culture.
- More locally-owned businesses.
- Support for agriculture-based businesses.
- A positive and memorable community image and identity.

DO NOT WANT:

- Anonymous, standard-issue discount stores, franchises and strip centers.
- Traffic.
- Excessive "big-box" retail development.
- Auto-centric businesses (sales, service, car washes, drive-throughs, etc.).
- Inactive/inanimate businesses such as self-storage, seasonal, warehouses, data centers, etc. (but greenhouses welcome tied to rural side of area economy).
- Stripped-out commercial development along highways and major roadways.
- Community leaders taking a "more is always better" attitude toward growth and development.

Goals for Economic Development

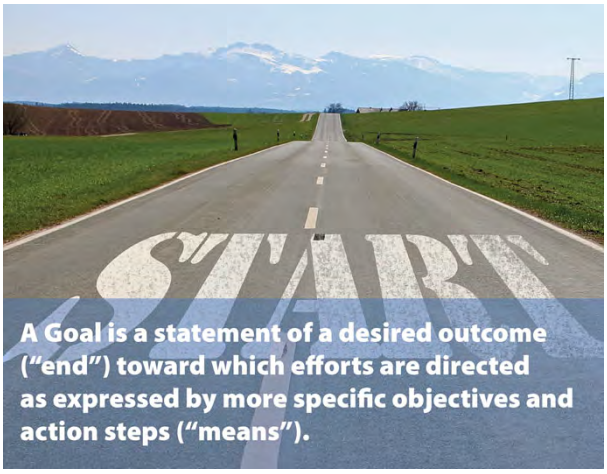
The actions in this Economic Development section involve tangible steps that will lead to achievement of the following goals:

1. An expanded and diversified commercial tax base, including new employment opportunities and restaurants, specialty retail goods, and leisure and entertainment options sought by residents.

2. Performance-based economic development tools and incentives applied with transparent criteria and measurable outcomes to ensure accountability and beneficial return on public investments.

3. A supportive and business-friendly environment fostered by streamlined development processes, proactive assistance for local businesses and collaboration with regional economic partners.

4. A clearly defined and actively promoted "town and country" identity that leverages both Manvel's emerging suburban amenities plus its enduring rural character.



A Goal is a statement of a desired outcome ("end") toward which efforts are directed as expressed by more specific objectives and action steps ("means").

Actions For Economic Development

Itemized below are a set of action strategies, involving both near- and longer-term steps, for responding to the key issues and community needs identified in this Comprehensive Plan section.

STRATEGIC PRIORITY 1:
Strengthen Manvel's Economic Development Infrastructure and Partnerships

A professional and well-connected economic development apparatus is essential to compete in the Houston metro area. Building organizational capacity as Manvel grows, and aligning with regional partners will position Manvel to secure investment and respond to growth opportunities. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Expand MEDC's budget and staff capacity to lead recruitment, business outreach and incentive negotiations.
- Build and maintain a professional economic development website with data on available sites, incentives and market conditions.
- Establish a formal business concierge program to assist prospective investors and local entrepreneurs.
- Regularly engage with regional economic development partners (e.g., Northern Brazoria County Chamber of Commerce, Economic Development Alliance for Brazoria County, Greater Houston Partnership, Gulf Coast Economic Development District at Houston-Galveston Area Council, Urban Land Institute - Houston, etc.) to stay connected to business leads and industry trends.
- Work with utility providers and regional agencies to secure funding for infrastructure and technology upgrades.
- Continue to monitor state legislation affecting economic development best practices and tools for Texas municipalities, Economic Development Corporations and special districts (e.g., municipal management districts, public improvement districts, tax increment reinvestment zones, etc.).
- Coordinate future interim and major updates of this Comprehensive Plan to coincide with periodic updates of the area's key economic development strategy documents, especially the MEDC Strategic Plan, to ensure effective integration of future land use planning with market analysis and other considerations that drive business development and tax base enhancement efforts.

STRATEGIC PRIORITY 2:
Attract High-Quality Mixed-Use and Employment Development

Manvel has the opportunity to shape its growth through proactive zoning, strategic capital improvements and targeted incentives that steer development toward high-value projects and preferred industry sectors. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Institute a clear scoring methodology for incentives tied to project metrics (e.g., scale of investment, job creation targets, etc.), preferred industries and mixed-use development.
- Use zoning flexibility and development agreements to encourage additional and unique master-planned communities, including with larger nonresidential components.

- Align the City's capital improvements programming with the Future Land Use and Character map to support strategic growth areas, with the northeast quadrant of the SH 288/SH 6 interchange as a next focal point, along with the City Center initiative.
- Continue to grow Manvel's residential rooftops and disposable income to support additional and more diverse retail development.
- As Manvel's growth continues, track actual development outcomes against the Future Land Use and Character map to ensure that the community is achieving a balance of land uses for long-term fiscal sustainability, including a diverse and resilient commercial tax base.
- Consider pursuing a Livable Centers Study through H-GAC, which in recent years has required a 10% local match by the sponsoring local government, potentially to focus on the City Center vicinity and Old Manvel. Nearby cities that have taken advantage of this H-GAC program include Alvin, Angleton and Clute, along with an upcoming planning study for the Fresno area.

STRATEGIC PRIORITY 3:
Support Local Business Growth and Entrepreneurship

While Manvel recruits new investment, it must also strengthen its local business base. Tailored programs and incentives can help small businesses thrive, especially along key corridors and at emerging centers. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Establish a business retention and expansion (BRE) program to engage existing employers and support their growth in partnership with the Northern Brazoria County Chamber of Commerce.
- Explore organizing a Manvel Business Association to unify local business advocacy, networking and events, potentially also under the umbrella of the area Chamber but with a more local focus.
- Capitalize a retail-focused small business matching grant program to assist with physical improvements and working capital.
- Promote storefront and small business development through branding, facade improvement grants and targeted marketing.
- Explore incentive packages for ag-based businesses and value-added agricultural enterprises.

STRATEGIC PRIORITY 4:
Enhance the City's Visual Identity and Market Presence

Manvel's identity is still taking shape. Enhancing visual gateways, brand recognition and community appeal will help attract both new residents and investment. The City should prioritize the following actions and practices, as funding and staff resources allow:

- Implement a comprehensive streetscape and beautification plan for SH 6, including signage, landscaping and bike/pedestrian improvements, in coordination with the Texas Department of Transportation, Brazoria County and other potential partners.
- Develop and roll out a unified Manvel branding strategy, including logos, marketing assets and online presence.

- Introduce distinctive gateway signage and public art at key community entrances, especially at the SH 288/SH 6 interchange and other freeway interchanges as was eventually accomplished in Pearland.
- Coordinate beautification and placemaking efforts with long-term pedestrian safety improvements (e.g., lighting, sidewalks and crosswalks, etc.).
- Use City events, social media and economic development channels to promote Manvel's brand as a livable, business-friendly community.

Recreation and Amenities

March 2026 DRAFT

A Comprehensive Plan ultimately promotes a community's livability consistent with local values and core priorities that are reflected in the plan – and, in this case, in Manvel's new Strategic Plan. This Recreation and Amenities section, in particular, reinforces the quality of life that Manvel residents enjoy today, and how it can be enhanced further in the years ahead. As the community continues to add population and tax base, Manvel's municipal government will gain more public resources and capabilities to put toward becoming a more complete city.

Plan Sections

- Environment
- Growth Capacity
- Land Use and Community Character
- Transportation
- Economic Development
- **Recreation and Amenities**
- Plan Implementation

In this respect, this plan section builds on various shared objectives in the Environment, Land Use and Community Character, and Economic Development sections regarding land conservation, more local shopping and restaurant options, and expanded cultural and entertainment offerings, along with robust recreation opportunities and ways to enjoy the outdoors. Much like streets, utilities and police and fire protection, parks, trails and other recreation facilities are another component of a municipality's core services – and often among the public services most valued by residents.

With Manvel undergoing a rate of growth and transition of land unprecedented in its history, it is more important than ever to maintain and enhance existing parks, increase the quantity and quality of developed recreational acreage, and capitalize on natural features and assets of the local landscape amid ongoing private land development. This will benefit not only current residents but also those who will make Manvel their home in the decades ahead.

Why This Comprehensive Plan Section is Important for Manvel

Active Living

Highlights that recreational amenities play a critical role in enhancing physical and mental well-being, providing opportunities to residents of all ages for exercise, play and social interaction beyond the home, school and workplace.

Widespread Benefits

Emphasizes that well-distributed parks and community facilities support equitable growth by ensuring that all areas of the city have access to quality recreational and leisure amenities.

Vibrant Community

Underscores that attractive and accessible public spaces contribute to economic vitality and civic identity, offering safe and comfortable places for residents to gather and welcome visitors to Manvel for local events and activities.

Consensus Direction

Recognizes that a clear vision for recreation and amenities strengthens the City's ability to secure funding, build partnerships and make targeted investments in the facilities and activities residents value most.

Legacy of Past Planning



*Click Image to View Plan

This new Comprehensive Plan builds on previous plans and studies completed by the City of Manvel and other partners, including these most relevant to the Recreation and Amenities topic:

- Master Parks Plan, 2017

MANVEL 2045

Recreation & Amenities

Accomplishments

Partnership with Brazoria County on park improvements

Parks & Recreation Board established

The Gardens at Croix Park – native plants, ponds, a butterfly garden, new outdoor features and a walking trail

Community Connection
- Extensive social media presence
- Manvel Link
- Manvel Minute
- Mass notification system

Presented with Scenic City Certification at the Texas Municipal League's Annual Conference

Events
- Christmas Parade and decorating contest
- Eggstravaganza
- Farmer's market
- First-ever Fall Festival in 2025
- Partnered with Iowa Colony Fourthfest at Freedom Field
- Trunk or Treat

City Council approved the design of a new park as part of a City Hall expansion project in 2025

Community-driven upgrades at Almost Heaven Park

2017 Master Parks Plan

Key Planning Issues and Considerations

Through the Manvel Today and the Strategic Plan phases of the comprehensive planning effort, numerous real and perceived community issues and needs were identified through leadership and public engagement activities, as well as through the work of the plan consultants and their interactions with City staff.

Key issues and considerations that led to the goals and action items in this Recreation and Amenities section include (along with specific points and suggestions from leadership and community input):

Theme	Key Planning Issues and Considerations
Recreation Infrastructure & Facility Development	» Development of the 160-acre City-owned property » Requests for lighted trails, pavilions, basketball/pickleball courts and public restrooms » Strong support for a new/expanded library – or an interim library branch in northern Manvel » Desire for more youth activities (sports, indoor recreation, skate park) » Balancing various public needs and desires due to growth (e.g., needed parks, community center, senior center, library, other recreation facilities)
Organizational Capacity & Leveraging Resources	» Need for a Parks and Recreation Department to manage facilities and coordinate programming » Pursuing external grant and funding opportunities effectively » Establishing or maintaining relationships with key partners, public agencies, organizations/non-profits, private entities, etc. (e.g., Texas Parks & Wildlife Department, Brazoria County, Alvin Independent School District, drainage districts, potential sponsors) » Preventing and responding to occasional vandalism incidents in parks – and the opportunity to emphasize community stewardship and safety in public spaces



Community Connectivity (People and Places)

- Connecting neighborhoods to various community destinations and amenities, including parks, trails and public facilities
- Coordination of off-street path and trail opportunities with overall implementation of the City's Major Thoroughfare Plan
- Bridging different parts of the community, especially to connect with residents who live in master-planned developments and may not identify as much with Manvel
- More public parks and spaces beyond homeowner association facilities and others restricted to particular areas and residents



Community Identity & Engagement

- Manvel-specific branding and signage
- Continued focus on successful community events and festivals, with associated social media promotion and other outreach
- Desire for more local amenities and "things to do"

Goals for Recreation and Amenities

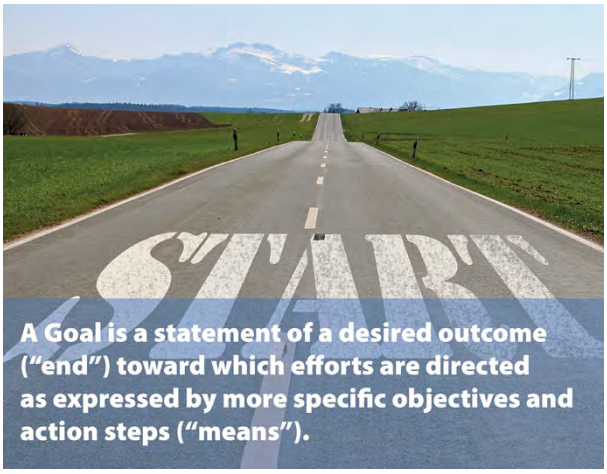
The actions in this Recreation and Amenities section involve tangible steps that will lead to achievement of the following goals:

1. Phased expansion and diversification of local parks and recreational programming based on ongoing population growth and needs in particular areas of Manvel.

2. Gradual development of an interconnected path and trail network that enhances accessibility, promotes walkability and fitness, and helps build sense of community.

3. Establishment of a dedicated Parks and Recreation Department to oversee operations and maintenance, lead longer-term planning and project execution, and pursue external funding and partnerships.

4. Proactive development of the 160-acre "City Center" property as a new community anchor and multi-purpose destination for recreation, leisure and local events.



Actions for Recreation and Amenities

Itemized below are a set of action strategies, involving both near- and longer-term steps, for responding to the key issues and community needs identified in this Comprehensive Plan section.

STRATEGIC PRIORITY 1:
Expansion of Parks, Facilities and Public Amenities

The City's current limited park offerings must expand and evolve to accommodate a growing and diversifying population. Specific public input called for more youth-focused amenities, indoor recreation options, lighted trails and an expanded library.

- Identify and acquire suitable properties for new neighborhood-level and community-scale parks, particularly in existing developed and newly-developing areas of Manvel without any current public parks.
- In coordination with private land planning, also seek opportunities to acquire acreage that is classified as floodway or in other difficult-to-develop areas, for potential multi-objective design for both storm water management and recreational uses, plus larger-scale land conservation and regional-scale nature park potential consistent with the Environment and Land Use and Community Character sections of this Comprehensive Plan.
- Develop additional recreational amenities as local resources and grant funding allow, such as lighted walking/biking trails, basketball and pickleball courts, a skate park, splash pads, public restrooms and shaded gathering areas.
- Coordinate with Brazoria County and other potential partners to explore the feasibility of a library branch in the northern part of Manvel or the expansion and/or relocation of the existing library.
- Work toward the eventual design and construction of a flexible-use indoor recreation center that accommodates youth activities, fitness classes, community events and senior programming, potentially in partnership with Alvin ISD, Brazoria County and other partners.

STRATEGIC PRIORITY 2:
Organizational Capacity and Service Delivery

A dedicated Parks and Recreation Department is essential to lead long-term planning, programming and proactive maintenance for Manvel’s growing inventory of parks and public facilities.

- Establish a Parks and Recreation Department with dedicated staff, budget and responsibility to oversee park operations and maintenance, capital projects, recreation programming, grant writing and administration, and nurturing of partnerships and sponsorships.
- Support ongoing training and professional development opportunities for department leadership and staff to implement best practices in community recreation and park management.
- Utilize performance metrics and community feedback to guide project prioritization, programming and responsive service delivery.

STRATEGIC PRIORITY 3:
Community Connectivity and Trail System Development

Improving access between neighborhoods, parks, schools, other public facilities and commercial areas contributes to health, mobility and community cohesion. Residents engaged for this Comprehensive Plan strongly supported walkability, especially in terms of new and better-connected sidewalk segments and eventual development of more off-street paths and trails.

- » Prioritize construction of off-street trail segments along bayous, creeks and drainage channels and in utility easements, in partnership with and subject to the limitations of the easement holders, to serve as linear recreational assets and alternative bicycle/pedestrian transportation routes.
- » Ensure all new residential and master-planned development includes sidewalk or trail connections to public paths and trails, and fill existing gaps where feasible.
- » Apply universal design principles to all new parks and public spaces to enhance Americans with Disabilities Act (ADA) accessibility, make them accommodating for all ages, and include features for children and adults with special needs.
- » Continually evaluate new technologies and options for improving dissemination of all City information, including for recreational programming and community events.
- » Coordinate with community organizations, homeowner associations, the local faith community and others to welcome newcomers into the Manvel community, raising their awareness of events, family activities and “things to do,” along with opportunities to plug in for networking and volunteer service.

STRATEGIC PRIORITY 4:
Collaboration, Funding and Stewardship

The City’s ability to expand and maintain its public spaces will depend on active partnerships, creative funding approaches and committed community stewardship.

- » Prepare a new Parks, Trails and Recreation Master Plan to build on and replace the 2017 Master Parks Plan. This step is essential to better position Manvel for pursuing highly-competitive grants through the Texas Parks and Wildlife Department (TPWD) Local Park Grant Program. Among other criteria, TPWD prioritizes funding that will implement initiatives in officially-adopted and community-supported plans prepared within the last five years, and consistent with TPWD's *Master Plan Guidelines* to be deemed an "acceptable plan."
- » Pursue state and federal grants and potential foundation and nonprofit funding for park development, trail construction and recreational programming (see funding opportunities inventory maintained by the Houston-Galveston Area Council).
- » Formalize collaborative agreements with partners such as Brazoria County, Alvin ISD, other nearby municipalities, nonprofit organizations and area sports leagues for facility sharing, coordinated maintenance and cost-sharing, and co-sponsored events.
- » Launch an “Adopt-a-Park/Trail/Spot” program to encourage civic groups, homeowner associations and businesses to participate in maintenance and beautification of parks, trails and other public spaces.
- » Implement a preventive maintenance program based on a regularly-updated inventory, condition rating and life-cycle tracking of all City-owned park improvements and recreational equipment.

- Highlight for residents the City's "Report a Concern" website feature to enlist community vigilance and support to keep parks and facilities clean, safe, attractive and well functioning.
- Pursue Tree City USA designation through the Arbor Day Foundation, to reap the environmental, economic and aesthetic benefits of a healthy and robust local tree canopy.
- Explore tapping into the Texas Master Naturalist program for support in organizing volunteer opportunities and conservation-oriented programming for residents and youth (see the Cradle of Texas Chapter for Brazoria County).

STRATEGIC PRIORITY 5:
Development of the 160-Acre "City Center" Site

The 160-acre City-owned property represents one of the most significant public assets in Manvel and a key opportunity to meet evolving needs for public facilities, recreational amenities and community gathering spaces.

- Continue building consensus on the mostly widely-supported elements for a final City Center master plan that can move forward into detailed design and eventual construction once the necessary funding is secured.
- Phase the site development based on available resources and ongoing population growth, starting with flexible amenities such as multi-purpose sports field and courts, trails and pavilions.
- Incorporate shared-use facilities that could support City activities and community programming, as well as use by other entities and potential private events that would also be a source of revenue for ongoing maintenance and future improvements (e.g., gymnasium, meeting/event space, etc.).
- Include trailheads, public art and other unique features within the site design to create a community destination and complement master-planned development in the vicinity.

Plan Implementation

March 2026 DRAFT

With this refreshed Comprehensive Plan, the City of Manvel and its various partner agencies and organizations will have an essential new document that should be frequently referred to for guidance in community decision-making, along with the City's higher-level Strategic Plan that set the foundation for this plan. The Comprehensive Plan should be a “living document” that is responsive to ongoing change. Its key planning considerations, goals and action strategies must be revisited periodically to ensure that the plan is providing clear and reliable direction on a range of matters including land development issues and public investments in infrastructure and services.

Plan Sections

- Environment
- Growth Capacity
- Land Use and Community Character
- Transportation
- Economic Development
- Recreation and Amenities
- **Plan Implementation**

This final plan section emphasizes the importance of not only creating a plan but translating it into real action and tangible, beneficial results. Through the Action Agenda focus below, the Plan Implementation section adds a strategic perspective to what is otherwise intended as an overarching guide to the area's long-term development and enhancement over the next 10-20 years. The Action Agenda compiles a list of priority initiatives for the City and other plan implementation partners to make progress on during the next several years after plan adoption. Finally, this last section advocates for ongoing community engagement as the Comprehensive Plan is implemented and periodically renewed.

Implementation goes well beyond just a list of action items. It is a challenging process that will require the commitment of the City’s elected and appointed officials, staff, residents, business owners, major institutions, other levels of government, and other organizations and individuals who will serve as champions of the plan and its particular direction and strategies. Among its purposes, this final plan section highlights specific roles, responsibilities and methods of implementation to execute priority plan recommendations. Equally important are formalized procedures for the ongoing monitoring and reporting of successes achieved, difficulties encountered, and new opportunities and challenges that have emerged since plan adoption. This is in addition to any other change in circumstances, which may require rethinking of plan priorities. Scheduled plan evaluations and updates, as described later in this section, will help maintain its relevance and credibility as an overarching policy and action guide.

Signs of an Effective Plan

- Endorsed by partner public agencies and area organizations, reflecting its importance as a "community plan" and not just a City-adopted plan.
- Routinely referenced in City Council meetings, and in City board/commission/committee sessions, as a basis for key actions and decisions.
- Synchronized with the City's Strategic Plan and with other policy agendas that originate from the City Council and management level, as well as from grass-roots community engagement. The Comprehensive Plan is also applied as a guidepost for next updates of more specific City master plans for utility infrastructure and drainage, transportation, public safety services, parks and recreation, arts and culture, special areas (e.g., Manvel City Center), branding/marketing, etc.
- Regularly cited as a source of decision guidance for major budget initiatives, zoning cases, capital projects planning, partnership efforts, bond referenda presented to voters, etc.
- A main driver of deliberations and ultimate action on amending the City's land development regulations to advance particular plan goals and priorities.
- Used as the starting point and source of citywide perspective for more targeted planning efforts involving particular neighborhoods, unique districts, major roadway corridors and other community locations in need of finer-grain analysis and area-specific strategies.
- Shared with regional planning and funding agencies to communicate and advocate for the City's uppermost goals and priorities, especially those that coincide with priorities of such agencies and other area communities.
- Used to make the case for grant applications and other pursuit of external and partner funding.
- Provided to new elected officials, appointed board/commission members, new department directors and staff, and others as part of orientation for their municipal government roles and awareness of community aspirations and expectations.
- Implementation progress reported on annually as part of yearly plan reviews and adjustments, setting up for more in-depth five-year plan refreshes and significant full plan updates every 10 years at most.
- City and community accomplishments celebrated as often as possible, with credit to sound planning and methodical and enthusiastic plan implementation!

Action Agenda

The goals in this Comprehensive Plan will ultimately be attained through a variety of specific actions itemized in each plan section. Compiled in the **Action Agenda table** below is a set of **12 key action items** derived from the 27 total Strategic Priorities across the various plan sections. The table does not include every recommendation found throughout this plan, a number of which aim to reinforce or expand upon existing beneficial activities that the City and/or its partners already do. Instead, it details a shorter "to do" list of initial action priorities deemed most important to pursue first after plan adoption, along with who is responsible for initiating, administering and participating in the implementation process (action leaders shown in bold text).

The table indicates a target timeframe for pursuing each action item, either immediately in **Years 1-2** after plan adoption (4 items), in the near term during **Years 3-5** (6 items) or later in **Years 6-10** (2 items). Capital projects typically require lead time for additional feasibility analysis, construction documentation, specifications and detailed cost estimates. Included for each item in the Action column is a preliminary indication of level-of-magnitude cost ($ for relatively low cost, $$ for moderate cost, and $$$ for highest cost). The four actions in the Years 1-2 timeframe also include potential "metrics" as measures of progress and completion – quantitative where possible, otherwise qualitative but as discrete as possible.

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
Years 1-2				
A	Prepare a **new Parks, Trails & Recreation Master Plan** (current one from 2017), especially to make Manvel more competitive for state grant funding for local park and trail projects. *Potential Cost Level = $$* *Measure(s) of Progress and Completion:* ▪ Budget allocated for consultant support. ▪ Measures of community engagement. ▪ Plan adoption by City Council. ▪ Grant and other funding applications submitted based on plan.	**Recreation and Amenities** ---- Strategic Priority 4	More Targeted Planning / Study	▪ **City Manager** ▪ Public Works ▪ Development Services ▪ Finance ▪ Parks Board ▪ Local parks, trails, recreation and sports advocates and groups ▪ Homeowner associations and MUDs ▪ Brazoria County ▪ Alvin ISD ▪ Drainage district and canal partners ▪ Texas Parks & Wildlife Department

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
B	Update the City's **land development regulations** based on recommendations in the new Comprehensive Plan to better manage growth and future land use. *Potential Cost Level = $$* *Measure(s) of Progress and Completion:* ▪ Budget allocated if consultant support needed. ▪ Measures of community and stakeholder engagement. ▪ Number of public hearings at PD&Z Commission and City Council on proposed ordinance changes. ▪ Number of City Code chapters and sections amended (or new sections added). ▪ Number of acres rezoned based on zoning ordinance updates.	**Land Use and Community Character** ---- Strategic Priority 1	Regulations & Standards	▪ **Development Services** ▪ City Attorney ▪ Engineering ▪ PD&Z Commission ▪ Zoning Board of Adjustment ▪ Property owners ▪ Homeowner associations and neighborhood groups ▪ Development community ▪ Local businesses
C	Consider participating in the **Federal Emergency Management Agency's (FEMA's) Community Rating System**, which is one way to improve local flooding readiness and potentially reduce the cost of property insurance. *Potential Cost Level = $* *Measure(s) of Progress and Completion:* ▪ Budget allocated if consultant support needed. ▪ Measures of community and stakeholder engagement. ▪ Number of contacts with FEMA representatives and other partner agencies. ▪ Steps completed in FEMA process toward final CRS approval.	**Growth Capacity** ---- Strategic Priority 6	Programs & Initiatives	▪ **City Manager** ▪ Development Services ▪ Engineering ▪ City Attorney ▪ Brazoria County ▪ Drainage district partners ▪ FEMA Region 6

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
D	Upgrade the Manvel Economic Development Corporation (MEDC) website and take other low-cost steps to support **ongoing recruiting of specific desired business types** to Manvel. *Potential Cost Level = $* *Measure(s) of Progress and Completion:* ▪ Budget allocated if consultant support needed. ▪ Number of specific upgrades made to website content and features. ▪ Measures of website views, page visits and interactions, follow-up communications, etc.	**Economic Development** ---- Strategic Priority 1	Programs & Initiatives	▪ **City Manager** ▪ MEDC Board ▪ Public Information ▪ Development Services ▪ Northern Brazoria County Chamber of Commerce ▪ Economic Development Alliance for Brazoria County
Years 3-5				
E	Improve the **Manvel Branch Library** (options of upgrading the current location or relocating to a new facility). *Potential Cost Level = $$ or $$$*	**Recreation and Amenities** ---- Strategic Priority 1	More Targeted Planning / Study	▪ **City Manager** ▪ Engineering ▪ Finance ▪ Capital Improvements Advisory Committee ▪ Brazoria County ▪ Friends of the Manvel Public Library
F	Pursue additional **community beautification measures**, such as landscaping and public art installations, now that the City has installed new "Welcome to Manvel" gateway signs. *Potential Cost Level = $ or $$*	**Economic Development** ---- Strategic Priority 4	Capital Investments	▪ **City Manager** ▪ Engineering ▪ Public Works ▪ Capital Improvements Advisory Committee ▪ Keep Manvel Beautiful ▪ Community groups and local businesses ▪ Public agency partners (Brazoria County, TxDOT, etc.)

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
G	Explore forming a **Manvel Business Association** to support, and promote networking among the local business community. *Potential Cost Level = $*	**Economic Development** ---- Strategic Priority 3	Programs & Initiatives	▪ **City Manager** ▪ Local business community ▪ MEDC Board ▪ Northern Brazoria County Chamber of Commerce ▪ Economic Development Alliance for Brazoria County
H	Consider creating a **Tree Mitigation Fund** that can be used for tree planting and preservation to offset the loss of older and diseased trees during land clearing and development activity. *Potential Cost Level = $ or $$*	**Environment** ---- Strategic Priority 2	Regulations & Standards	▪ **Development Services** ▪ City Attorney ▪ PD&Z Commission ▪ Parks Board ▪ Property owners ▪ Development community ▪ Keep Manvel Beautiful ▪ Brazoria County ▪ Texas A&M Forest Service
I	Continue targeted capital projects to install new sidewalks, upgrade existing and close gaps in the **local sidewalk system**. *Potential Cost Level = $$ or $$$*	**Transportation** ---- Strategic Priority 3	Capital Investments	▪ **Engineering** ▪ Public Works ▪ Police ▪ Finance ▪ Capital Improvements Advisory Committee ▪ Homeowner associations and MUDs ▪ Alvin ISD ▪ Brazoria County ▪ TxDOT

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
J	Create an **Open Space Conservation opportunities map**, along with other steps to support the intent of the Rural Preservation designation on the Future Land Use and Character map. *Potential Cost Level = $ or $$ (higher if targeted land purchases pursued)*	**Environment** ---- Strategic Priority 1	More Targeted Planning / Study	▪ **Development Services** ▪ Engineering ▪ PD&Z Commission ▪ Parks Board ▪ Property owners ▪ Development community ▪ Land conservation partners and trusts
Years 6-10				
K	Evaluate individual **Municipal Utility Districts (MUDs)** for potential future annexation into the city when it makes financial sense and is technically feasible. *Potential Cost Level = $$ or $$$ depending on potential annexations and needed improvements*	**Growth Capacity** ---- Strategic Priority 7	More Targeted Planning / Study	▪ **City Manager** ▪ Development Services ▪ Finance ▪ Engineering ▪ Public Works ▪ City Attorney ▪ Capital Improvements Advisory Committee ▪ MUDs
L	Continue working toward funding of **Phase 1 "City Center" improvements** on Manvel's 160-acre City-owned property (shown on the Future Land Use and Character map north of Dogwood Avenue). *Potential Cost Level = $$ or $$$*	**Recreation and Amenities** ---- Strategic Priority 5	Programs & Initiatives	▪ **City Manager** ▪ Development Services ▪ Engineering ▪ Finance ▪ Parks Board ▪ Capital Improvements Advisory Committee ▪ Brazoria County

The Action Agenda table provides a starting point for determining immediate, near-term and longer-term task priorities. This is an important first step toward plan implementation and should occur in conjunction with the City's annual budget process, during Capital Improvements Plan (CIP) preparation, and in support of department work planning. This involves the essential exercise of breaking down larger efforts into "first and next steps" to lay the groundwork for measurable action and build momentum toward targeted outcomes. This often requires any further clarification of objectives and a realistic assessment of resources and capabilities to move an initiative forward. *Also see the accompanying discussion on Various Means – and Perspectives – for Setting Priorities.*

Then, once the necessary funding is committed and roles are defined, a lead City staff member should initiate a first-year work program in conjunction with City management, other departments, and other public and private implementation partners.

During a final public open house on the draft Comprehensive Plan and Major Thoroughfare Plan (MTP), hosted at City Hall in February 2026, attendees participated in an informal ranking exercise involving the 12 potential action priorities above. Each person was able to vote for one action as their top priority, along with two others as next highest priorities. A number of attendees were drawn to the open house by MTP concerns and in support of rural preservation, which led to Action J receiving the most top-priority votes:

1. J: Create an **Open Space Conservation opportunities map**, along with other steps to support the intent of the Rural Preservation designation on the Future Land Use and Character map. [18 votes]
2. A: Prepare a **new Parks, Trails & Recreation Master Plan** (current one from 2017), especially to make Manvel more competitive for state grant funding for local park and trail projects. [6 votes]
3. C: Consider participating in the **Federal Emergency Management Agency's (FEMA's) Community Rating System**, which is one way to improve local flooding readiness and potentially reduce the cost of property insurance. [5 votes]

The same three actions finished in the 1-2-3 positions when considering all the ranking exercise votes. Item J received 20 total votes, item A 14 votes, and item C 13 votes. Rounding out the top five were the library action (item E) with 11 votes and the tree mitigation fund action (item H) with 10 votes.

The near-term action priorities in the Action Agenda table should be revisited annually by City officials and staff to recognize accomplishments, highlight areas where further attention and effort are needed, and determine whether some items should move up or down on the priority list given changing circumstances and other emerging needs. It should be kept in mind that early implementation of certain items, while perhaps not the uppermost priorities, may be expedited by the availability of related grant funds, by a state or federal mandate, or by the eagerness of one or more partners to pursue an initiative with the City. On the other hand, some high-priority items may prove difficult to tackle in the near term due to budget constraints, the lack of a lead entity or individual to carry the initiative forward, or by the community's readiness to take on a complex or potentially controversial new program or project.

Progress on the immediate and near-term items should be the focus of the first **annual review and report** one year after adoption of this Comprehensive Plan as described later in this section. Then, similar to multi-year capital improvements programming, the entire Action Agenda – and all other action strategies within the plan sections – should be revisited annually to decide if any additional items are ready to move into a sooner action timeframe.

Various Means – and Perspectives – for Setting Priorities

Action priorities can be set in multiple ways, which vary depending on the roles, needs and expectations of those involved:

- **"Picking the low-hanging fruit,"** which involves items that are relatively quick and easy to accomplish. This is usually a priority for those responsible for managing budgets and limited resources, and needing to show tangible results relatively soon (i.e., elected officials, local government administration).
- **"Bang for the buck,"** which emphasizes cost-effectiveness and return on investment. This is also usually a priority of those cited in the previous item, plus agencies that provide grants and foundations that target their funds toward community enhancement.
- **Tangible results**, where the focus is on producing visible outcomes. This is a universal need and desire, whether near-term results are essential or in cases where it is understood that patience and perseverance will be needed while working toward longer-term objectives.
- **"Chunking,"** which requires diligence to take on longer-term or more complex initiatives that must be pursued in piecemeal fashion over time, but which will ultimately prove very beneficial. This is especially the world of managers and hands-on project leads or teams that are committed to an ongoing process of breaking down ambitious objectives into manageable pieces, directing efforts toward interim progress and "small wins," and staying on target and constantly making adjustments along a "critical path." A classic example is the high-stakes, extreme-pressure and groundbreaking "moonshot" work – and ultimate success – of the National Aeronautics and Space Administration (NASA) during the 1960s.
- **"Follow the money,"** which elevates items with an obvious, available funding source – or where prospects are good for securing external funding such as through state or federal grants, foundation opportunities, partnerships, etc. This is another common emphasis for elected officials and local government management, as well as all who wish to expedite certain outcomes.

Along with these considerations for setting priorities, another fundamental factor that will determine the ability to achieve desired outcomes, whether near-term or beyond, involves asking:

- **What Do We Control?** What unique authorities, capabilities, tools and resources can we apply to each of the potential priority initiatives in front of us?
- **What Can We Influence?** If we do not fully control the path forward and can only influence our destiny, how and when can we best assert our means for influencing resource allocation, priority setting and similar processes that others control?
- **What Do We Not Control?** Where we have no control and only minimal influence, how can we design our initiatives and methods to work around external factors and reduce risk?

Key Implementation Roles

Planning, Development and Zoning Commission

The Commission should take the lead in the following general areas:

- Ensuring that recommendations forwarded to the City Council are reflective of plan goals and action priorities.
- After holding one or more public hearings to discuss new or evolving community issues and needs, making recommendations to the City Council regarding plan amendments and more extensive plan updates.

City Management and Staff

City staff should take the lead in the following general areas:

- Managing day-to-day implementation of the plan, including ongoing coordination through an interdepartmental plan implementation committee with representatives of all key City functions.
- Completing capital improvement planning efforts.
- Managing the drafting of new or amended land development regulations.
- Conducting studies and developing additional special-purpose and/or special area plans.
- Reviewing zoning, subdivision and land development applications for consistency with the plan.
- Negotiating the specifics of intergovernmental and other agreements.
- Administering collaborative programs and ensuring open channels of communication with various private, public and non-profit partners.
- Maintaining an inventory of potential plan amendments, as suggested by City staff and others, for consideration during annual and periodic plan review and update processes.

City Council Approval and Oversight

Most all actions based on the City's Comprehensive Plan require City Council action, such as:

- Adoption of the annual **City budget**.
- Adoption of new or amended **ordinances**, and repeal of ordinances deemed no longer necessary.
- Approval of **contracts and agreements**.
- Approval of the **local match** for grant applications.
- Adoption of other **specialized plans**, and acceptance of **targeted studies**.

Implementation Monitoring and Progress Reporting

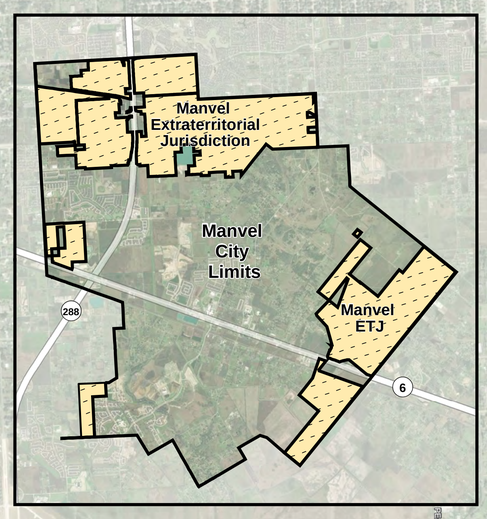
While remaining firm in its fundamental principles and reflection of community values, the Manvel Comprehensive Plan should still be a flexible document that allows for adjustment to changing conditions over time. Shifts in political, economic, physical, technological and social conditions – and other unforeseen circumstances – may influence and change the priorities and fiscal outlook of the community. As Manvel evolves, new issues will emerge while others will no longer be as relevant. Some action statements may later be found impractical or outdated while other plausible solutions will arise. To ensure that it continues to capture the core goals of the community and remains relevant over time, the Comprehensive Plan must be revisited regularly to confirm that the plan elements are still on point and the associated goals and action strategies are still appropriate.

Key activities – all of which should involve ongoing community dialogue and input – include:

- **Annual Report.** City staff should prepare an annual progress report for presentation to the Planning, Development and Zoning Commission and City Council. This ensures that the plan is consistently reviewed and that any needed modifications or clarifications are identified and completed in a timely manner. Ongoing tracking of consistency between the plan and the City's development regulations should also be an essential part of this effort.
- **Five-Year Review and Evaluation.** An Evaluation Report to the City Council should be prepared every five years. This report should be prepared by City staff with input from all departments, the Planning, Development and Zoning Commission, and other boards and commissions. The report process involves identifying successes from the current plan, considering what circumstances have changed over the last five years, and making recommendations on how the plan should be modified in light of those changes.
- **10-Year Full Plan Update.** Every decade at most, the City should revisit all aspects of its Comprehensive Plan and prepare a thorough update. This should take into account:
  - Major actions taken and accomplishments based on the previous plan.
  - Plan actions not pursued or completed to re-assess their continued relevance and/or revise them appropriately, along with discussion of any barriers encountered, missed opportunities and lessons learned.
  - Ongoing, evolving and new community issues.
  - Changes in assumptions, as well as in trends and data about the area as highlighted for this plan update in the Manvel Today Report.
  - Changes in the local government organization, resources, in-house skills, and tools and methods for advancing priority initiatives.
  - Changes in federal or state laws, regulations or other external factors that may influence plan priorities and/or the City's implementation capabilities.

Manvel, TX
Future Land Use and Character

DRAFT 02/13/26



Legend

- Manvel City Limits
- Manvel Extraterritorial Jurisdiction
- Parcel Boundary
- Public Facility
- School
- Park

NOTE: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Future Land Use and Character

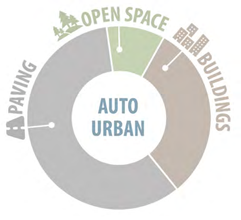
See Land Use & Community Character section in Comprehensive Plan for explanation of character types and future land use designations.



- Rural Preservation



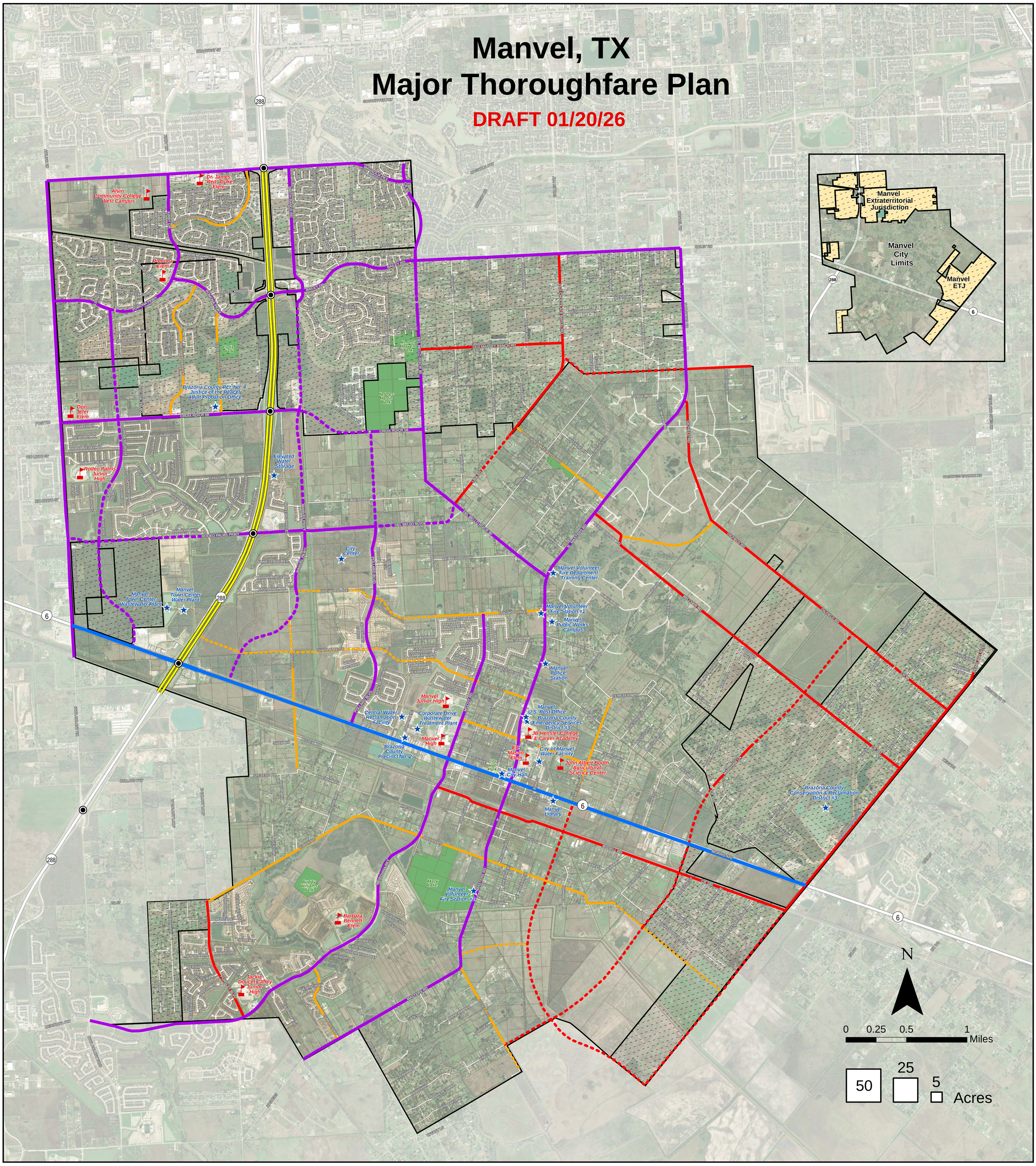
- Estate Residential
- Suburban Residential
- Master-Planned Development



- Commercial
- Industrial

Manvel, TX
Major Thoroughfare Plan

DRAFT 01/20/26



Legend

- Manvel City Limits
- Manvel Extraterritorial Jurisdiction
- Parcel Boundary
- Public Facility
- School
- Park

City Thoroughfare Classifications

- Grade Separated Interchange
- Limited Access Highway (SH 288)
- Major Thoroughfare (120' ROW)
- Parkway (120' ROW)
- Proposed Parkway (120' ROW)
- Arterial (100' ROW)
- Proposed Arterial (100' ROW)
- Collector (80' ROW)
- Proposed Collector (80' ROW)

NOTE: A Parkway, with similar design characteristics, effectively functions as an Arterial class roadway.