May 4, 2026 CITY COUNCIL MEETING AGENDA

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

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

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

NOTICE OF A CITY COUNCIL MEETING OF THE CITY OF MANVEL
May 4, 2026

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

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

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

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

QR to Budget

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

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

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

CITY OF MANVEL MISSION STATEMENT

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

Workshop Session

Mid-Year Budget Review for FY 2025-2026.

Fiscal Year 2026-2027 Budget Planning Schedule Update.

Discussion on any topic as listed on the current agenda.

May 4, 2026 CITY COUNCIL MEETING AGENDA

Regular Session

Call To Order

Invocation

Inspirational Reading - Councilmember Lands

Pledge

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

Presentations

Recognition:

Naming of the C.L. McDaniel Building @ 6615 FM 1128

Megan Cavazos, Court Administrator, and the Teen Court Competition Participants - Arhan Ahuja, Michelle Truong, and Dylan Roberson

Proclamations

National Hurricane Preparedness Week - May 3-9, 2026
National Police Week -May 10-16, 2026
Public Works Week - May 17-23, 2026
EMS Week - May 17-23, 2026
Texas Flood Awareness Week - May 18-22, 2026
Mental Health Month - May 2026

Staff Presentation on Public Hearing Item(s)

Public Hearing

TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING THE ZONING ORDINANCE OF THE CITY, BY HANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND BEING 19.99 ACRES LOCATED AT 3404 COUNTY ROAD 58 (PID 168084); BEING TRACTS 16F AND 16G OF SECTION 75 OF THE H. AND T.C. RAILROAD COMPANY SURVEY, ABSTRACT 299, BRAZORIA COUNTY, TEXAS; FROM SINGLE FAMILY RESIDENTIAL (SFR) DISTRICT TO LIGHT COMMERCIAL (LC) DISTRICT; 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.

Public Hearing regarding the expiration and revocation of the Specific Use Permit granted in Ordinance 2026-O-26, for the property located at 22102 Hwy 6, Manvel, TX 77578, at the request of the new owner Maverick Energy Park, LLC (MEP).

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.

Development Services Staff Update

City Manager Update

Update on current events and city issues.

Consent Agenda

1. Acceptance of the meeting minutes to date.

2. Final acceptance of infrastructure improvements for "Phase 3 Detention and Drainage Facilities to Serve Del Bello Lakes for Brazoria County Municipal Utility District No. 43, Brazoria County, Texas", and release the associated maintenance bond.

3. Final acceptance of infrastructure improvements for "Water, Sanitary Sewer and Drainage Facilities and Paving & Appurtenances to Serve Del Bello Lakes Section 8 for Brazoria County Municipal Utility District No. 43, Brazoria County, Texas", and release the associated maintenance bond.

4. Initial acceptance of Public Improvements for Culbertson Contractors, LLC (Rich's Car Wash) to begin the two-year maintenance period.

Items Removed from Consent Agenda

Regular Agenda

1. Consideration and possible action to approve a declaration that the Specific Use Permit granted in Ordinance 2026-O-26, for the property located at 22102 Hwy 6, Manvel, TX 77578, is expired and revoked, at the request of the new owner Maverick Energy Park, LLC (MEP).

2. Consideration and possible action to approve the second and final reading of Ordinance 2026-O-10:
AN ORDINANCE OF THE CITY OF MANVEL, TEXAS ADOPTING THE 2026 COMPREHENSIVE PLAN FOR THE CITY OF MANVEL, INCLUDING THE ADOPTION OF ALL MAPS CONTAINED THEREIN; AMENDING SECTION 50-51 OF THE CODE OF ORDINANCES OF THE CITY OF MANVEL TO REFLECT SAME; MAKING CERTAIN FINDINGS RELATED THERETO; CONTAINING OTHER MATTERS ON THE SUBJECT; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES INCONSISTENT OR IN CONFLICT HEREWITH; AND PROVIDING FOR SEVERABILITY.

3. Consideration and possible action to approve the second and final reading of Ordinance 2026-O-11:
AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING CHAPTER 50, PLANNING AND DEVELOPMENT, ARTICLE III. COMPREHENSIVE PLAN, BY AMENDING SECTION 50-51. THOROUGHFARE PLAN; APPROVING THE CITY'S 2026 MASTER THOROUGHFARE PLAN; PROVIDING FOR CONFORMITY OF ALL SUBDIVISION AND STREET REGULATIONS TO THE MASTER THOROUGHFARE PLAN; PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000.00 PER DAY FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF; AND PROVIDING FOR SEVERABILITY; AND PROVIDING A SEVERANCE CLAUSE AND EFFECTIVE DATE.

4. Consideration and possible action to approve the first of two readings of Ordinance 2026-O-14 ;
AMENDING THE CODE OF ORDINANCES OF THE CITY OF MANVEL, TEXAS, BY AMENDING CHAPTER 77 "ZONING", TO INCLUDE REQUIREMENTS AND PROVISIONS OF HOUSE BILL 24 (2025) REGARDING NOTICE, HEARING, AND PROTEST REQUIREMENTS FOR ANY PROPOSED CHANGE TO A ZONING REGULATION OR BOUNDARY AND POSSIBLE CORRECTION OF EXISTING TYPOGRAPHIC ERRORS. (Joint public hearing held on 4/27/2026). (Favorable recommendation by PD&Z 4/27/2026 with a 6/0 Vote)

5. Consideration and possible action to approve the first of two readings of Ordinance 2026-O-12;
AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND BEING 19.99 ACRES LOCATED AT 3404 COUNTY ROAD 58 (PID 168084); BEING TRACTS 16F AND 16G OF SECTION 75 OF THE H. AND T.C. RAILROAD COMPANY SURVEY, ABSTRACT 299, BRAZORIA COUNTY, TEXAS; FROM SINGLE FAMILY RESIDENTIAL (SFR) DISTRICT TO LIGHT COMMERCIAL (LC) DISTRICT. (Favorable recommendation by PD&Z 4/27/2026 with a 6/0 Vote)

6. Consideration and possible action to approve the first of two readings of Ordinance 2026-O-13;
AMENDING ORDINANCE NO. 2024-O-13, PERTAINING TO ZONING AND DEVELOPMENT-RELATED PROVISIONS AND REQUIREMENTS FOR THE MERIDIANA PLANNED UNIT DEVELOPMENT (PUD), AN APPROXIMATE 1,735 ACRES OF LAND GENERALLY LOCATED EAST OF STATE HIGHWAY 288 AND SOUTH OF HIGHWAY 6, AND GENERALLY WITHIN THE BOUNDARIES OF BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICTS NO. 56 AND 57, BY AMENDING CERTAIN PROVISIONS TO ALLOW DETACHED SINGLE-FAMILY HOMES ON LOTS WITHIN THE REMAINING, UNDEVELOPED TOWNHOME LAND USE AREAS, AND TO ALLOW TWO-STORY STRUCTURES ON ALL PATIO HOME LOTS. (Joint public hearing held on 4/27/2026) (Favorable recommendation by PD&Z 4/27/2026 with a 6/0 Vote).

Mayor and Council Comments

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

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

Adjourn

CERTIFICATION

I, Alyssa Deaton, Assistant City Secretary for the City of Manvel, do hereby certify that the foregoing Agenda of the Manvel City Council is true and correct and that I posted such notice on the bulletin board at the Manvel City Hall; a place convenient and readily accessible to the public on 04/28/2026 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.

CITY OF MANVEL CORPORATE SEAL 1960 TEXAS

ALYSSA DEATON, ASSISTANT CITY SECRETARY
CITY OF MANVEL, TEXAS

Proclamation

OFFICE OF THE MAYOR
CITY OF MANVEL

Whereas, hurricanes pose significant threats to life and property, necessitating proactive preparedness; and

Whereas, the City of Manvel recognizes the importance of preparedness to protect residents, homes, and businesses during hurricane season; and

Whereas, Hurricane Preparedness Week, observed May 3-9, 2026, serves as a reminder for individuals and communities to take proactive steps before hurricane season begins; and

Whereas, the National Oceanic and Atmospheric Administration (NOAA) and the National Weather Service (NWS) provide important information to keep communities informed, and the Brazoria County Office of Emergency Management offers essential resources, including:

- STEAR (State of Texas Emergency Assistance Registry): A program for those needing evacuation assistance during emergencies.
- Hurricane Evacuation Routes: Detailed maps and information to ensure safe and efficient evacuations when necessary.
- Preparedness Guides: Step-by-step instructions for building supply kits, securing property, and creating family communication plans.
- Ready Brazoria County App: This app features accurate news and resources, maps of hazard zones, routes to safety, and locations of essential services. It also allows you to create your personal household plan in case of emergencies.

Now, Therefore, I, Dan Davis, by virtue of the authority vested in me as Mayor of the City of Manvel, Texas, do hereby proclaim May 3-9, 2026, as

"Hurricane Preparedness Week"

in the City of Manvel, and urge all residents to utilize available resources, develop personal preparedness plans, and take necessary precautions to protect their families, homes, and community.

In witness thereof, I have hereunto set my hand and caused the seal of the City of Manvel to be affixed.

_____

Dan Davis, Mayor
May 4, 2026

Proclamation

OFFICE OF THE MAYOR
CITY OF MANVEL

Whereas, there are more than 750,000 law enforcement officers serving in communities across the United States, including the dedicated members of the Manvel Police Department; and

Whereas, since the first recorded line-of-duty death in 1786, more than 25,000 law enforcement officers in the United States have made the ultimate sacrifice; and

Whereas, the names of these dedicated public servants are engraved on the walls of the National Law Enforcement Officers Memorial in Washington, D.C.; and

Whereas, the service and sacrifice of all officers killed in the line of duty will be honored during the National Law Enforcement Officers Memorial Fund's 38th Candlelight Vigil, on the evening of May 13, 2026; and

Whereas, National Police Week will be observed May 10–16, 2026, as a time to honor the courage, service, and sacrifice of law enforcement officers across the nation; and

Whereas, May 15 is designated as Peace Officers Memorial Day, in honor of all fallen officers and their families, and U.S. flags should be flown at half-staff;

Now, Therefore, I, Dan Davis, by virtue of the authority vested in me as Mayor of the City of Manvel, Texas, do hereby proclaim May 10 – 16, 2026, as

"National Police Week"

in the City of Manvel, Texas, and publicly salute the service of law enforcement officers in our community and in communities across the nation.

In witness whereof, I have hereunto set my hand and caused the seal of the City of Manvel to be affixed.

_____

Dan Davis, Mayor
May 4, 2026

Proclamation

OFFICE OF THE MAYOR
CITY OF MANVEL

Whereas, public works professionals focus on infrastructure, facilities, and services that are of vital importance to sustainable and resilient communities and to public health, high quality of life, and well-being of the people of Manvel; and

Whereas, the infrastructure, facilities, and essential services relied upon each day in the City of Manvel are made possible through the dedicated efforts of public works professionals who work diligently to build, maintain, and protect our roadways, water and wastewater systems, public facilities, and other critical infrastructure that support the health, safety, and quality of life of our community; and

Whereas, it is in the public interest for the citizens, civic leaders, and children in Manvel to gain knowledge of and maintain an ongoing interest and understanding of the importance of public works and public works programs in their respective communities; and

Whereas, the year 2026 marks the 66th annual National Public Works Week sponsored by the American Public Works Association; and

Whereas, this year's theme, *"Rooted in Service, Powered by Community,"* recognizes that public works professionals form the foundation of thriving communities through both visible projects, such as roads and bridges, and essential services often unseen, including water and sewer systems, all of which collectively support the safety, connectivity, and quality of life for the residents they serve; and

Now, Therefore, I, Dan Davis, by virtue of the authority vested in me as Mayor of the City of Manvel, Texas, do hereby proclaim May 17 – 23, 2026, as

"National Public Works Week"

in the City of Manvel, and I urge all citizens to join representatives of the American Public Works Association and government agencies in activities, events, and ceremonies designed to pay tribute to our public works professionals and recognize the substantial contributions they make to protecting our national health and safety and advancing the quality of life for all.

In witness whereof, I have hereunto set my hand and caused the seal of the City of Manvel to be affixed.

_____

Dan Davis, Mayor
May 4, 2026

Proclamation

OFFICE OF THE MAYOR
CITY OF MANVEL

Whereas, emergency medical services are a vital public service; and

Whereas, the members of emergency medical services teams are ready to provide lifesaving care to those in need 24 hours a day, seven days a week; and

Whereas, access to quality emergency care dramatically improves the survival and recovery rate of those who experience sudden illness or injury; and

Whereas, emergency medical services fill healthcare gaps by providing important, out-of-hospital care, including preventative medicine, follow-up care, and access to telemedicine; and

Whereas, the emergency medical services system consists of first responders, emergency medical technicians, paramedics, emergency medical dispatchers, firefighters, police officers, educators, administrators, pre-hospital nurses, emergency nurses, emergency physicians, trained members of the public, and other out-of-hospital medical care providers; and

Whereas, the members of emergency medical services teams, whether career or volunteer, engage in thousands of hours of specialized training and continuing education to enhance their lifesaving skills; and

Whereas, the theme of EMS Week's 52nd anniversary, "*EMS Week: Improving Outcomes, Together*," reflects the shared commitment of emergency medical services professionals to delivering high-quality care and improving outcomes for all; and

Whereas, it is appropriate to recognize the value and the accomplishments of emergency medical services providers by designating Emergency Medical Services Week;

Now, Therefore, I, Dan Davis, by virtue of the authority vested in me as Mayor of the City of Manvel, Texas, do hereby proclaim May 17 – 23, 2026, as

"Emergency Medical Services Week"

and I encourage the community to observe this week with appropriate programs, ceremonies, and activities in honor of the EMS profession and the essential service it provides.

In witness whereof, I have hereunto set my hand and caused the seal of the City of Manvel to be affixed.

_____

Dan Davis, Mayor
May 4, 2026

Proclamation

Office of The Mayor
City of Manvel

Whereas, flooding has historically posed a significant threat to the safety, property, and well-being of Texans; and

Whereas, flash flooding remains one of the leading causes of weather-related damage and loss of life in Texas, many of which are preventable; and

Whereas, severe weather, including heavy rainfall, slow-moving storms, and hurricane activity, can rapidly lead to dangerous flooding conditions; and

Whereas, public awareness, preparedness, and personal responsibility are essential in reducing flood risks, including understanding local flood hazards, staying informed, and following safety guidance such as the "Turn Around, Don't Drown" campaign; and

Whereas, communities across Texas, in coordination with organizations such as the Texas Floodplain Management Association, observe Flood Awareness Week each May to promote education, preparedness, and public participation in reducing flood risks;

Now, Therefore, I, Dan Davis, by virtue of the authority vested in me as Mayor of the City of Manvel, Texas, do hereby proclaim May 18-22, 2026, to be



"Flood Awareness Week"

in the City of Manvel, Brazoria County, Texas.

In witness whereof, I have hereunto set my hand and caused the seal of the City of Manvel to be affixed.

_____

Dan Davis, Mayor
May 4, 2026

Proclamation

OFFICE OF THE MAYOR
CITY OF MANVEL

Whereas, mental health is a vital part of the overall health and well-being of every resident of the City of Manvel, influencing how individuals think, feel, act, and interact with others; and

Whereas, millions of Americans experience mental health challenges each year, and access to compassionate, affordable, and professional care plays a critical role in helping individuals and families live healthy and productive lives; and

Whereas, Counseling Connections for Change has served our region for more than thirteen years and has provided over $2.6 million in free and reduced mental health services to uninsured and at-need individuals, expanding access to care and offering hope and healing to those who might otherwise go without support; and

Whereas, the City of Manvel recognizes and appreciates the dedication of mental health professionals, nonprofit organizations, advocates, first responders, educators, and family members who work daily to support the mental and emotional wellness of others; and

Whereas, increasing public awareness and understanding of mental health helps reduce stigma, encourages early intervention, and empowers individuals to seek help when needed; and

Whereas, Mental Health Awareness Month provides an opportunity for our community to come together to promote wellness, support one another, and highlight the resources available to residents of all ages;

Now, Therefore, I, Dan Davis, by virtue of the authority vested in me as Mayor of the City of Manvel, Texas, do hereby proclaim the month of May 2026 as

"Mental Health Awareness Month"

in the City of Manvel, and commend Counseling Connections for Change for their meaningful contributions to the well-being of our community. I encourage all residents to increase their awareness of mental health, support those who may be struggling, and help foster a community where seeking help is met with compassion, understanding, and hope.

In witness whereof, I have hereunto set my hand and caused the seal of the City of Manvel to be affixed.

_____

Dan Davis, Mayor
May 4, 2026

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

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

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

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

MINUTES 4/20/2026

Workshop Session
Mayor Pro Tem David Lands called the workshop of the Manvel City Council to order at 5:30 p.m. Those in attendance were:

Present: City Councilmember Place 1 Keith Bonner
City Councilmember Place 2 David Lands
City Councilmember Place 3 Harry Opliger
City Councilmember Place 5 Crystal Sarmiento
City Councilmember Place 6 Garrett Knox

Absent: Mayor Dan Davis
City Councilmember Place 4 Carmyn Robey-Robinson

Also Present: Dan Johnson, City Manager
Robert Gervais, City Attorney
Tammy Bell, City Secretary
Keith Traylor, Chief of Police
Jose Abraham, Director of Development Services
Robbie Hall, Director of Public Works
Rosa Donaire, Director of Finance
Jamie Praslicka, Emergency Management Coordinator

Discussion on any topic as listed on the current agenda.

Regular Agenda Item 1:
Staff reviewed proposed revisions to the City's grant writing policy. The primary change allows for designation of a grant administrator on a per-project basis rather than a single individual. Staff also noted an update to the threshold for administrative requirements from $50,000 to $100,000 to align with recent state law changes. Discussion focused on the ongoing challenge of grant administration and compliance tracking. Council expressed interest in exploring both a dedicated grant position and the potential use of a contract grant writer in future budget discussions.

Regular Agenda Item 2:
Staff presented a $27,884 grant award for a household hazardous waste collection event, structured as a reimbursement grant. The event will be coordinated with H-GAC and TCEQ and is anticipated to be held in conjunction with the City's fall cleanup event. Staff discussed outreach efforts and the importance of increasing public awareness regarding proper hazardous waste disposal. Council generally supported moving forward with the event.
Regular Agenda Item 3:
Staff presented a proposed budget amendment including the transfer of approximately $500,000 from street project funds to the Water Reclamation Facility (WRF) project to cover previously deferred but necessary components. The WRF project, originally bid at $44 million, was reduced to $40 million through scope adjustments. Staff also provided an update on sidewalk projects, noting five locations are planned, with construction on the Lewis project targeted for summer and an overall goal of completing sidewalk projects by the end of 2026.

Regular Session
Call To Order
Mayor Pro Tem David Lands called the meeting of the Manvel City Council to order at 6:02 p.m.
Those in attendance were:

Present:	City Councilmember Place 1 Keith Bonner
	City Councilmember Place 2 David Lands
	City Councilmember Place 3 Harry Opliger
	City Councilmember Place 5 Crystal Sarmiento
	City Councilmember Place 6 Garrett Knox
Absent:	Mayor Dan Davis
	City Councilmember Place 4 Carmyn Robey-Robinson
Also Present:	Dan Johnson, City Manager
	Robert Gervais, City Attorney
	Tammy Bell, City Secretary
	Keith Traylor, Chief of Police
	Jose Abraham, Director of Development Services
	Robbie Hall, Director of Public Works
	Rosa Donaire, Director of Finance

Invocation

Inspirational Reading - Councilmember Bonner

Pledge

Presentations

Staff Recognition:
Brenda Derouen - 20 Year Work Anniversary
Cameron McClain - Manvel Police Department Officer Of The Year
Megan Cavazos, Court Administrator, and the Teen Court Competition Participants

Proclamations
Municipal Clerks Week - May 3-9, 2026

Month of May 2026
Autism Month
Mental Health Month
National Military Appreciation Month
Motorcycle Safety Awareness Month

Staff Presentation on Public Hearing Item(s)
Staff and consultants presented the proposed roadway impact fee program. The program would establish a one-time fee on new development to fund roadway capacity improvements, authorized under Ch. 395 of the Texas Local Gov't Code. The plan includes four service areas and a 10-year growth projection (2026–2036), with anticipated population growth of approximately 27,250 residents, and employment growth to approximately 15,440 jobs, generating an estimated 81,854 vehicle miles of demand.

Projected timeline for potential adoption of the roadway impact fee is December 2026/January 2027.

Public Hearing

TO HEAR INPUT ON LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENT PLAN FOR POSSIBLE ADOPTION OF IMPACT FEES FOR ROADWAY FACILITIES.

Mayor Pro Tem David Lands opened the Public Hearing at 6:53 p.m.
Heidi Zeimer - spoke on the major thoroughfare plan
2nd call - none
3rd call - none
Keith Bonner made the motion to continue the public hearing until August 3rd. Crystal Sarmiento seconded the motion.

The motion carried with a vote: 5/0

Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
No: None
Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
Abstained: None

Public Comments: "Comment Card" Required

Heidi Zeimer spoke on the road leading to her property and sought clarity on the process for when the city no longer wants the easement and wants to grant it to the property owner.

City Manager Update

An update was given on the Newport left-turn lane, with construction complete and reopening anticipated the following week after curing. Staff also previewed the upcoming budget process, with a midyear review to be presented at the May 4 meeting and a draft budget calendar to be distributed. The May 4 meeting is anticipated to begin at 4:00 p.m. to accommodate presentations from the top two City Center P3 candidates.

Consent Agenda

1. Acceptance of the meeting minutes to date.

2. Approve Resolution 2026-R-22:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS, CONFIRMING THE RELEASE OF PROPERTY LOCATED AT 3702 CHOCOLATE BAYOU RD, CR 89, BEING A TRACT OR PARCEL OF LAND CONTAINING 2.731 ACRES, AND BEING OUT OF AND A PART OF LOT 108, BLOCK L IN THE PLAT OF RECORD IN VOLUME 2, PAGES 91-92 IN THE PLAT RECORDS OF BRAZORIA COUNTY, TEXAS, RECORDED UNDER BRAZORA COUNTY PLAT RECORDS DOCUMENT NO. 2022010504, A.C.H & B. SURVEY, BRAZORIA COUNTY, TEXAS; RELEASING FROM THE CITY OF MANVEL'S EXTRA-TERRITORIAL JURISDICTION; DIRECTING THE CITY SECRETARY TO PROVIDE NOTICE TO BRAZORIA COUNTY AND THE BRAZORIA COUNTY APPRAISAL DISTRICT OF SAID RELEASE FROM THE CITY OF MANVEL'S ETJ.

Councilmember Opliger made the motion to approve the Consent Agenda. Councilmember Bonner seconded the motion.

The motion carried with a vote: 5/0

Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
No: None
Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
Abstained: None

Items Removed from Consent Agenda - None

Regular Agenda

1. Consideration and possible action to approve Resolution 2026-R-26:
   A RESOLUTION AMENDING THE CITY'S GRANT WRITING POLICY TO PROVIDE FOR NEW PROVISIONS REGARDING THE APPOINTMENT OF CITY GRANT ADMINISTRATORS; PROVIDING FOR NEW PROVISIONS REGARDING GRANT REPORTING AND MONITORING REQUIREMENTS; PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE FROM AND AFTER ITS PASSAGE.

   Councilmember Opliger made the motion to approve. Councilmember Rossi Knox seconded the motion.
   The motion carried with a vote: 5/0
   Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
   No: None
   Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
   Abstained: None

2. Consideration and possible action to approve Resolution 2026-R-27:
   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANVEL, TEXAS, ACCEPTING A GRANT FROM THE HOUSTON GALVESTON AREA COUNCIL (HGAC) FOR FUNDING FOR A HOUSEHOLD HAZARDOUS WASTE COLLECTION EVENT IN THE CITY OF MANVEL; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT AND ALL DOCUMENTS NECESSARY TO RECEIVE THE GRANT FUNDING; AND DECLARING AN EFFECTIVE DATE.

   Councilmember Rossi Knox made the motion to approve. Councilmember Sarmiento seconded the motion.
   The motion carried with a vote: 5/0
   Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
   No: None
   Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
   Abstained: None

3. Consideration and possible action to approve Ordinance 2026-O-15:
   AN ORDINANCE AMENDING ORDINANCE NO. 2025-O-28 AMENDING THE CITY FISCAL YEAR 2026 BUDGET ENDING SEPTEMBER 30, 2026, PROVIDING FOR BUDGET AMENDMENTS TO RECOGNIZE ADDITIONAL COUNCIL-RELATED EXPENDITURES, DONATIONS, AND PARKS GROUND MAINTENANCE COSTS; AND BY AMENDING THE CAPITAL PROJECTS FUND TO RECOGNIZE THE ADDITIONAL EXPENSE NEEDED FOR THE WATER RECLAMATION FACILITY PROJECT; DIRECTING THE BUDGET OFFICER TO FILE OR CAUSE TO BE FILED A COPY OF THE AMENDED BUDGET WITH THE CITY SECRETARY AND WITH THE OFFICE OF THE BRAZORIA COUNTY CLERK AND PROVIDING THIS ORDINANCE SHALL BECOME EFFECTIVE FROM AND AFTER ITS PASSAGE AND ADOPTION.

   Councilmember Bonner made the motion to approve. Councilmember Sarmiento seconded the motion.
   The motion carried with a vote: 5/0

Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
No: None
Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
Abstained: None

4. Consideration and possible action to approve the reappointment of James McClain, Amanda Hoffpauir, Jacob Duboise, and Chad Dumont to the Animal Advisory Board.

Councilmember Sarmiento made the motion to approve. Councilmember Rossi Knox seconded the motion.

The motion carried with a vote: 5/0

Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
No: None
Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
Abstained: None

5. Consideration and possible action to approve a Special Called City Council Meeting on May 11, 2026, for the Canvass of the May 2, 2026, General Election.

Councilmember Bonner made the motion to approve. Councilmember Sarmiento seconded the motion.

The motion carried with a vote: 5/0

Yes: City Councilmember Place 1 Keith Bonner, City Councilmember Place 2 David Lands, City Councilmember Place 3 Harry Opliger, City Councilmember Place 5 Crystal Sarmiento, City Councilmember Place 6 Garrett Knox
No: None
Absent: Mayor Dan Davis, City Councilmember Place 4 Carmyn Robey-Robinson
Abstained: None

Mayor and Council Comments

Adjourn

The meeting adjourned at 7:16 p.m.

CERTIFICATION

_____
TAMMY BELL, CITY SECRETARY
CITY OF MANVEL, TEXAS

_____
DAN DAVIS, MAYOR
CITY OF MANVEL, TEXAS

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

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

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

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

MINUTES 4/27/2026

JOINT MEETING

Call To Order - City Council & PD&Z

Roll Call - City Council
Mayor Dan Davis - PRESENT
Councilmember Keith Bonner - PRESENT
Mayor Pro Tem David Lands - PRESENT
Councilmember Harry Opliger - PRESENT
Councilmember Carmyn Robey-Robinson - PRESENT
Councilmember Crystal Sarmiento - PRESENT
Councilmember Garrett Rossi Knox - PRESENT

Roll Call - Planning Development and Zoning Commission

Ryan Miller - PRESENT
Kyle Marasckin - PRESENT
Mary Ann Atkinson - PRESENT
Kenneth Haynes - ABSENT
Christy Kennard - PRESENT
Delores Martin - PRESENT
Benterah Morton - PRESENT

Pledge

Staff Presentation on Public Hearing Item
Jose Abraham provided the presentation.

Public Hearing

TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE (2026-O-14) OF THE CITY OF MANVEL, TEXAS, AMENDING THE CODE OF ORDINANCES OF THE CITY OF MANVEL, TEXAS, BY AMENDING CHAPTER 77 "ZONING", TO INCLUDE REQUIREMENTS AND PROVISIONS OF HOUSE BILL 24 (2025) REGARDING NOTICE, HEARING, AND PROTEST REQUIREMENTS FOR ANY PROPOSED CHANGE TO A ZONING REGULATION OR BOUNDARY AND POSSIBLE CORRECTION OF EXISTING TYPOGRAPHIC ERRORS.

Mayor Davis opened the public hearing at 6:02 p.m.
1st call for comments - None
2nd call for comments - None
3rd call for comments - None
Mayor Davis closed the public hearing at 6:03 p.m.

Staff Presentation on Public Hearing Item
Jose Abraham provided the presentation.

Public Hearing

TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE (2026-O-13) OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NO. 2024-O-13, PERTAINING TO ZONING AND DEVELOPMENT-RELATED PROVISIONS AND REQUIREMENTS FOR THE MERIDIANA PLANNED UNIT DEVELOPMENT (PUD), AN APPROXIMATE 1,735 ACRES OF LAND GENERALLY LOCATED EAST OF STATE HIGHWAY 288 AND SOUTH OF HIGHWAY 6, AND GENERALLY WITHIN THE BOUNDARIES OF BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICTS NO. 56 AND 57, BY AMENDING CERTAIN PROVISIONS TO ALLOWING DETACHED SINGLE-FAMILY HOMES ON LOTS WITHIN THE REMAINING, UNDEVELOPED TOWNHOME LAND USE AREAS, AND TO ALLOW TWO-STORY STRUCTURES ON ALL PATIO HOME LOTS; 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.

Mayor Davis opened the public hearing at 6:04 p.m.
1st call for comments – None
2nd call for comments - None
3rd call for comments - None
Mayor Davis closed the public hearing at 6:04 p.m.

Adjourn

Councilmember Bonner made the motion to adjourn the meeting at 6:04 p.m. Councilmember Rossi Knox seconded the motion.
The motion carried with all present members of City Council and PD&Z voting YES.

CERTIFICATION

_____
TAMMY BELL, CITY SECRETARY
CITY OF MANVEL, TEXAS

_____
DAN DAVIS, MAYOR
CITY OF MANVEL, TEXAS

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: 5/4/26

TOPIC: Requesting Acceptance of Public Infrastructure Improvements

Project Name: Phase 3 Detention & Drainage Facilities to serve Del Bello Lakes

This is a request for: ○ **Initial Acceptance** (Start 2-year maintenance period)
◉ **Final Acceptance** (Bond Release)

MUD District: Brazoria County Utility District No. 43

BACKGROUND:

- ☐ City Staff has approved the final walk through on this project for the civil site work.
- ☐ The applicant has submitted the Two-Year Maintenance Bond
- ☐ The As-Built Construction Plans have been submitted
- ☑ This is a Final Acceptance and release of associated Maintenance Bond.

STAFF RECOMMENDATION:

Staff recommends approval of this request: ◉ YES ○ NO

Notes (if applicable):

ATTACHMENTS: Request Form and Project Details

FUNDING ISSUES

- ☑ **Not applicable**
- ☐ **Not budgeted**
- ☐ **Full amount already budgeted**
- ☐ **Funds to be transferred from Acct.#**

SUBMITTING STAFF MEMBER	
Percy Ben Public Works Engineer	**PUBLIC WORKS DIRECTOR APPROVAL** ☑ **FINANCE DIRECTOR APPROVAL** ☐ **CITY MANAGER APPROVAL** ☑

INFRASTRUCTURE ACCEPTANCE PROJECT DETAILS

PROJECT DETAILS (To be filled in by requestor)

Project Name: Del Bello Lakes Phase III Detention

Project Cost: $840,169.00

Project Type: WS&D, Paving, (Other) Detention

WS&D Total Quantity (ft & in)	
Water Line Size: N/A	Water Line Length: N/A
Sanitary Line Size: N/A	Sanitary Line Length: N/A
Storm Line Size: N/A	Storm Line Length: N/A

Other Quantities: ~6.3 Acres Of Detention Improvements

Street Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**

Sidewalk Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**

Prepared by: Joshua Brooks

Company Name: LJA Engineering

Email: jbrooks@lja.com Ph: 713-358-8125

DEVELOPMENT SERVICES
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-668-5061

INFRASTRUCTURE ACCEPTANCE REQUEST FORM

INSTRUCTIONS

- This request form, along with any required documents must be sent to permits@cityofmanvel.com no later than **8 business days** before the proposed date of infrastructure acceptance by City Council (meeting date).
- Inspection (final walk) of the infrastructure proposed to be accepted must be completed and approved prior to submitting this form.
- For Initial Acceptance, this form must be submitted **on the same day or after** the paper copy of the Maintenace Bond has been delivered to Permits Department at City Hall Annex, 20025 Highway 6, Manvel, TX. 77578.
- Include a **copy of this form as cover sheet** when submitting paper copy of the maintenance bond.
- For Final Acceptance, provide accurate plat name below to avoid delay in plat recordation.

PROJECT DETAILS: This is a request for ○ **Initial Acceptance** ◉ **Final Acceptance** (Bond Release)

Project Name: Del Bello Lakes Phase III Detention

Project Type: ☐ WS&D, ☐ Paving, ☑ Other | Total Project Cost: $840,169.00

MUD (if applicable): BCMUD No. 43

MyGov Permit No.: #22-000475 Inspection (Final Walk) Approval Date: 6/23/2025

Proposed Acceptance Date (Council Meeting Date): 5/4/2026 OR 5/11/2026

Approved Plat Name: Del Bello Lakes Detention Reserve No. 2

REQUESTER CONTACT INFORMATION

Name & Company Name: Joshua Brooks with LJA Engineering

Email: jbrooks@lja.com Phone No. 713-358-8125

INFRASTRUCTURE ACCEPTANCE CHECKLIST: *(Please check applicable items in the following checklist)*

Required Documents	Check
➢ *Inspection (final walk) is complete and approved with no outstanding punch list items*	☐
➢ *Initial Acceptance required documents have been submitted or are provided with this form*	☐
• Physical copy of Two-year maintenance bond (100% of the total cost)	☐
• PDF Copy of Two-year maintenance bond (100% of the total cost)	☐
• Updated Original Tax Certificate (showing no delinquent taxes)	☐
• As-built Plans (PDF)	☐
➢ *Final Acceptance to release maintenance Bond. No Document Required.*	☑

Notes (if any): _____

_____

Requester Signature: _____ Date: 4/22/2026

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: 5/4/26

TOPIC: Requesting Acceptance of Public Infrastructure Improvements

Project Name: Construction of the Water, Sanitary Sewer & Drainage Facilities and Paving & Appurtenances to serve Del Bello Lakes Section 8

This is a request for: ○ **Initial Acceptance** (Start 2-year maintenance period)
◉ **Final Acceptance** (Bond Release)

MUD District: Brazoria County Utility District No. 43

BACKGROUND:

- ☐ City Staff has approved the final walk through on this project for the civil site work.
- ☐ The applicant has submitted the Two-Year Maintenance Bond
- ☐ The As-Built Construction Plans have been submitted
- ☑ This is a Final Acceptance and release of associated Maintenance Bond.

STAFF RECOMMENDATION:

Staff recommends approval of this request: ◉ YES ○ NO

Notes (if applicable):

ATTACHMENTS: Request Form and Project Details

FUNDING ISSUES

- ☑ **Not applicable**
- ☐ **Not budgeted**
- ☐ **Full amount already budgeted**
- ☐ **Funds to be transferred from Acct.#**

SUBMITTING STAFF MEMBER	
Percy Ben Public Works Engineer	**PUBLIC WORKS DIRECTOR APPROVAL** ☑ **FINANCE DIRECTOR APPROVAL** ☐ **CITY MANAGER APPROVAL** ☑

INFRASTRUCTURE ACCEPTANCE PROJECT DETAILS

PROJECT DETAILS (To be filled in by requestor)

Project Name: Del Bello Lakes Section 8

Project Cost: $1,358,386.75

Project Type: (WS&D) (Paving) Other Detention

WS&D Total Quantity (ft & in)	
Water Line Size: 6", 8"	Water Line Length: 1,974
Sanitary Line Size: 8", 10"	Sanitary Line Length: 861
Storm Line Size: 24", 30",36",42", 6'x4'	Storm Line Length: 1,152

Other Quantities:

Street Total Quantity (ft & in) **by Street name (if applicable)** PAV/ROW

Street Name	Length	Width	Thickness
Timpson Drive	783	28'/60'	6"
Golden Ridge Circle	390	28'/60'	6"

Sidewalk Total Quantity (ft & in) **by Street name (if applicable)**

Street Name	Length	Width	Thickness
Timpson Drive	1560'	5'	4.5"
Golden Ridge Circle	828'	5'	4.5"

Prepared by: Joshua Brooks

Company Name: LJA Engineering

Email: jbrooks@lja.com Ph: 713-358-8125

DEVELOPMENT SERVICES
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-668-5061

INFRASTRUCTURE ACCEPTANCE REQUEST FORM

INSTRUCTIONS

- This request form, along with any required documents must be sent to permits@cityofmanvel.com no later than **8 business days** before the proposed date of infrastructure acceptance by City Council (meeting date).
- Inspection (final walk) of the infrastructure proposed to be accepted must be completed and approved prior to submitting this form.
- For Initial Acceptance, this form must be submitted **on the same day or after** the paper copy of the Maintenace Bond has been delivered to Permits Department at City Hall Annex, 20025 Highway 6, Manvel, TX. 77578.
- Include a **copy of this form as cover sheet** when submitting paper copy of the maintenance bond.
- For Final Acceptance, provide accurate plat name below to avoid delay in plat recordation.

PROJECT DETAILS: This is a request for ○ **Initial Acceptance** ◉ **Final Acceptance** (Bond Release)

Project Name: Del Bello Lakes Section 8

Project Type: ☑ WS&D, ☑ Paving, ☐ Other | Total Project Cost: $1,358,386.75

MUD (if applicable): BCMUD No. 43

MyGov Permit No.: #22-002276 Inspection (Final Walk) Approval Date: 6/23/2025

Proposed Acceptance Date (Council Meeting Date): 5/4/2026 OR 5/11/2026

Approved Plat Name: Del Bello Lakes Section 8

REQUESTER CONTACT INFORMATION

Name & Company Name: Joshua Brooks with LJA Engineering

Email: jbrooks@lja.com Phone No. 713-358-8125

INFRASTRUCTURE ACCEPTANCE CHECKLIST: *(Please check applicable items in the following checklist)*

Required Documents	Check
➢ *Inspection (final walk) is complete and approved with no outstanding punch list items*	☐
➢ *Initial Acceptance required documents have been submitted or are provided with this form*	☐
• Physical copy of Two-year maintenance bond (100% of the total cost)	☐
• PDF Copy of Two-year maintenance bond (100% of the total cost)	☐
• Updated Original Tax Certificate (showing no delinquent taxes)	☐
• As-built Plans (PDF)	☐
➢ *Final Acceptance to release maintenance Bond. No Document Required.*	☑

Notes (if any): _____

_____

Requester Signature: _____ Date: 4/22/2026

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: 5/4/26

TOPIC: Requesting Acceptance of Public Infrastructure Improvements

Project Name: Proper installation of Public Improvements for Rich's Car Wash

This is a request for: (•) **Initial Acceptance** (Start 2-year maintenance period)
( ) **Final Acceptance** (Bond Release)

MUD District: NA

BACKGROUND:

- [x] City Staff has approved the final walk through on this project for the civil site work.
- [x] The applicant has submitted the Two-Year Maintenance Bond
- [x] The As-Built Construction Plans have been submitted
- [ ] This is a Final Acceptance and release of associated Maintenance Bond.

STAFF RECOMMENDATION:

Staff recommends approval of this request: (•) YES ( ) NO

Notes (if applicable):

Staff recommends Approval with a condition that a utility easement is assigned and granted to the City for the portion outside the development.

ATTACHMENTS: Request Form and Project Details

FUNDING ISSUES

- [x] **Not applicable**
- [ ] **Not budgeted**
- [ ] **Full amount already budgeted**
- [ ] **Funds to be transferred from Acct.#**

SUBMITTING STAFF MEMBER	
Percy Ben Public Works Engineer	**PUBLIC WORKS DIRECTOR APPROVAL** [x] **FINANCE DIRECTOR APPROVAL** [ ] **CITY MANAGER APPROVAL** [x]

INFRASTRUCTURE ACCEPTANCE PROJECT DETAILS

PROJECT DETAILS (To be filled in by requestor)

Project Name: Rich's Carwash

Project Cost: $201,300

Project Type: [WS&D,] Paving, Other _____

WS&D Total Quantity (ft & in)	
Water Line Size: 8"	Water Line Length: 641'
Sanitary Line Size: 12"	Sanitary Line Length: 639'
Storm Line Size:	Storm Line Length:

Other Quantities:

Street Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**

Sidewalk Total Quantity (ft & in) **by Street name (if applicable)**			
Street Name	**Length**	**Width**	**Thickness**

Prepared by: Steven Tomlinson

Company Name: Culbertson Contractors

Email: Steven@Culbertsoncontractors.com Ph: (830) 200-6208

DEVELOPMENT SERVICES
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-668-5061

INFRASTRUCTURE ACCEPTANCE REQUEST FORM

INSTRUCTIONS

- This request form, along with any required documents must be sent to permits@cityofmanvel.com no later than **8 business days** before the proposed date of infrastructure acceptance by City Council (meeting date).
- Inspection (final walk) of the infrastructure proposed to be accepted must be completed and approved prior to submitting this form.
- For Initial Acceptance, this form must be submitted **on the same day or after** the paper copy of the Maintenace Bond has been delivered to Permits Department at City Hall Annex, 20025 Highway 6, Manvel, TX. 77578.
- Include a **copy of this form as cover sheet** when submitting paper copy of the maintenance bond.
- For Final Acceptance, provide accurate plat name below to avoid delay in plat recordation.

PROJECT DETAILS: This is a request for (●) **Initial Acceptance** ( ) **Final Acceptance** (Bond Release)

Project Name: Rich's Car Wash

Project Type: [✔] WS&D, [ ] Paving, [ ] Other | Total Project Cost: $201,300

MUD (if applicable): _____

MyGov Permit No.: 25-000184 Inspection (Final Walk) Approval Date: 4/22/2026

Proposed Acceptance Date (Council Meeting Date): 5/4/2026

Approved Plat Name: Rich's Carwash Manvel Minor Plat

REQUESTER CONTACT INFORMATION

Name & Company Name: Steven Tomlinson/Culbertson Contractors

Email: Steven@culbertsoncontractors.com Phone No. (830) 200-6208

INFRASTRUCTURE ACCEPTANCE CHECKLIST: *(Please check applicable items in the following checklist)*

Required Documents	Check
➢ *Inspection (final walk) is complete and approved with no outstanding punch list items*	✔
➢ *Initial Acceptance required documents have been submitted or are provided with this form*	✔
• Physical copy of Two-year maintenance bond (100% of the total cost)	✔
• PDF Copy of Two-year maintenance bond (100% of the total cost)	✔
• Updated Original Tax Certificate (showing no delinquent taxes)	✔
• As-built Plans (PDF)	✔
➢ *Final Acceptance to release maintenance Bond. No Document Required.*	✔

Notes (if any): _____

Requester Signature: _____ Date: 4/22/2026

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: May 4, 2026

TOPIC: Public Hearing followed by action approving a declaration that the Specific Use Permit granted in Ordinance No. 2020-O-26, for the property located at 22102 Hwy 6, Manvel, TX 77578, is expired and revoked, at the request of the new owner Maverick Energy Park, LLC (MEP)

BACKGROUND: Ordinance 2020-O-26 was adopted by City Council to amend previously adopted ordinances (2015-O-27 and 2017-O-23) which established a Specific Use Permit to allow Chemical Manufacturing on an approximate 103.25 acre-tract located at 22102 Highway 6. The property was owned by HC Manvel, Inc., at that time. Ordinance 2020-O-26 included several conditions and allowances which were required to be completed by 2023. HC Manvel Inc., failed to meet certain conditions of the SUP and sold the property to Maverick Energy Park.

As per Section 5 of the ordinance, the SUP has expired. The new owner (Maverick Energy Park) is seeking to get a certificate of occupancy for their business which is permitted under the current zoning of Heavy Commercial (HC) district. The new property owner has requested to formally declare their SUP expired and revoked. They want to just have the underlying HC zoning, without the benefits and conditions of the SUP. They do not need the temporary office buildings (that are there because of the SUP) and will remove them. According to our City Attorney, even though this is voluntary, the SUP requires revocation of the SUP to be done by City Council after notice and a hearing.

STAFF RECOMMENDATION: City staff recommends the formal revocation and expiration of the SUP.

ATTACHMENTS: Request Letter, Ordinance 2020-O-26

FUNDING ISSUES

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

SUBMITTING STAFF MEMBER Jose Abraham, Director of Development Services	**FINANCE DIRECTOR APPROVAL _____** **CITY MANAGER APPROVAL _____**

City of Manvel Zoning Team
City of Manvel
20031 Highway 6
Manvel, Texas 77578

April 20, 2026

Re: Maverick Energy Park Zoning and SUP

Dear City of Manvel Team,

It was a pleasure meeting with your team on Thursday, April 16th, 2026. We appreciate the opportunity to present our vision for the recently purchased site at 22102 Highway 6. We are excited about the future development prospects of the land and looking forward to being able to work with your team to bring that vision to reality.

Maverick Energy Park, LLC (MEP) requests that the Specific Use Permit granted in city ordinance No. 2020-O-26 expires in line with the expiry provision in Section 5 and the site reverts to Heavy Commercial use. MEP will remove the temporary buildings that were placed onsite as part of the SUP that was granted 2017.

- Exhibit A shows the location of the temporary buildings with a prior period image taken in 2010 for comparison.
- Exhibit B shows a boundary wall that was installed during the period of the SUP. MEP does not propose to remove this structure as it is deemed to be permanent and consistent with the aesthetics of the area.

Thank you for sharing the water line and sewage system arrangements that currently exist along Hwy 6. We will incorporate those considerations into our future development plans as they are brought forward to the City of Manvel. Once we start to firm up our development plans for the frontage of the property, we would be more than happy to discuss landscaping considerations that ensure the property is in keeping with the aesthetics of the area.

Thank you again for your time and effort to work through this with us. Your team has been pleasant to work with and we appreciate the time and effort to help us fully understand the situation.

Sincerely,

Michael Munro

Michael Munro
President
Maverick Energy Park

Exhibit A



22102 Highway 6 Plant

Source: Google Earth 1/4/2010



22102 Highway 6 Plant – SUP Temporary Structures (Red Outline)

Source: Google Earth 10/28/2017

Exhibit B



Highway 6 Frontage – White Screening Fence to remain in place

Source: Google Earth Street View 2/2025

ORDINANCE NO. 2020-O-26

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NOS. 2015-O-27 AND 2017-O-23 WHICH APPROVED A CHANGE IN ZONING AND GRANTED A SPECIFIC USE PERMIT TO HC MANVEL, INC., SUCCESSOR IN INTEREST TO KEESHAN & BOST, FOR PROPERTY COMPRISING 103.205 ACRES LOCATED AT 22102 HIGHWAY 6, IN THE CITY OF MANVEL, BRAZORIA COUNTY, TEXAS; APPROVING AMENDMENT TO THE CONDITIONS AND SITE PLAN ASSOCIATED WITH SAID SPECIFIC USE PERMIT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * * * * *

WHEREAS, HC Manvel, Inc. is the Owner of a certain land comprising approximately 103.205 acres located at 22102 Highway 6, Manvel, Brazoria County, Texas [Exhibit A-1 and A-2]; and

WHEREAS, in 2015 the 103.205 acres was rezoned as Heavy Commercial District, with a Specific Use Permit (HC-SUP), by Ordinance No. 2015-O-27 to allow specific uses and sub-uses within NAICS Categories No. 22 Utilities, No. 325 Chemical Manufacturing, No. 48 Transportation and Warehousing, No. 493 Warehouse and Storage, No. 54 Professional, Scientific, and Technical Services, No. 55 Management of Companies and Enterprises, and No. 562 Waste Management and Remediation Services; and

WHEREAS, Ordinance No. 2017-O-23 amended Ordinance No. 2015-O-27 for the 103.205 acres to amend conditions associated with said Specific Use Permit; and

WHEREAS, the Owner has made an application for amendment of the Specific Use Permit to address the conditions and site plan imposed by Ordinance No. 2017-O-23, said application for amendment attached as Exhibits C1 and C2; and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended approval of such request and the City Council deems it appropriate to approve said amendment of the SUP; now, therefore,

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

Section 1. The facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct and Ordinance Nos., 2015-O-27 and 2017-O-23 are amended and restated as follows.

The 2017 amended language is bracketed [ ].

The 2020 amended language is bracketed [ ] and in bold.

Section 2. The zoning classification of the 103.205 acres of land at 22102 Highway 6, Manvel, Texas, being more particularly described in the property descriptions contained in Exhibit "A-1" attached hereto and depicted in the map shown in Exhibit "A-2" attached hereto and for all things made a part hereof, shall be changed as follows:

A. The zoning classification of the 87.53 acres of land shall be changed from the Light Commercial (LC) District to the Heavy Commercial District with Specific Use Permit (HC-SUP);

B. The zoning classification of the 15.58 acres of land shall be changed from Heavy Commercial (HC) District to the Heavy Commercial District with Specific Use Permit (HC-SUP);

The rezoned land shall be subject to the allowable uses, regulations, restrictions, and conditions hereinafter set forth.

Section 3. The request meets the criteria set forth in Section 77-50 of the City of Manvel Zoning Ordinance for a Specific Use Permit. The City of Manvel Zoning Ordinance is hereby further amended by granting a Specific Use Permit authorizing specific uses and sub-uses within NAICS categories #22 Utilities, #325 Chemical Manufacturing, #48 Transportation and Warehousing, #493 Warehouse and Storage, #54 Professional, Scientific and Technical Services, #55 Management of Companies and Enterprises, and #562 Waste Management and Remediation Services (as set forth in more detail in Exhibit B incorporated herein), subject to the regulations, restrictions, and conditions hereinafter set forth.

Section 4. The City Council hereby finds it appropriate to impose the following conditions to the granting of the Specific Use Permit described above:

Use and Development of the Property shall comply with the following conditions:

1. **[2020: ~~Concurrent with Phase 2, the 12-inch City water lane on Highway 6 will be extended to the east line of Phase 1. The portion of the waterline on applicant's property shall be located outside of Hwy 6 right of way in an internal separate right-of-way dedicated to the City, as per design criteria manual. For the waterline portion not on applicant's property, applicant shall obtain permission from TXDOT for placement of the waterline in TXDOT's right-of-way or shall procure easements from the other adjacent property owners for the placement of the waterline on their property. Concurrent with Phase 3, but in no event later than five years after~~**

~~approval of the specific use permit ordinance, the 12-inch City water line on Highway 6 will be extended to the east line of the tract. [2017: The deadline for the extension of the waterline for to east line of Phase 1 shall be by the end of December 2018].]~~

2. When a building permit application is submitted, it shall comply with all current building codes and the Design Criteria manual at the time of submittal.
3. ~~Concurrent with the submission of a building permit for Phase 2 the applicant will provide an engineering report for fire protection systems.~~ **[2020: The applicant will provide an engineering report for the fire protection systems with the new building permit submission for plant expansion or substantial improvement to the existing facility.]**
4. A fire line meter will be required to be purchased from the City of Manvel for fire suppression. The domestic water meter will also be required to be purchased from the City of Manvel. **[2020: When a new fire line is required, the city water line extension shall be required with issuance of a new building permit.]**
5. ~~Provide exhibit showing both existing and proposed site features including anticipated phased construction. (Site plan attached). [2017 Note: site plan shows expansion of the site, which will change in the future. Applicant will obtain city council approval for expansion of the site plan].~~ **[2020: The site will be developed according to the proposed site plan.]**
6. The NAICS uses allowed by this specific use permit (as set forth in Exhibit B) will be the only uses allowed for this property. The uses include specific uses

and sub-uses in the following NAICS categories (see Exhibit B, attached for specific uses and sub-uses)

- Code 22 – Utilities
- Code 325 – Chemical Manufacturing
- Code 48 – Transportation and Warehousing
- Code 493 – Warehouse and Storage
- Code 54 – Professional, scientific and technical services
- Code 55 – Management of companies and enterprises
- Code 562 – Waste management and remediation services

7. All other uses allowed by right (or by zoning) within the Heavy Commercial zone are expressly prohibited.

8. ~~The construction of new buildings will comply with the State Highway 6 Overlay District requirements.~~ **[2020: Temporary office space as allowed in Ordinance No. 2017-O-23, Section 4.8 will expire the earlier of either December 31, 2023 or when new offices are constructed in compliance with Section 77-51. of the zoning ordinance.]**

~~[2017: Temporary office space is approved, as follows:~~

~~(a) A temporary office trailer is approved on-site new existing offices, for a term not to exceed three (3) years from the effective date of the 2017 Ordinance amending the SUP;~~

~~(b) The temporary office trailer shall be exempt from the requirements of Section 77-51 (l) (1) of The City Code pertaining to a masonry façade requirement;~~

~~(c) Owner shall be allowed to use skirting for the trailer, as long as the skirting complies with Section 38-8 (3) of The City Code, pertaining to mobile homes;~~

~~(d) Every entrance to the temporary trailer may have a porch or steps attached;~~

~~(e) A variance from Section 77-51 (l) (1) is approved so that the skirting is to be attached completely around the bottom of any temporary office trailer, so that the underside is not visible from Highway 6.]~~

9. ~~Existing lab, office and warehouse will be removed and/or will be brought into compliance with the State Highway 6 Overlay District, to be completed by Phase 2. [2017: Phase 2 shall be completed no later than 3 years from the effective date of the 2017 Ordinance amending the SUP].~~ **[2020: The existing lab, office, and warehouse will be removed by December 31, 2023 and new buildings constructed in compliance with Section 77-51., *Plan Review, Landscaping, and Building Façade Requirements*, of the zoning ordinance in compliance with State Highway 6 Overlay District façade requirements.]**

10. ~~SH 6 frontage adjacent to developed portions of the property will be landscaped/screened in conformance with the State Highway 6 Overlay District.~~ **[2020: Developed areas of the property adjacent to State Highway 6 will be landscaped and screened per Section 77-51., Plan Review, Landscaping, and Building Façade Requirements, of the zoning ordinance, however, multi-trunk trees with a total caliper of 2-inches shall not be allowed. Trees shall be a minimum 10-feet in height at planting. The**

developed areas shall complete requirements of Section 77-51 within three months of the effective date of this SUP.]

11. ~~Existing plant facilities (processing units) will be painted.~~
12. ~~Unused/stored equipment along Highway 6 (laydown yard) will be removed.~~
13. The property **[2020: shall]** ~~will~~ be platted **[2020: ~~into one tract~~]**, prior to issuance of any building permits. **[2020: A plat shall be submitted earlier but no later than six months from the effective date of the 2020 SUP. The plat shall dedicate a 20-foot City of Manvel Utility Easement (COMUE) outside the TxDOT right-of-way and parallel, adjacent to State Highway 6.]**
14. The applicant **[2020: shall]** ~~will~~ submit a building permit ~~within one year of approval of the specific use permit. [2017: no later than 3 years from the effective date of the 2017 Ordinance amending the SUP].~~ **[2020: No later than six months after the effective date of this SUP].**
15. The property may be developed in multiple phases under this SUP as long as the uses conform to the NAICS codes specified above.
16. In heavy commercial zones only, in lieu of a PAE, an emergency access easement (EAE) between adjacent properties is required and must meet the following standards:
    - The gates must be 20 feet wide, marked as emergency access~~, and equipped with a Knox box~~.
    - The EAE must be an improved ~~hard~~ **[2020: concrete]** surface incorporated into the fire lanes and able to accommodate emergency vehicles **[2020: for new fire lanes and for existing fire lanes complete before the certificate of occupancy is issued for the first new**

building at the rear of the site.] (Section 77-36) (Site plan attached showing the phases this will take place in).

17. ~~Development of the property and operation of the business shall follow the conceptual site plan and property owner's application, attached hereto as Exhibit C and incorporated here in by reference. [2017: Clarification – the site plan shows a conceptual component that may need to be adjusted to meet market demands. City council approval is still needed for deviations from the approved site plan].~~

18. **[2020: Upon development of the western and eastern side of the property, a 20-foot landscape buffer shall be provided. The landscape buffer shall comprise 20-feet of width from the front property line to the CenterPoint easement. The 20-foot landscape buffer shall have one tree planted every 30 feet on center, a caliper of 2-inches (at time of planting), and a minimum height of 10-feet. The landscape buffer shall also have a vinyl material opaque fence 8-feet in height. Multi-trunk trees shall not satisfy the total caliper requirement.]**

19. **[2020: All fencing along SH 6 shall be a vinyl opaque fence 8-feet in height. The existing developed areas shall conform to this requirement within three months of the effective date of this SUP. As the site develops along SH 6 this fencing is required with the issuance of a building permit.]**

20. **[2020: All fencing along the rear of the property abutting the CenterPoint easement shall be vinyl opaque and 8-feet in height. The opaque fencing is**

required upon issuance of the new first building permit at the rear of the site.]

21. **[2020: The entrance gate shall be solid opaque vinyl and installed within three months of the effective date of this SUP.]**
22. **[2020: All outdoor lighting shall be designed so that no light overspill onto abutting property exceeds 0.3 foot-candle when measured vertically.]**
23. **[2020: Freestanding lighting shall provide "cut-off" fixtures that conform with the Illuminating Engineering Society of North America, which is 100 percent of light output below 90 degrees, and 90 percent of light output below 80 degrees from a vertical line through the fixture.]**
24. **[2020: All lighting fixtures mounted within 15-feet of a residentially used or zoned property and public right-of-way shall be classified as IES Type III or Type F. The fixtures shall be fitted with a "house side shielding".]**
25. **[2020: Existing buildings shall be brough to current City codes when a change of use occurs (i.e., lab to office).]**
26. **[2020: The site shall conform to the following life, fire, and safety conditions:**
    - **The site shall provide an adequate fire protection loop system and monitors with an FDC as determined by the City of Manvel Fire Marshal.**
    - **The site shall provide a Click 2 Enter and Knox box key switch to all gates.**

- **The site shall have fire hydrants spaced within 150-feet of all portion of each building and/or 300-foot spacing.**
- **A Hazardous Materials Management Plan and Hazardous Materials Inventory Statement shall be supplied to the City Fire Marshal's Office by January 1st every year.**
- **A payment to the annual operational permit fees shall be paid every year.]**

Section 5. The specific use permit issued under this ordinance shall expire ~~one year after its date of issuance [2017: three (3) years from the effective date of the 2017 ordinance amending the SUP]~~ **[2020: three (3) years from the effective date of the 2020 ordinance amending the SUP]** if construction or use authorized there under is not substantially under way prior to the expiration of said ~~one~~ [2017: three year] period. If, prior to the expiration of such ~~one~~ [2017: three year] period, the owner of the property to which the specific use permit applies in writing, for an extension, the city council may, after recommendation from the planning development and zoning commission, grant such extension for one additional year.

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

Section 7. The City Council hereby finds and determines that the said rezoning [and 2017 amendment to the SUP] comport to the City's comprehensive land use plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the

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

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

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

Section 10. Revocation. This specific use permit may be revoked or modified by the City Council, after notice and hearing, for either of the following reasons:

(1) The specific use permit was obtained or extended by misrepresentation, fraud or deception: or

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

PASSED AND APPROVED on first reading this 17 day of August, 2020.

PASSED, APPROVED, AND ADOPTED on second and final reading this 21 day of September, 2020.

Debra Davison, Mayor

ATTEST:

Tammy Bell, City Secretary

APPROVED AS TO FORM:

Robert Gervais, City Attorney

CITY OF KANVEL TEXAS CORPORATE SEAL

Exhibit A-1

Being 37.621 acres (1,638,798 square feet) tract out of the H.T. & B.R.R. Co., Section 23, Abstract No. 231, City of Manvel, Brazoria County, Texas and being all of a called 19.591-acre tract described under a Warranty Deed to Keeshan & Bost Chemical Co., Inc., a Texas corporation as recorded under Instrument No. 201524656 of the Official Public Records of Brazoria County, Texas, all of a called 15.58 acre tract described under a Deed to Keeshan & Bost Chemical Co., a corporation as recorded under Volume 1070, Page 944 of the Brazoria County Deed Records, and being out of and part of a called 29.26 acre tract described under an Individual's and Executor's Deed to Keeshan & Bost Chemical Co., Inc., a Texas Corporation as recorded under Instrument No. 2015024655 of the Official Public Records of Brazoria County, Texas.

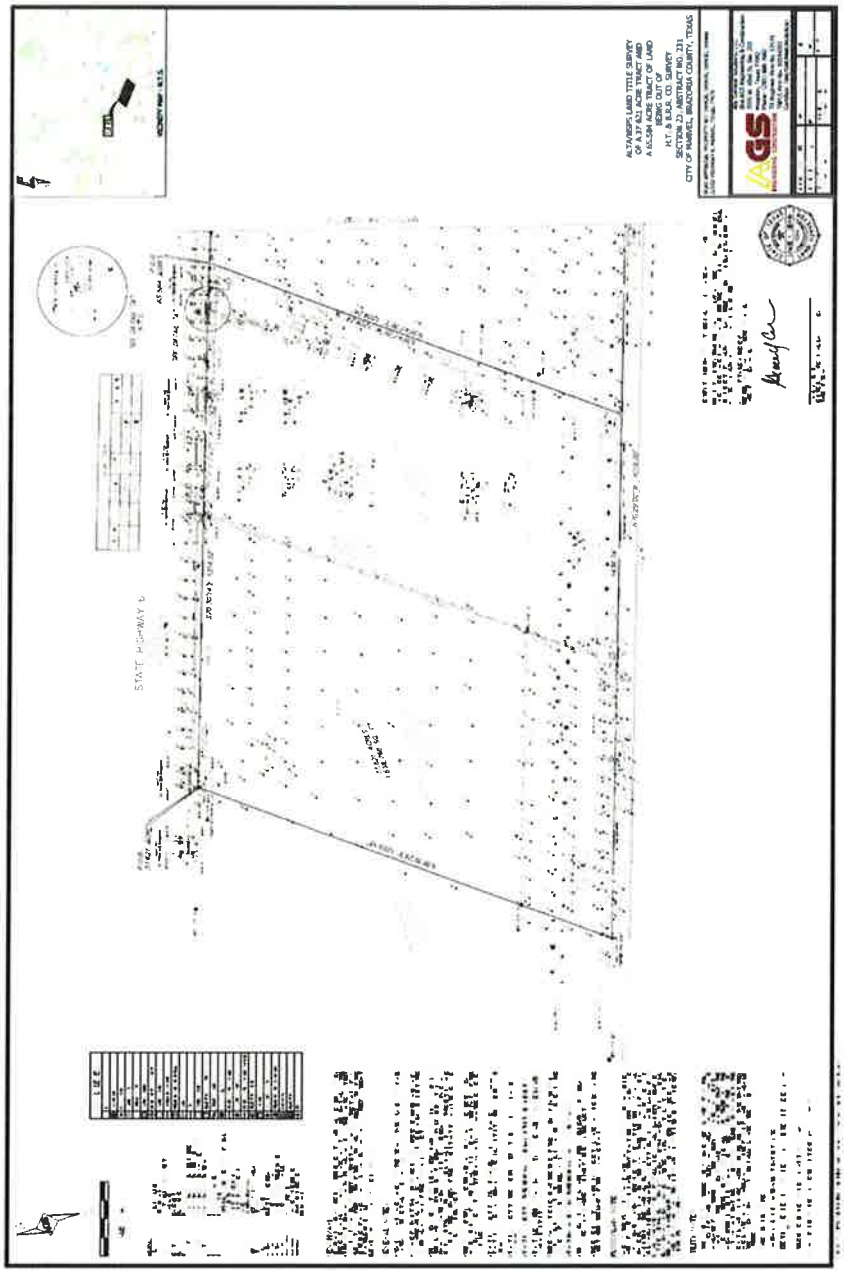


Exhibit A-2

Being 65.584 acres (2,856,850 square feet) tract out of the H.T. & B.R.R. Co., Section 23, Abstract No. 231, City of Manvel, Brazoria County, Texas, and being out of and part of a called 29.26-acre tract described under an Individual's and Executor's Deed to Keeshan & Bost Chemical Co., Inc., a Texas Corporation as recorded under Instrument No. 2015024655 of the Official Public Records of Brazoria County, Texas, all of a called 39.64 acre tract described under an Individual's and Executor's Deed to Keeshan & Bost Chemical Co. Inc., a corporation as recorded under Instrument No. 2015030146 of the Official Public Records of Brazoria County, Texas.

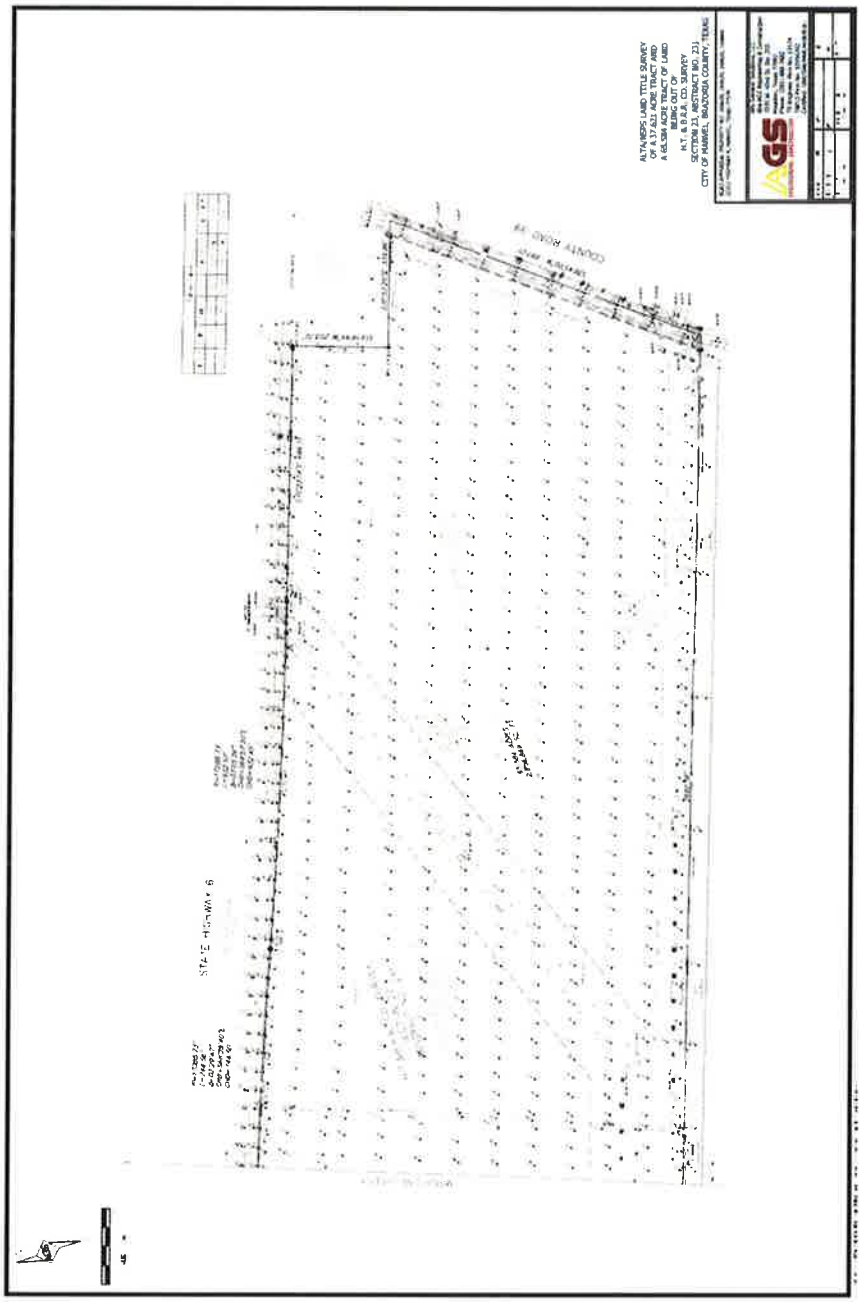


Exhibit B

The NAICS uses allowed by this Specific Use Permit will be the only uses allowed for this property. The uses include specific uses and sub-uses in the following NAICS categories:

- Code 22 – Utilities
- Code 325 – Chemical Manufacturing
- Code 48 – Transportation and Warehousing
- Code 493 – Warehouse and Storage
- Code 54 – Professional, Scientific, and Technical Services
- Code 55 – Management of Companies and Enterprises
- Code 562 – Waste Management and Remediation Services

Exhibit C-1

CONDITIONS FOR HC MANVEL, INC.

GENERAL:

(1) Install fully addressable monitored fire alarm throughout buildings with pull stations at each exit.

(2) When a building permit application is submitted, it shall comply with all current building codes and the Design Criteria manual at the time of submittal.

(3) The applicant will provide an engineering report for the fire protection systems with a building permit submission.

(4) A fire line meter will be required to be purchased from the City of Manvel for fire suppression. The domestic water meter will also be required to be purchased from the City of Manvel.

(5) The site will be developed according to the proposed site plan.

(6) The NAICS uses allowed by this specific use permit (as set forth in Exhibit B) will be the only uses allowed for this property. The uses include specific uses and sub-uses in the following NAICS categories (see Exhibit B, attached for specific uses and sub-uses)

- Code 22 – Utilities
- Code 325 – Chemical Manufacturing
- Code 48 – Transportation and Warehousing
- Code 493 – Warehouse and Storage
- Code 54 – Professional, scientific and technical services
- Code 55 – Management of companies and enterprises
- Code 562 – Waste management and remediation services

(7) All other uses allowed by right (or by zoning) within the Heavy Commercial zone are expressly prohibited.

(8) Temporary office space as allowed in Ordinance No. 2017-O-23, Section 4.8 will expire on December 31, 2023 or when new offices are constructed in compliance with Section 77-51. of the zoning ordinance.

(9) The existing lab, office, and warehouse will be removed by December 31, 2023 and new buildings constructed in compliance with Section 77-51., *Plan Review, Landscaping, and Building Façade Requirements*, of the zoning ordinance in compliance with State Highway 6 Overlay District façade requirements.

(10) Developed areas of the property adjacent to State Highway 6 will be landscaped and screened per Section 77-51., Plan Review, Landscaping, and Building Façade Requirements, of the zoning ordinance, however, multi-trunk trees with a total caliper of 2-inches shall not be allowed. Trees shall be a minimum 10-feet in height at planting. The developed areas shall complete requirements of Section 77-51 within three months of the effective date of this SUP.

(11) The existing laydown yard and a new laydown yard visible from SH 6 shall be screened with a wooden fence a maximum 8-feet in height.

(12) The property shall be platted prior to issuance of a building permit. A plat shall be submitted earlier but no later than six months from the effective date of the 2020 SUP. The plat shall dedicate a 20-foot City of Manvel Utility Easement (COMUE) outside the TxDOT right-of-way and parallel, adjacent to State Highway 6.

(13) The applicant will submit a building permit No later than six months after the effective date of this SUP.

(14) The property may be developed in multiple phases under this SUP as long as the uses conform to the NAICS codes specified above.

(15) In heavy commercial zones only, in lieu of a PAE, an emergency access easement (EAE) between adjacent properties is required and must meet the following standards:

- The gates must be 20 feet wide, marked as emergency access, and equipped with a Knox box.
- The EAE must be an improved concrete surface incorporated into the fire lanes and able to accommodate emergency vehicles. (Section 77-36) (Site plan attached showing the phases this will take place in).

(16) Upon development of the western and eastern side of the property, a 20-foot landscape buffer shall be provided. The landscape buffer shall comprise 20-feet of width from the front property line to the CenterPoint easement. The 20-foot landscape buffer shall have one tree planted every 30 feet on center, a caliper of 2-inches (at time of planting), and a minimum height of 10-feet. The landscape buffer shall also have an opaque fence a maximum 8-feet in height. Multi-trunk trees shall not satisfy the total caliper requirement.

(17) All fencing along SH 6 shall be a wooden fence a maximum 8-feet in height. The existing developed areas shall conform to this requirement within three months of the effective date of this SUP. As the site develops along SH 6 this fencing is required with the issuance of a building permit.

(18) All fencing along the rear of the property abutting the CenterPoint easement shall be opaque and a maximum 8-feet in height. Opaque fencing is required upon issuance of the first building permit at the rear of the site.

(19) The entrance gate shall be solid opaque metal and installed within three months of the effective date of this SUP.

(20) All outdoor lighting shall be designed so that no light overspill onto abutting property exceeds 0.3 foot-candle when measured vertically.

(21) Freestanding lighting shall provide "cut-off" fixtures that conform with the Illuminating Engineering Society of North America, which is 100 percent of light output below 90 degrees, and 90 percent of light output below 80 degrees from a vertical line through the fixture.

(22) All lighting fixtures mounted within 15-feet of a residentially used or zoned property and public right-of-way shall be classified as IES Type III or Type F. The fixtures shall be fitted with a "house side shielding".

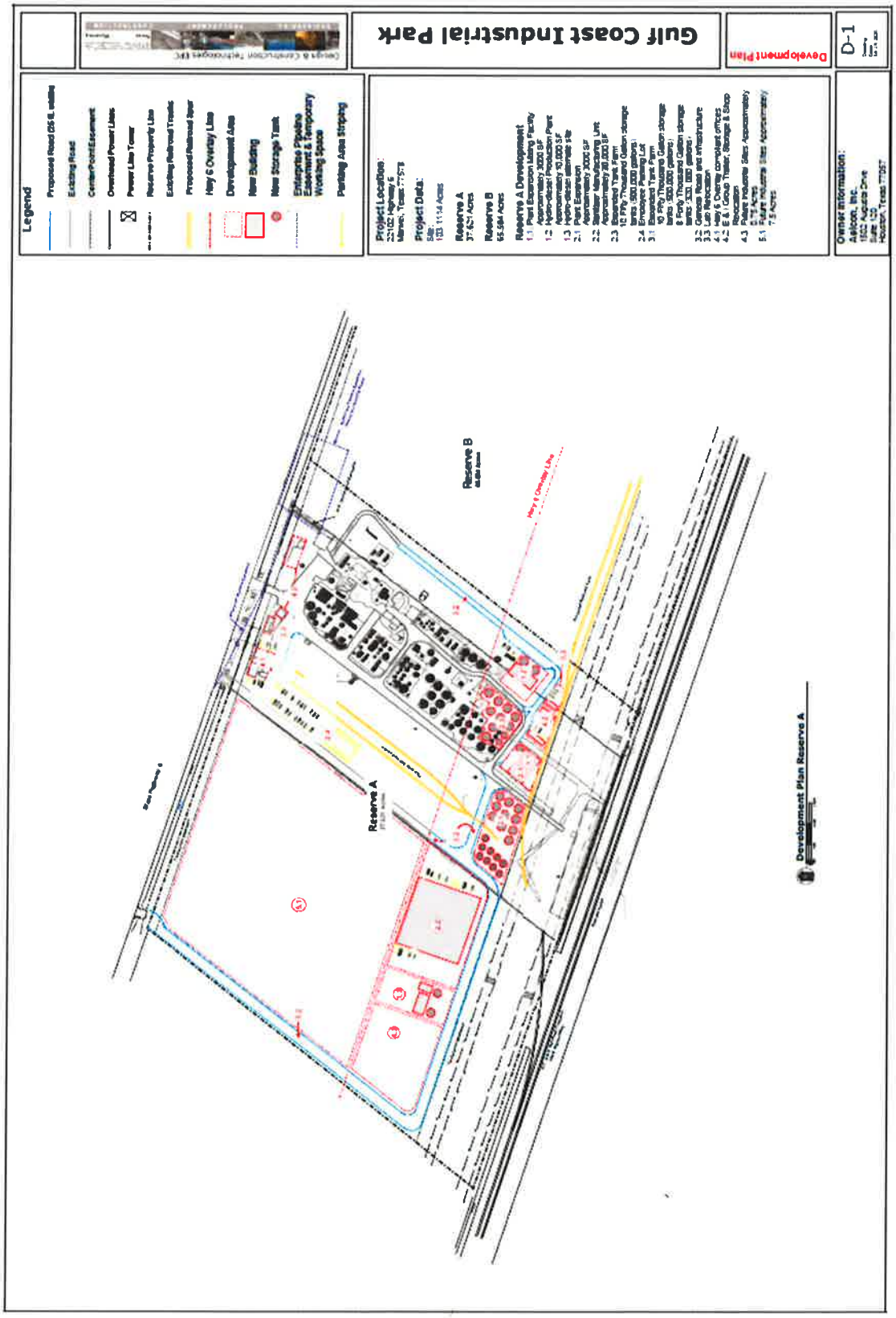
(23) Existing buildings shall be brough to current City codes when a change of use occurs (*i.e.*, lab to office).

(24) The site shall conform to the following life, fire, and safety conditions:

- The site shall provide an adequate fire protection loop system and monitors with an FDC as determined by the City of Manvel Fire Marshal.
- The site shall provide a Click 2 Enter and Knox box key switch to all gates.

- The site shall have fire hydrants spaced within 150-feet of all portions of each building and/or 300-feet spacing.
- A Hazardous Materials Management Plan and Hazardous Materials Inventory Statement shall be supplied to the City Fire Marshal's Office by January 1st every year.
- A payment to the annual operational permit fees shall be paid every year.

Exhibit C-2


Gulf Coast Industrial Park
Development Plan
D-1
Legend
Project Location:
Project Data:
Reserve A
Reserve B
Reserve A Development
Owner Information:
Reserve B
Reserve A
Development Plan Reserve A

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: May 4, 2026

TOPIC: Comprehensive Master Plan and Major Thoroughfare Plan update (2nd Reading)

BACKGROUND: City council approved the First reading of the Ordinance to adopt the Comprehensive Master Plan and Major Thoroughfare Plan update with specific conditions and directions for edits.

Following is the list of edits made since the last draft:

Comprehensive Plan

- On page 46, first paragraph under Strategic Priority 1, REMOVE the "In general" sentence regarding more focus on design along with land use.
- Same page, REMOVE the reference in italics to the development regulations evaluation to read.
- Same page, REWORD the third bullet about creating a new zoning district for "mid-size residential lots" to change the example to specify Half acre lots.
- Page 47, REFRAME— the discussion about UDOs/UDCs to mention as part of the last bullet point that UDC must be written, compiled, and adopted in a manner that minor amendments and enhancements do not result in a cumbersome and restrictive process.
- On Page 34, under Strategic Priority 2, REMOVE the Phased Capital Investment section.
- On Chapters that uses a Cost number from one of the adopted plans, *"NOTE: All dollar figures below are from other adopted City plans and may change with future updates."*

MTP Map (and associated text/table changes these will require)

- Markham Rd alignment:
  1. Change to Collector north of SH 6.
  2. Show the Collector only between Belcher Rd and Oilfield Rd, remove the rest of the alignment down to SH 6.
  3. South of SH 6, refer to the alignment as Kings Rd (extension) in the text and tables as that is where it eventually connects. (Not sure if it is Kings Drive or Rd)
- Del Bello Blvd keep as Parkway but restore it to going straight east to Del Bello Rd/CR 90, as on the current MTP, versus connecting to Lira Rd. Also think more on the Parkway designation before next meeting.

STAFF RECOMMENDATION: Staff recommends approval of the second reading of the ordinance.

PD&Z RECOMMENDATION: PD&Z recommended approval of the Comprehensive Master Plan and Major Thoroughfare Plan update.

ATTACHMENTS: Draft copy of the Comprehensive Master Plan and Major Thoroughfare Plan update and maps.

SUBMITTING STAFF MEMBER Jose Abraham Director of Development Services	**FINANCE DIRECTOR APPROVAL _____** **CITY MANAGER APPROVAL _____**

ORDINANCE NO. 2026-O-10

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS ADOPTING THE 2026 COMPREHENSIVE PLAN FOR THE CITY OF MANVEL, INCLUDING THE ADOPTION OF ALL MAPS CONTAINED THEREIN; AMENDING SECTION 50-51 OF THE CODE OF ORDINANCES OF THE CITY OF MANVEL TO REFLECT SAME; MAKING CERTAIN FINDINGS RELATED THERETO; CONTAINING OTHER MATTERS ON THE SUBJECT; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES INCONSISTENT OR IN CONFLICT HEREWITH; AND PROVIDING FOR SEVERABILITY.

* * * * *

WHEREAS, the City of Manvel, Texas (the "City"), pursuant to the authority contained in Chapter 213 of the Texas Local Government Code, adopted a comprehensive plan through Ordinance No. 2008-O-01, passed, approved, and adopted on the 28th day of February, 2008, which was amended on February 23, 2009, by the passage of Ordinance No. 2009-O-05, and further amended on February 9, 2014, by the passage of Ordinance No. 2014-O-48; and

WHEREAS, the City of Manvel, through its consultant Kendig Keast, has looked to updating and adopting a new Comprehensive Plan, to guide the development of the City of Manvel; and

WHEREAS, the City of Manvel, through its consultant Kendig Keast, held numerous meetings on the issues facing Manvel, participated in public open house workshops, publicly showed presentations of drafts and findings, reviewed and explained drafts, and held public hearings and meetings on the drafts; and

WHEREAS, the Planning, Development and Zoning Commission of the City has reviewed the proposed 2026 Comprehensive Plan in the manner provided by law, and has recommended its adoption; and

WHEREAS, the City has fulfilled the requirements of section 213.003(a) of the **Texas Local Government Code** pertaining to the amendment of comprehensive plans; and

WHEREAS, following such review by the City's Planning, Development, and Zoning Commission, the City Council of the City has determined that it is in the best interest of the health, safety and welfare of its citizens and the public to adopt the 2026 Comprehensive Plan of the City of Manvel, Texas; now, therefore,

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

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

Section 2. The 2026 Comprehensive Plan, attached hereto as Exhibit "A", and made a part of this ordinance for all purposes, is hereby approved, and adopted to guide future growth and development in the City, along with the implementation steps described therein. The adoption of this 2026 Comprehensive Plan supersedes the 2015 and 2007 Comprehensive Plan and all amendments.

Section 3. That Section 50-51 of the Code of Ordinances of the City of Manvel is hereby amended by deleting the current section 50-51 and adopting a new section 50-51 to read and provide as follows:

"Chapter 50. PLANNING AND DEVELOPMENT

. . .

ARTICLE III. - COMPREHENSIVE PLAN

Sec. 50-51. - Comprehensive plan.

Sec. 50-51. - Comprehensive plan.

Pursuant to the authority contained in V.T.C.A., Local Government Code ch. 213, the city council hereby adopts the comprehensive plan prepared by the [~~appointed steering committee and~~] city and its consultants ([~~2015~~] 2026 Comprehensive Plan), a true and correct copy of which will be on file with the city secretary's office, along with all maps and goals contained therein.

. . ."

Section 4. **Penalty**. Any person who shall intentionally, knowingly, recklessly, or with criminal negligence violate any provision of this chapter shall be deemed guilty of a misdemeanor and, upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

Section 5. **Repealer**. All ordinances or parts of ordinances inconsistent or in conflict herewith, are, to the extent of such inconsistency or conflict, hereby repealed.

Section 6. **Severability**. In the event any clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, whether there be one or more parts.

PASSED AND APPROVED on first reading this _____ day of _____, 2026.

PASSED, APPROVED, AND ADOPTED on second and final reading this ____ day of _____, 2026.

Dan Davis, Mayor

ATTEST:

Tammy Bell, City Secretary

Robert Gervais, City Attorney

MANVEL 2045

MANVEL, TX - YOUR VOICE, OUR FUTURE



Manvel 2045 Comprehensive Plan

April 2026 DRAFT

KENDIG KEAST COLLABORATIVE ARKK ENGINEERS consor

Acknowledgements

April 2026 DRAFT

CITY COUNCIL

Mayor Dan Davis
Council Member Keith Bonner – *Place #1*
Council Member David Lands – *Place #2 (Mayor Pro-Tem)*
Council Member Harry Opliger – *Place #3*
Council Member Carmyn Robey-Robinson – *Place #4*
Council Member Crystal Sarmiento – *Place #5*
Council Member Garrett Rossi Knox – *Place #6*
*Former Council Members: Ed Perry and Jerome Hudson

PLANNING DEVELOPMENT & ZONING COMMISSION

Ryan Miller – *Chair Position #1*
Kyle Marasckin – *Position #2*
Mary Ann Atkinson – *Position #3*
Kenneth Haynes – *Position #4*
Christy Kennard – *Position #5*
Delores Martin – *Position #6*
William Richardson – *Position #7*

CITY and CONSULTANT TEAMS

Key City Project Staff
Daniel S. Johnson, P.E., CFM – *City Manager/City Engineer*
Jose Abraham – *Director of Development Services*
Blake Cyphers – *Public Information Officer*
Tammy Bell – *City Secretary*

Kendig Keast Collaborative (Plan Consultant)
Bret C. Keast, AICP – *Owner and CEO*
Gary Mitchell, FAICP – *President (Project Manager)*
Greg Flisram, CEcD – *Principal*
Janis Burall, AICP – *Senior Associate*
Jennifer Mak, AIA, NCARB, AICP, LEED Green Associate – *Architect and Senior Urban Designer*
Marcia Boyle, AICP – *Urban Designer*

enCodePlus (WebPlan Online Plan Site)
Sharon Cadena – *Client Care and Operations Manager*
Alexys Irwin – *Lead Build Associate*
Vanessa Otero – *Digital Marketing Associate*

SPECIAL THANKS TO...

Individual residents, business owners, property owners, community organizations and others who participated in and contributed their insights and ideas to Manvel's strategic planning process.

Reader's Guide

April 2026 DRAFT

For a quick read of the highlights of this Comprehensive Plan document:

1. Skim the Future Manvel **Introduction** section for background on the plan purpose, the process by which it was updated, and how the plan is used by the City of Manvel and others.
2. View the **Action Agenda** table in the Plan Implementation section, involving **12 key action items** from 27 total actions in the plan.
3. View the **Goals** in each plan focus area:
   - Goals for **Environment**
   - Goals for **Growth Capacity**
   - Goals for **Land Use and Community Character**
   - Goals for **Transportation**
   - Goals for **Economic Development**
   - Goals for **Recreation and Amenities**
4. View the **Strategic Action Priorities** for each plan focus area:
   - Actions for **Environment**
   - Actions for **Growth Capacity**
   - Actions for **Land Use and Community Character**
   - Actions for **Transportation**
   - Actions for **Economic Development**
   - Actions for **Recreation and Amenities**
5. View the **Future Land Use and Character map**, along with **descriptions** **of the 6 map categories**.
6. Review **recent facts and figures about Manvel** in the **Manvel Today Report**, which was finalized in January 2025 prior to the Future Manvel phase of the plan process.
7. Review the **results of a community survey** conducted during May 2024 in support of the Comprehensive Plan review and update process.

Skimming these selected items will give a reasonable idea of what is contained in the overall plan document. Those wishing more details should consult the **Table of Contents** to locate specific areas of interest.

Table of Contents

April 2026 DRAFT

01 Introduction

02 Environment

03 Growth Capacity

04 Land Use and Community Character

05 Transportation

06 Economic Development

07 Recreation and Amenities

08 Plan Implementation

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.

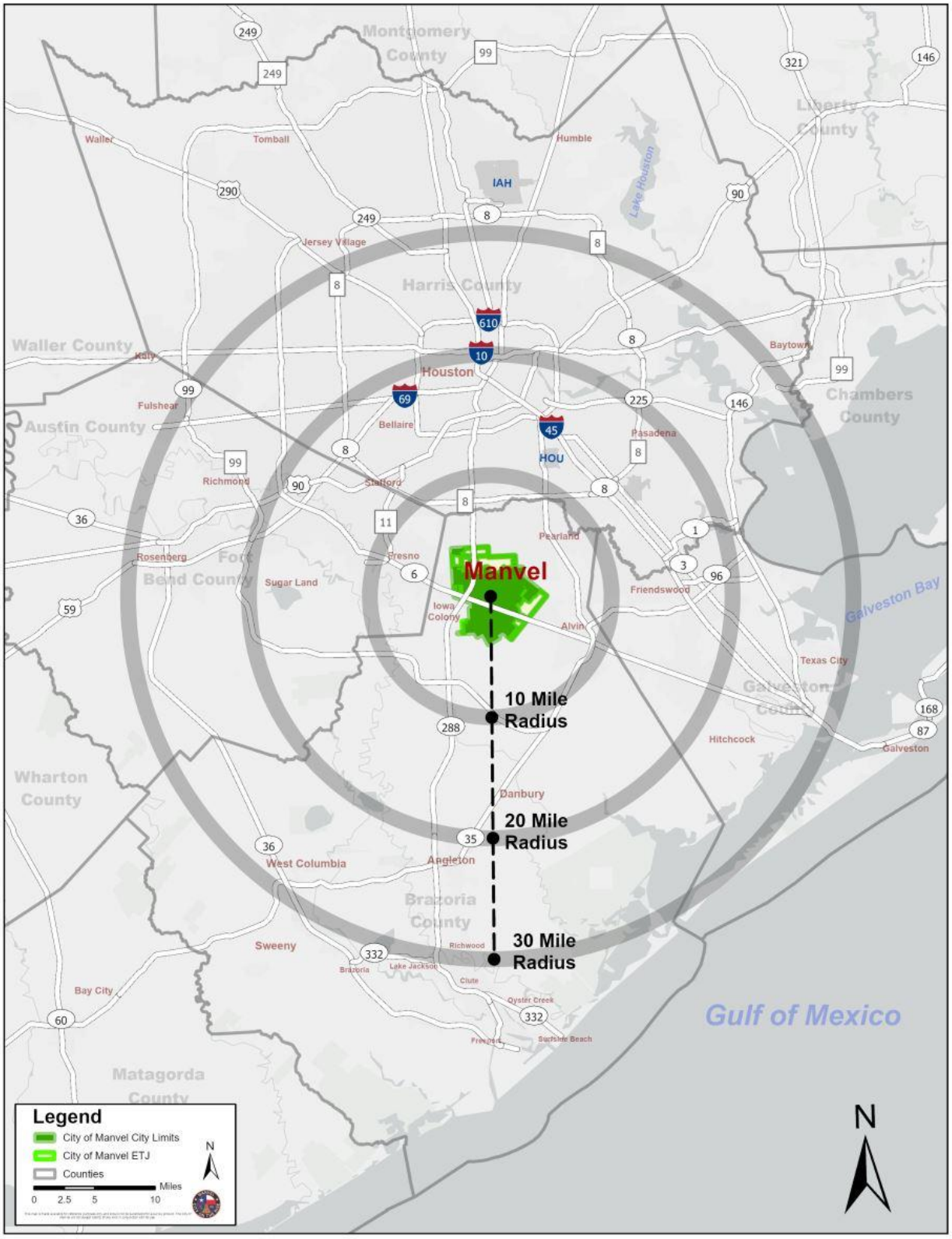
As summarized in the Manvel Today Report that is a supplement to this future-focused portion of the Comprehensive Plan, Manvel is located in southeast Texas, slightly more than 30 miles inland from the Gulf of Mexico. The city is part of the Houston metropolitan region and is approximately 20 miles south 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

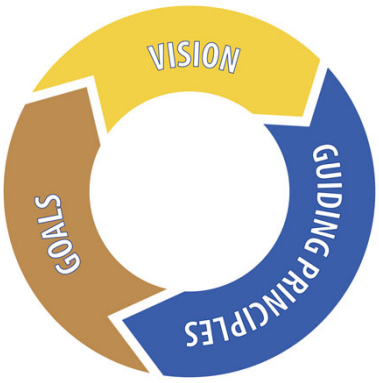
Process

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 two-year 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.

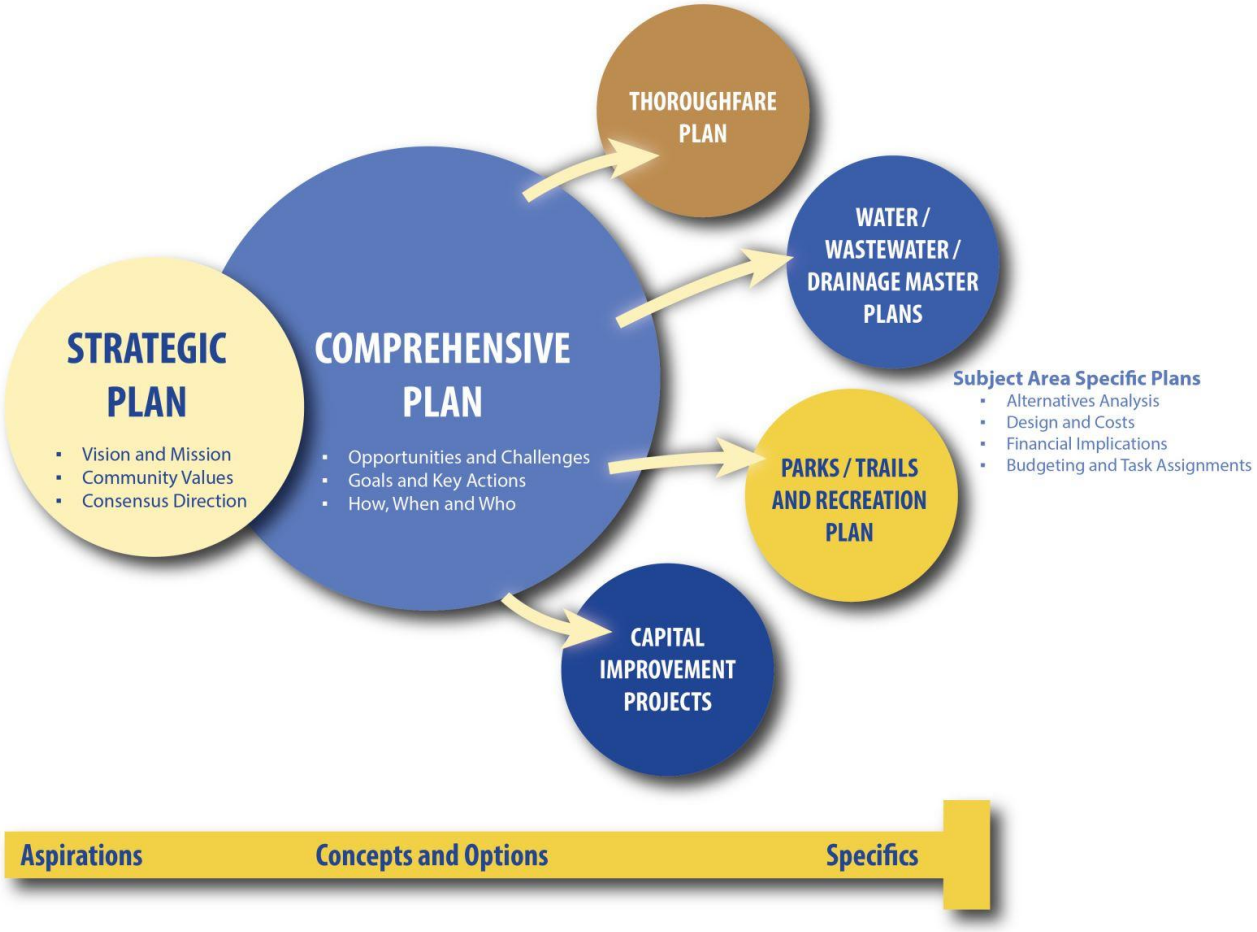


*Click to View Plan

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 provides 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 improvement 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

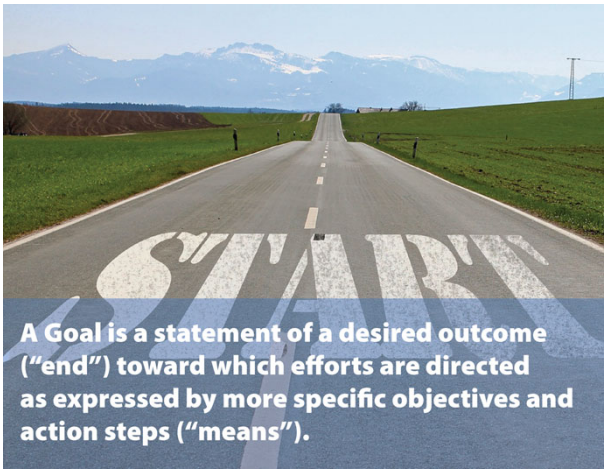
The actions in this Environment section involve tangible steps that will lead to achievement of the following goals:

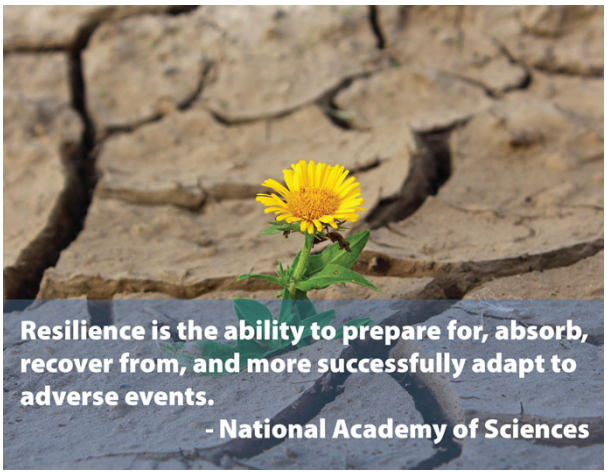
1. Development, open space management and land conservation practices that preserve natural landscapes, habitats and the area's remaining rural acreage.

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 areas of Manvel's city limits and ETJ.

Growth Capacity

April 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.

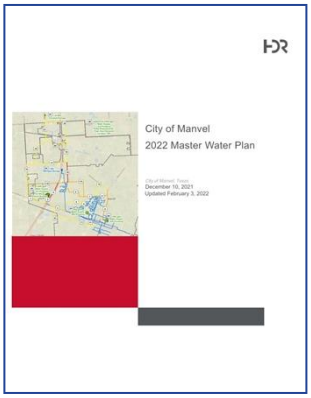
Legacy of Past Planning


MASTER DRAINAGE PLAN UPDATE
City of Manvel, Texas

July 29, 2022

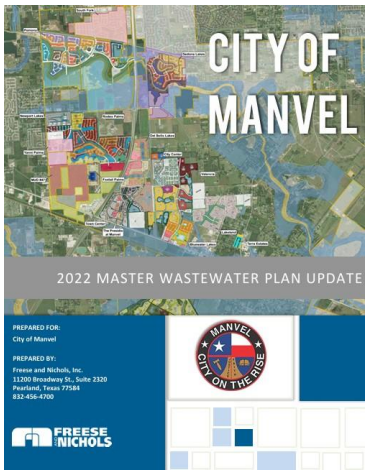
Prepared by:

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(713) 839-8900
Firm # F-001378


HDR

City of Manvel
2022 Master Water Plan

December 10, 2021
Updated February 3, 2022



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.

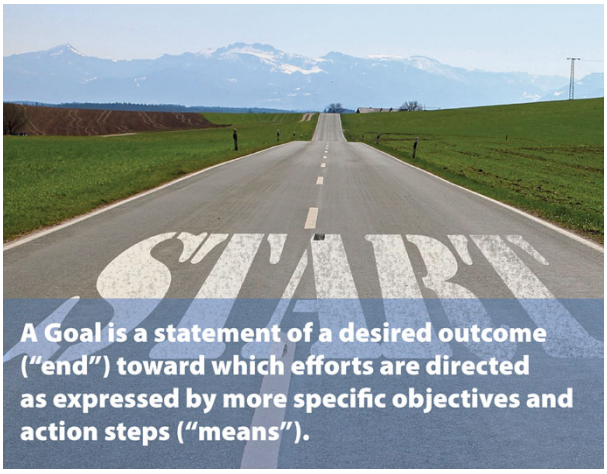
   This should be supplemented by selective conversion of Municipal Utility District infrastructure to City responsibility where prudent for Manvel's growth capacity and for promoting a unified community across Manvel's overall jurisdiction.

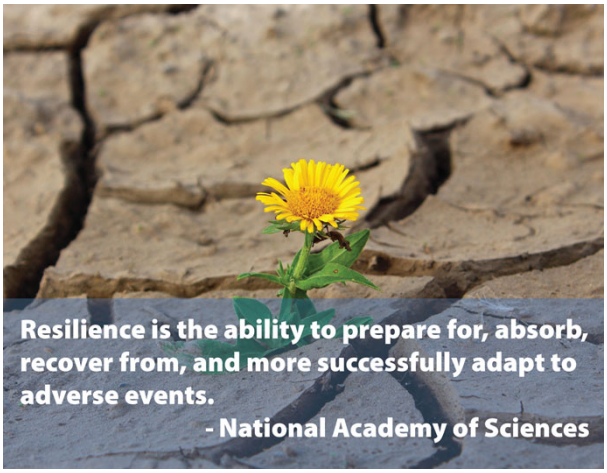
2. A committed and reliable long-term water supply, increasingly from surface water sources if so mandated in the future.

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.





MANVEL 2045

6

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 have 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.

NOTE: All dollar figures below are from other adopted City plans and may change with future updates.

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. (City Council choosing to postpone 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.

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.

NOTE: All dollar figures below are from other adopted City plans and may change with future updates.

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

April 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

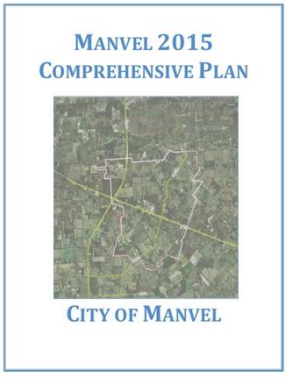
Reinforces the City's commitment to protecting public health, safety, and welfare through intentional land use decisions and development practices that reflect community values and long-term needs.

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.

MANVEL 2045

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

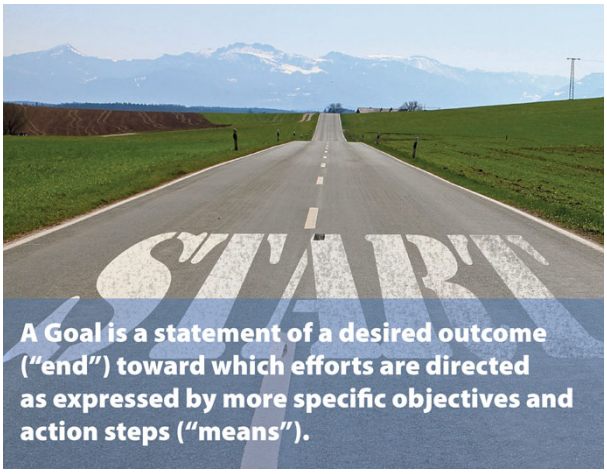
The actions in this Land Use and Community Character section involve tangible steps that will lead to achievement of the following goals:

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.

- 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 half-acre lot for a gross density of 2 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, especially by being written in such a way that minor amendments and enhancements can be readily adopted later and will not result in a cumbersome or restrictive process.

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:

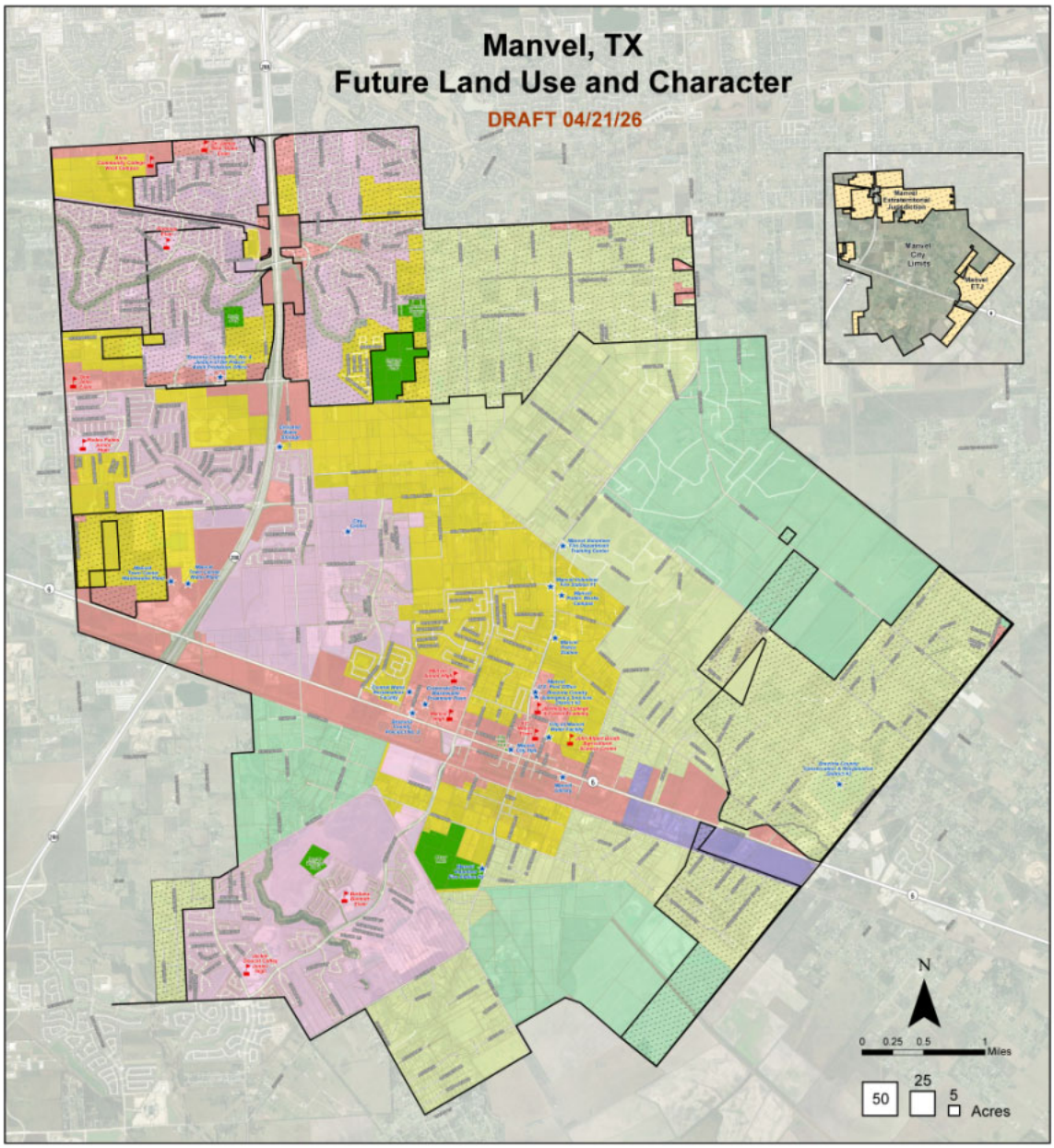
- Public safety service areas and response times;
- City-maintained streets in the area in terms of added traffic and additional wear and tear;
- Capacity of nearby schools; and
- Other public service considerations.

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.

MANVEL 2045

Future Land Use and Character Map



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

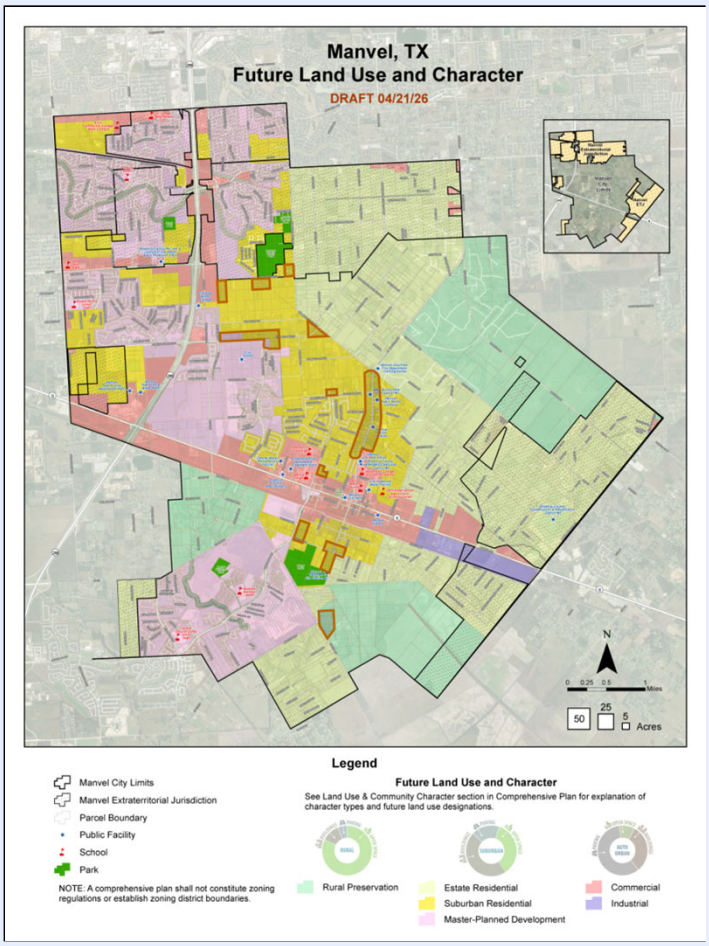
See Land Use & Community Character section in Comprehensive Plan for explanation of character types and future land use designations.

- Rural Preservation
- Estate Residential
- Suburban Residential
- Master-Planned Development
- Commercial
- Industrial

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.).



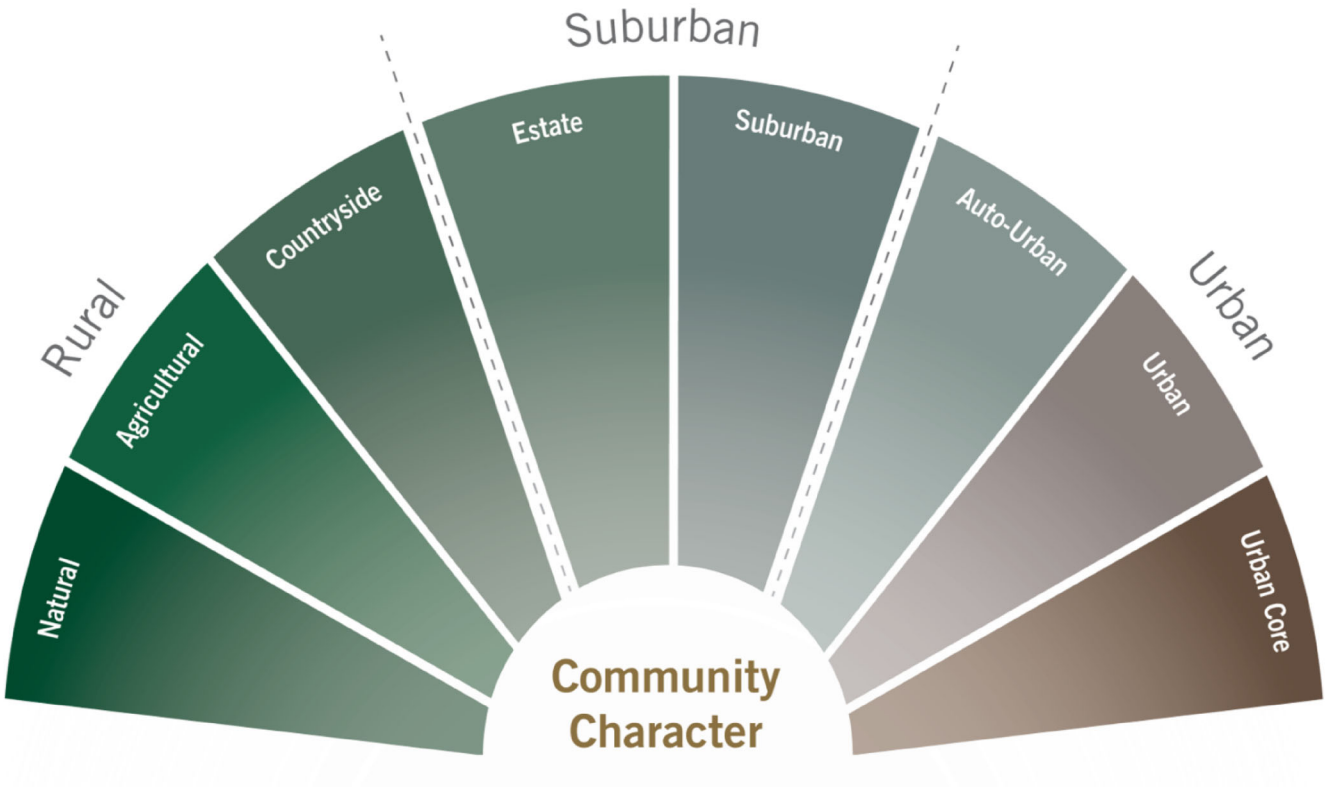
**Click to Enlarge Map*

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.

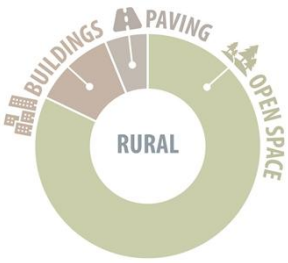
Character Emphasis

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:

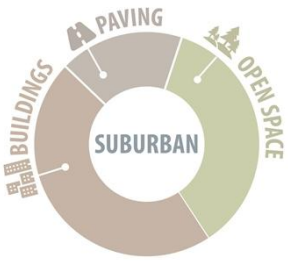
- Agritourism (e.g., hands-on planting/harvesting experiences, cooking demonstrations, winery/brewery tours and tasting rooms where permitted, overnight accommodations, etc.).
- Bed and breakfasts.
- Places of worship and other public assembly uses.
- Outdoor recreation/amusement uses.
- Resource extraction 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.

Character Class

SUBURBAN

Character



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.).

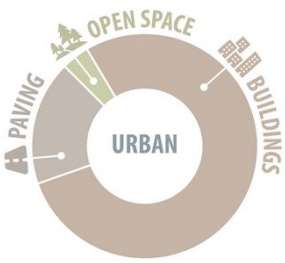
Other Potential Land Uses*

- 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.

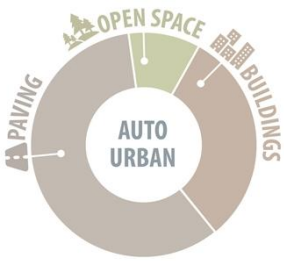


Example of Urban character design intentions at the core of nearby Pearland Town Center, with buildings framing streets and public gathering spaces, a range of uses integrated including higher-density residential, and most parking provided outside the core to promote a more pedestrian-oriented setting. 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

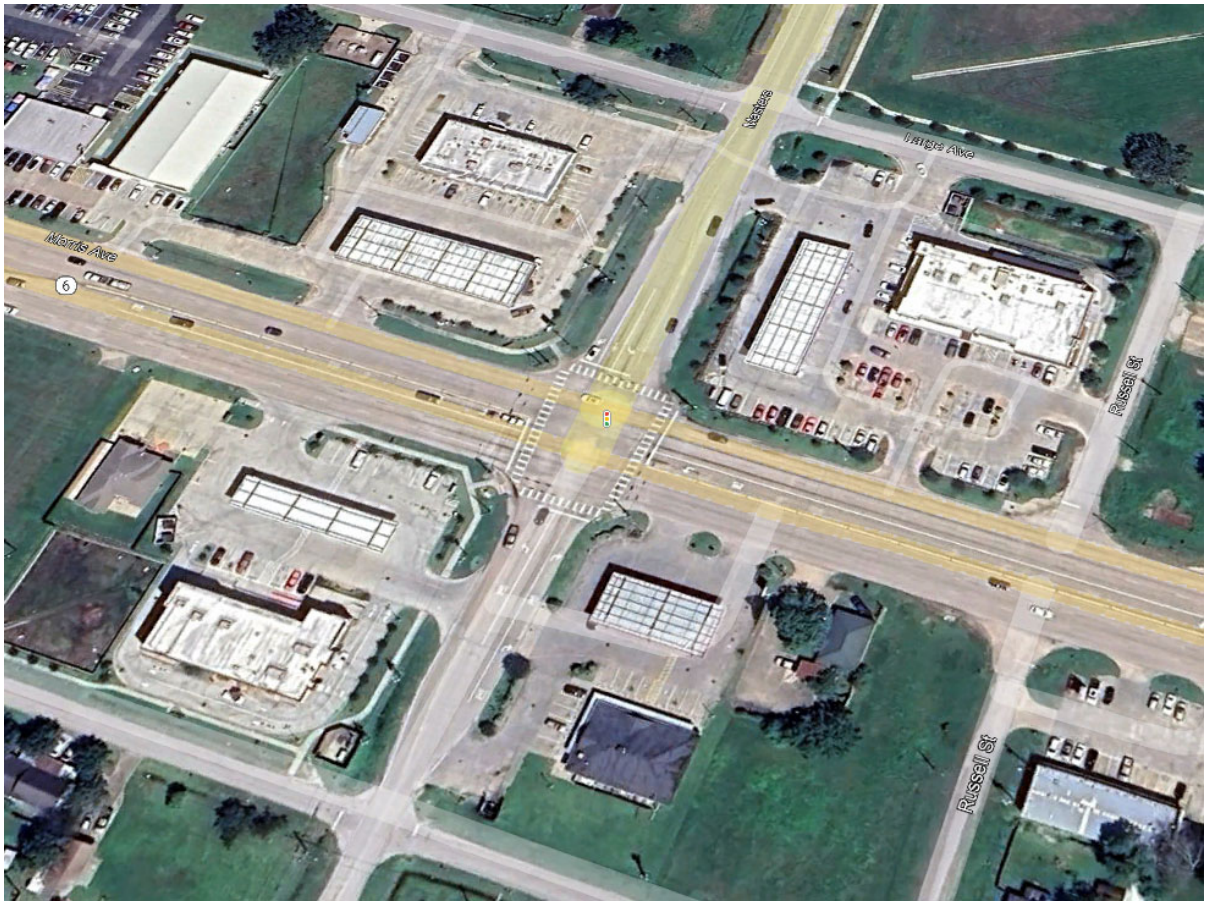
Within the Urban character classification, the Auto Urban subcategory involves a particular – and widespread – community planning challenge as such areas are designed mainly to accommodate automobile circulation and parking. As a result, the combination of buildings and especially paved surfaces makes 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.

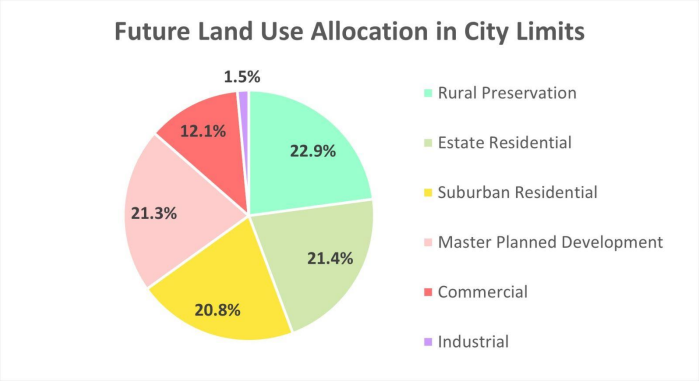
Land Use and Character Quantities on Map

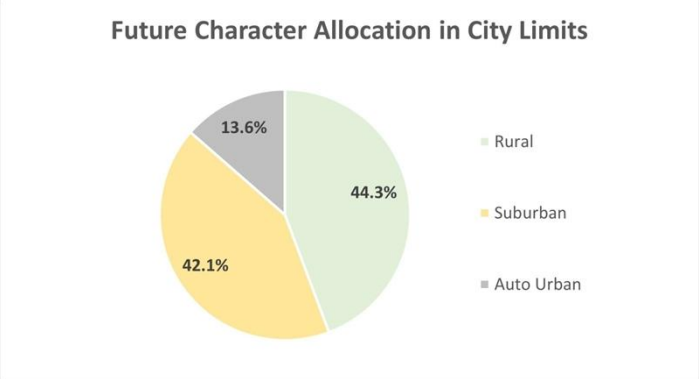
The accompanying charts reflect the approximate use and character allocations that would result if Manvel's build-out precisely matched what is depicted on the Future Land Use and Character map. The first two charts show the allocations within the current city limits, and the third and fourth charts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

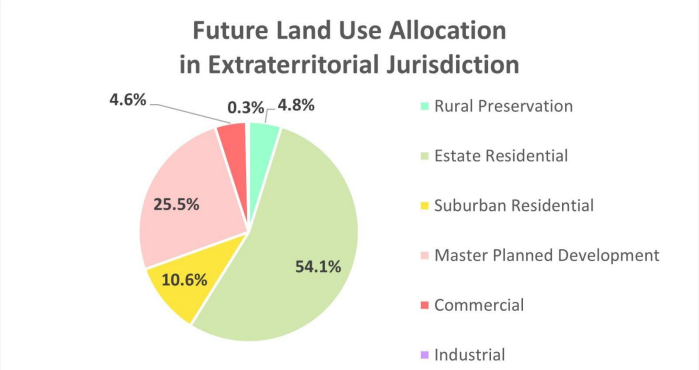
Estate Residential is usually part of the Suburban character classification as shown on the character spectrum illustration earlier in this plan section. However, for purposes of calculating the Manvel allocations, Estate Residential was included in the Rural classification. Many of the Estate Residential 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.

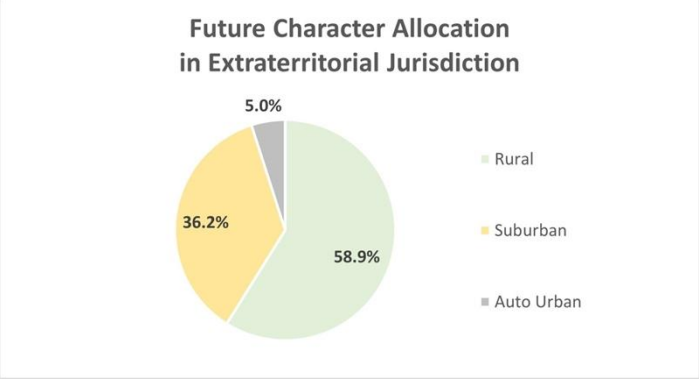
Observations from the four charts include:

- 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

April 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.

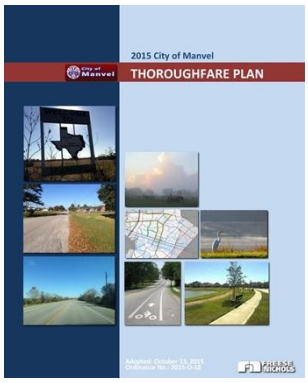
Regional Coordination

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

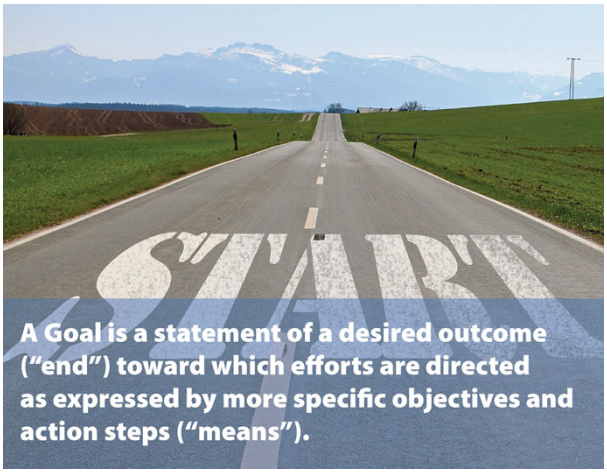
» **Advocating for Manvel's interests**

- 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.



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 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

NOTE: All dollar figures below are from other adopted City plans and may change with future updates.

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

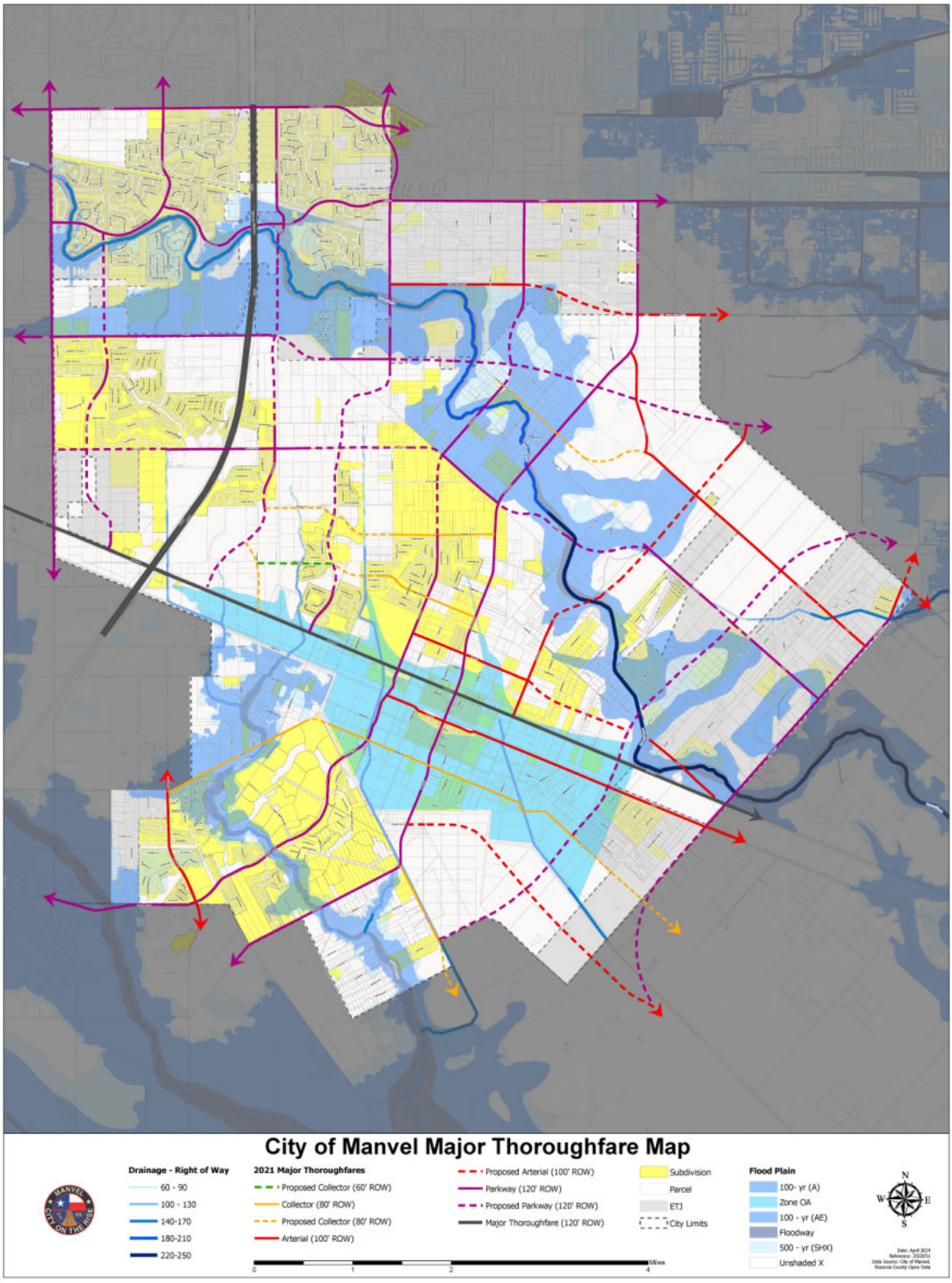
Roadway Type	Characteristics	Right-of-Way Minimum Width	Local Examples
Arterial	» Provides connections between higher-level roadways and Collectors and local streets. » Designed for higher traffic volumes and speeds than Collector or local streets, but with a more local mobility focus than the regional 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) » Kings Dr (extension north to SH 6) » Lira Rd » Oilfield Rd » Old Chocolate Bayou Rd (portion) » Old Massey Ranch Rd » Pearland Sites Rd » Pursley Blvd

Roadway Type	Characteristics	Right-of-Way Minimum Width	Local Examples
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 » Markham Rd (future north portion) » 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

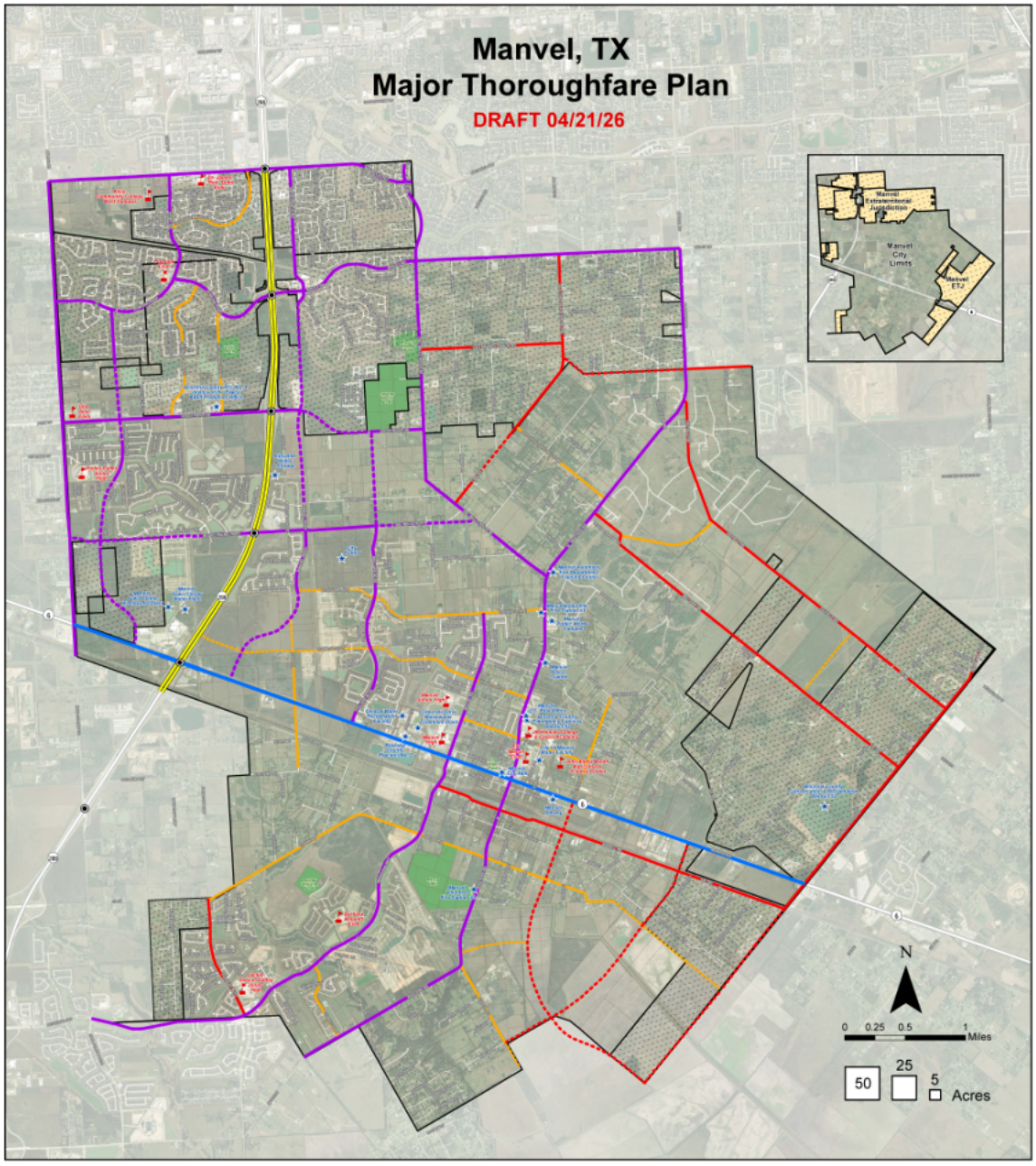


Key observations from the 2021 MTP review included:

- 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.

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.
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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'
	Kings Dr	Kings Dr to SH 6	P1	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'
	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'

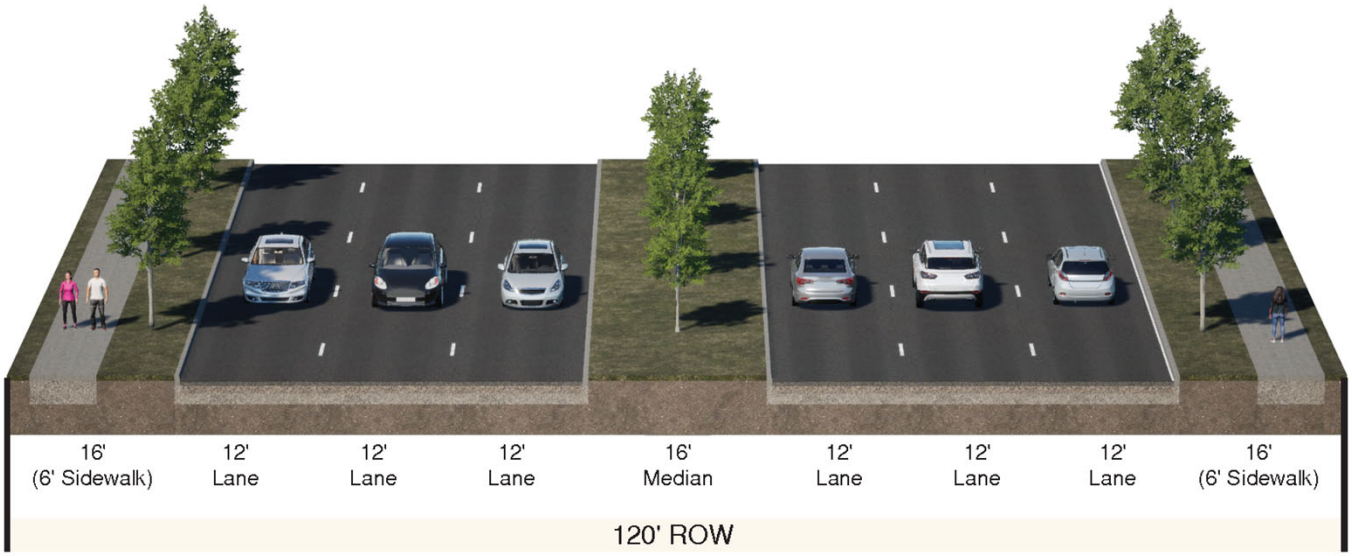
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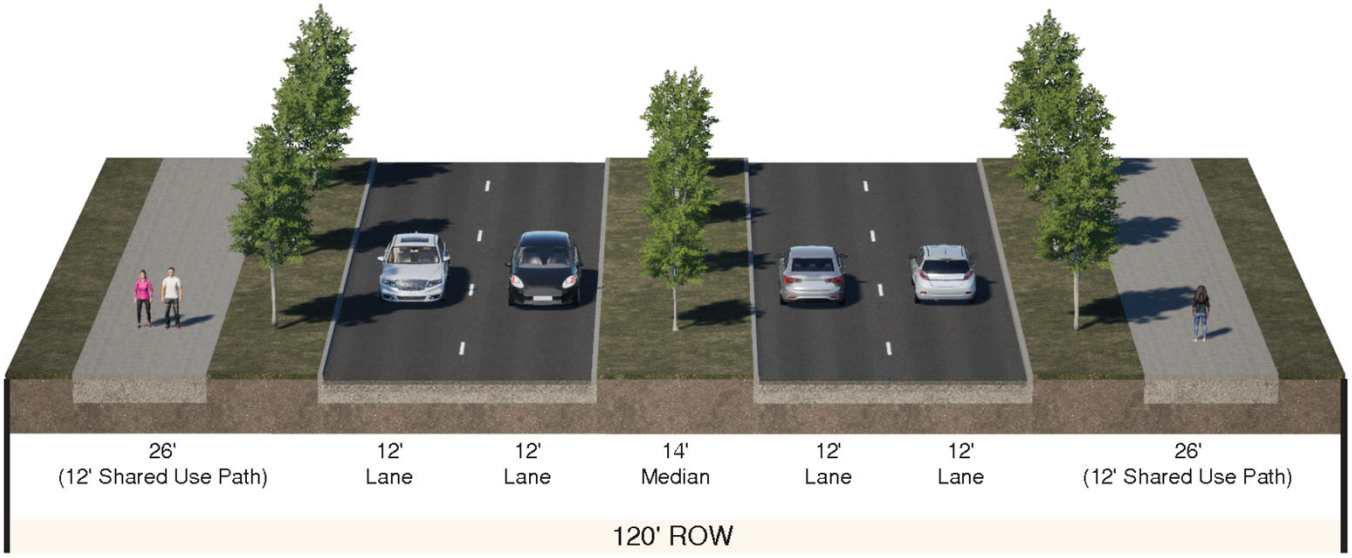
Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Markham Rd	Belcher Rd to Oilfield Rd	P1	B1	80'
	Old Chocolate Bayou Rd	Lira Rd/Old Chocolate Bayou Rd to Masters Rd/ FM 1128	B1	B1	80'
	Orchard Park Ln	Pomona Pkwy to Croix Rd/ CR 58	--	B	80'
	Scopel Rd	Belcher 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

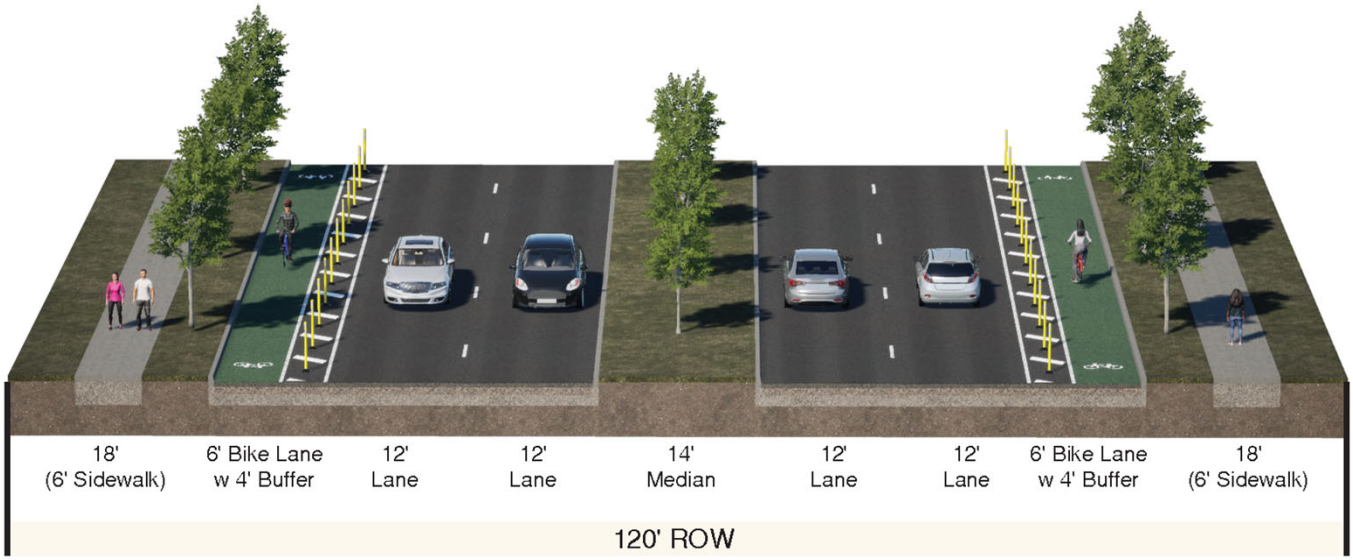


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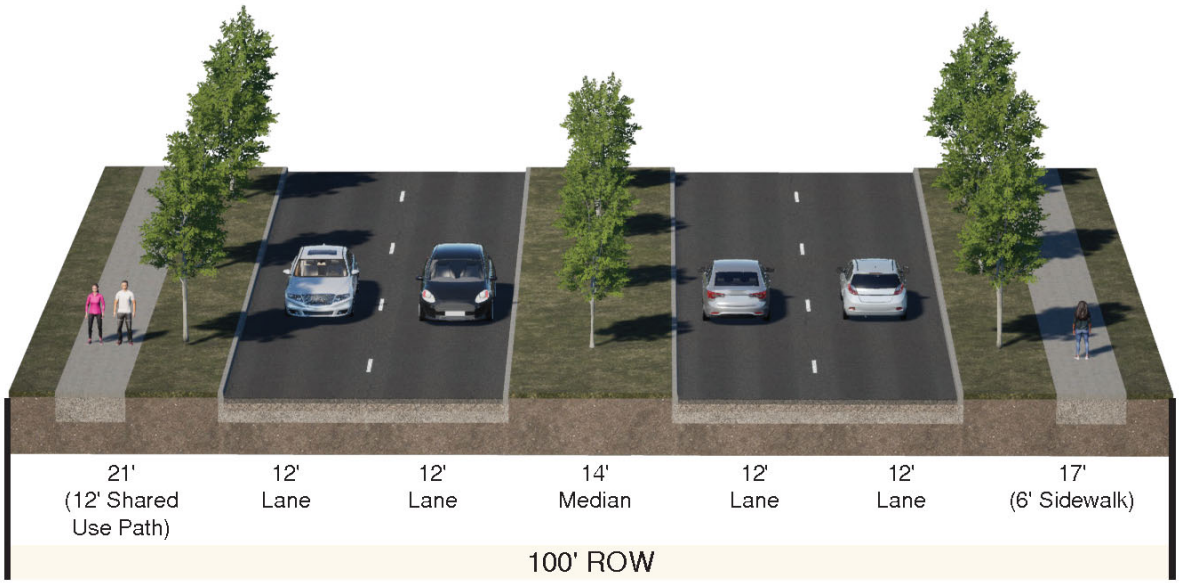


Typical Street Sections

Type "P2" Street

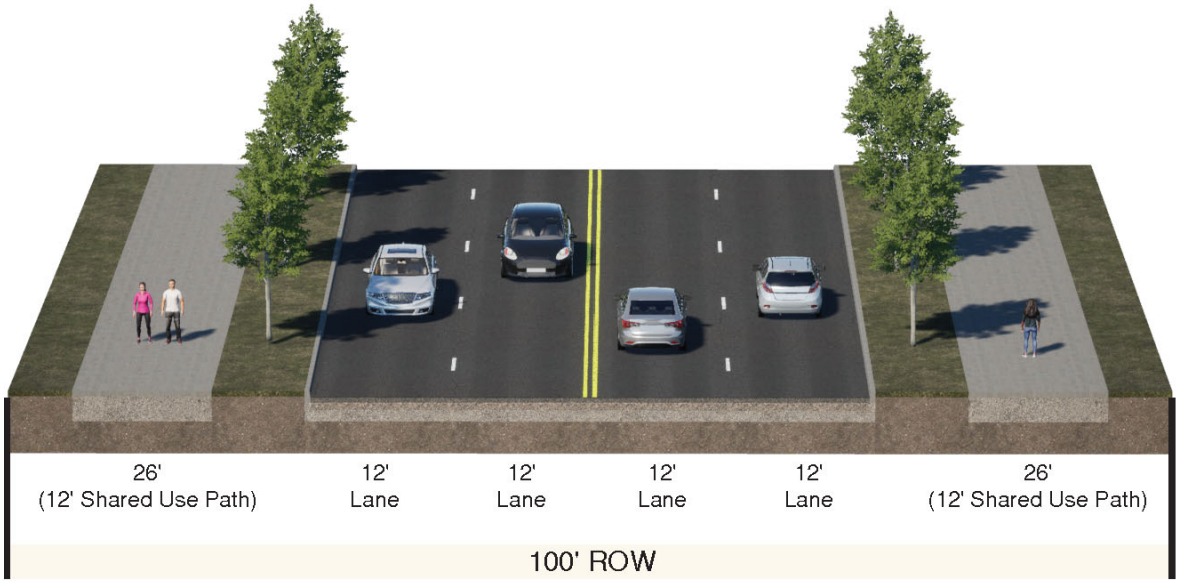


Type "A" Street

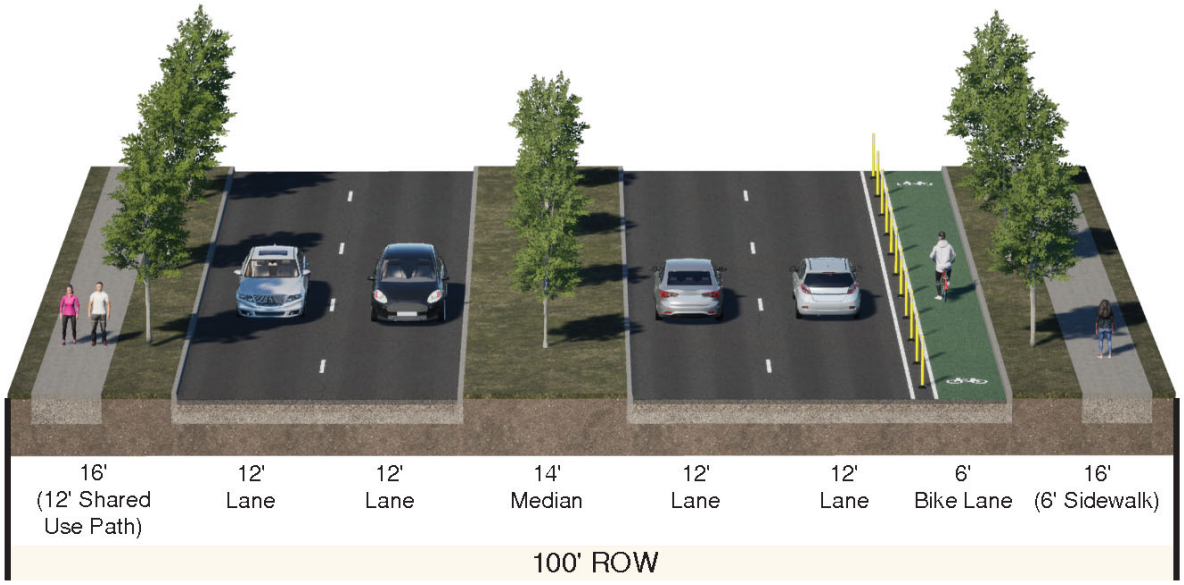


Typical Street Sections

Type "A1" Street

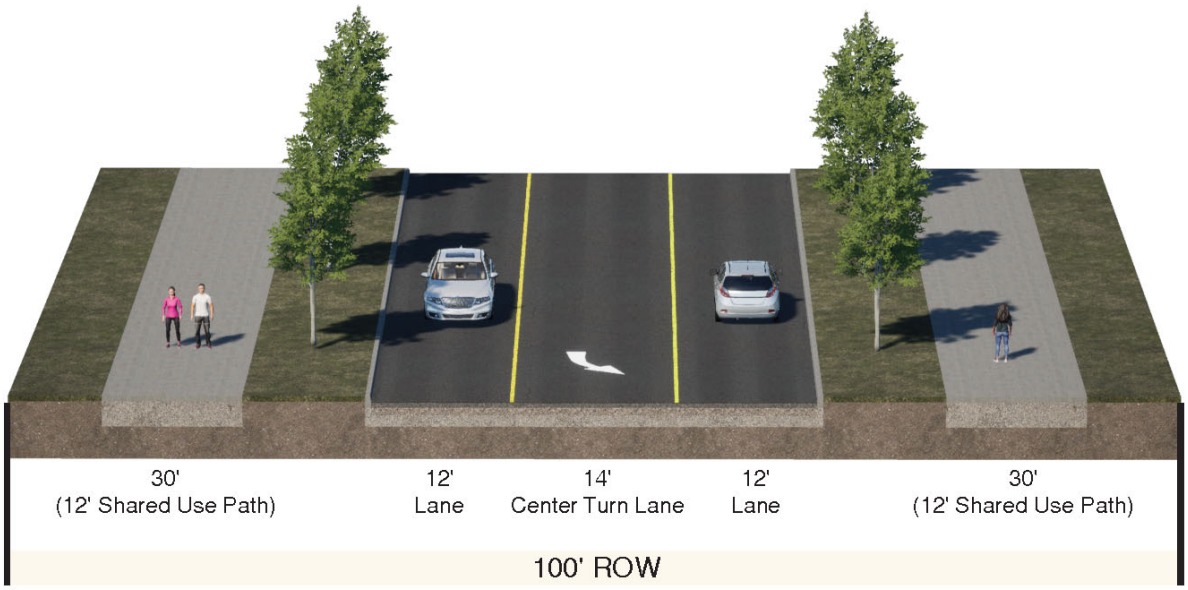


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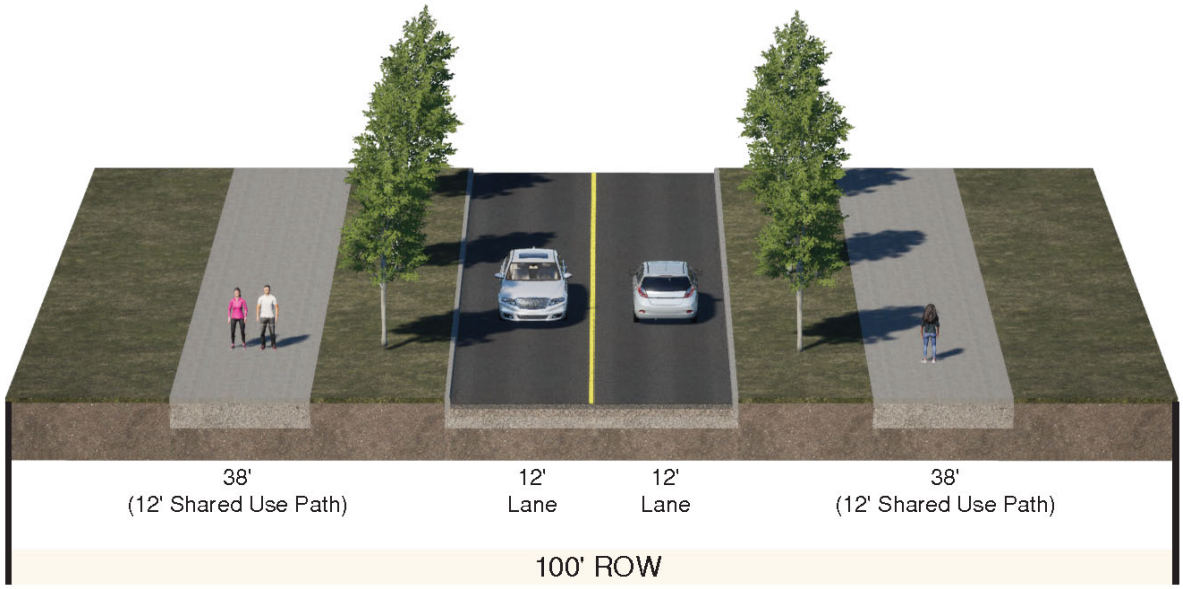


Typical Street Sections

Type "A3" Street

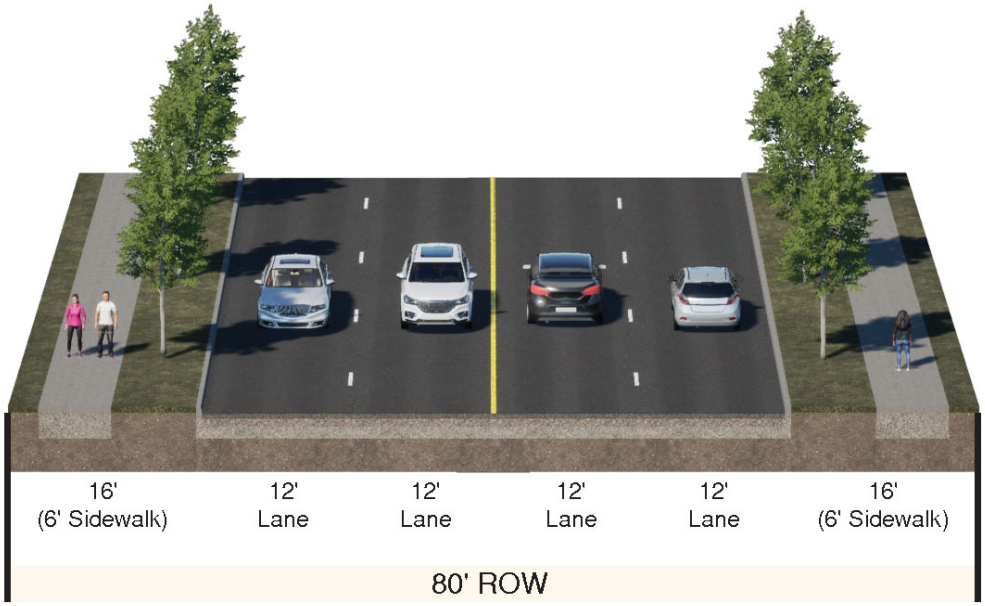


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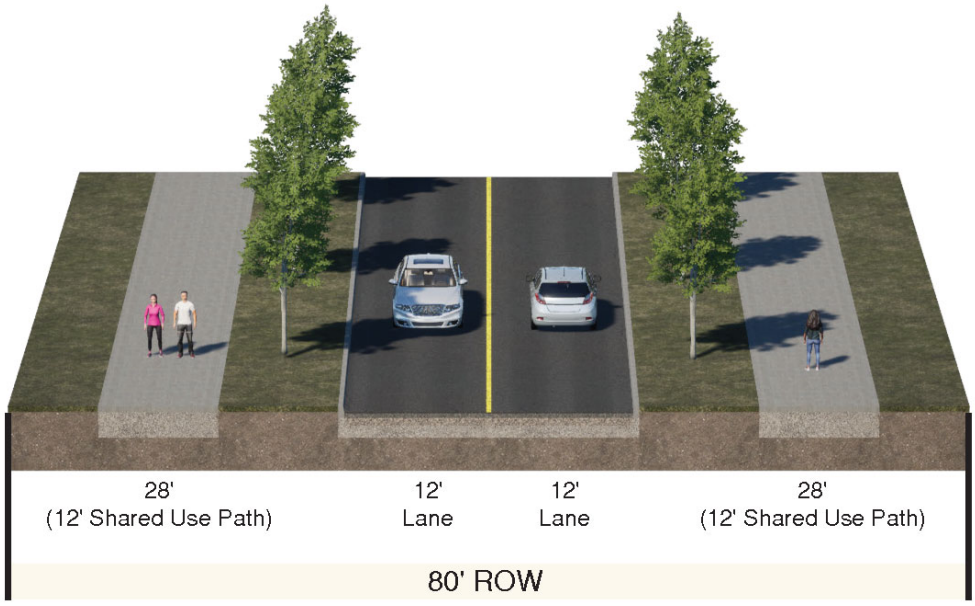


Typical Street Sections

Type "B" Street

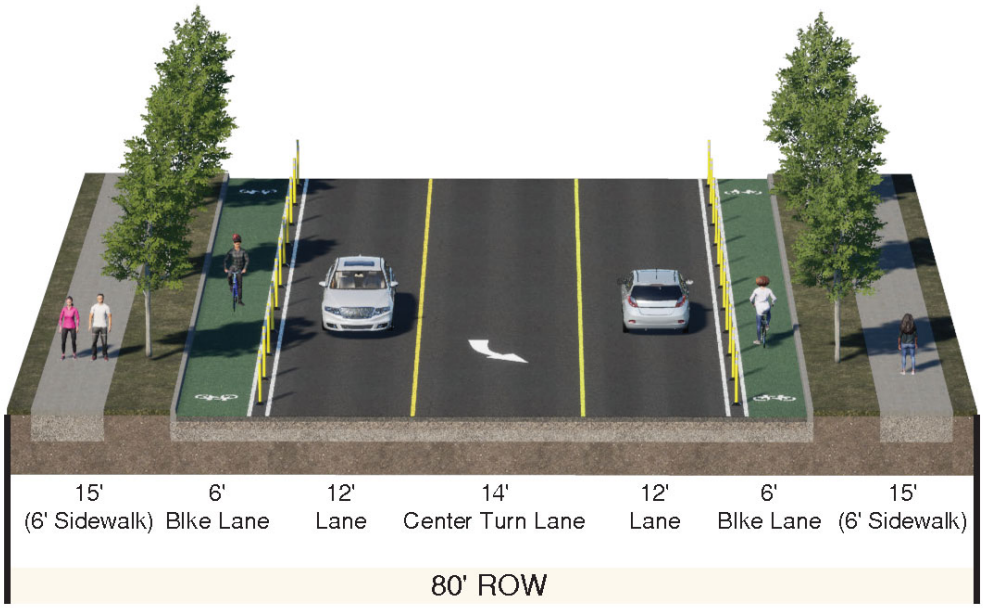


Type "B1" Street

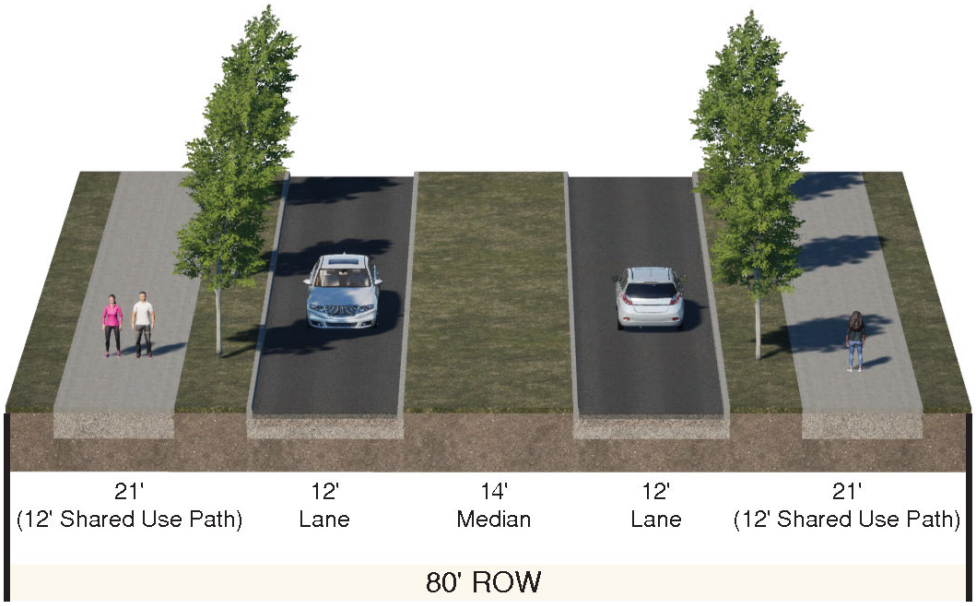


Typical Street Sections

Type "B2" Street

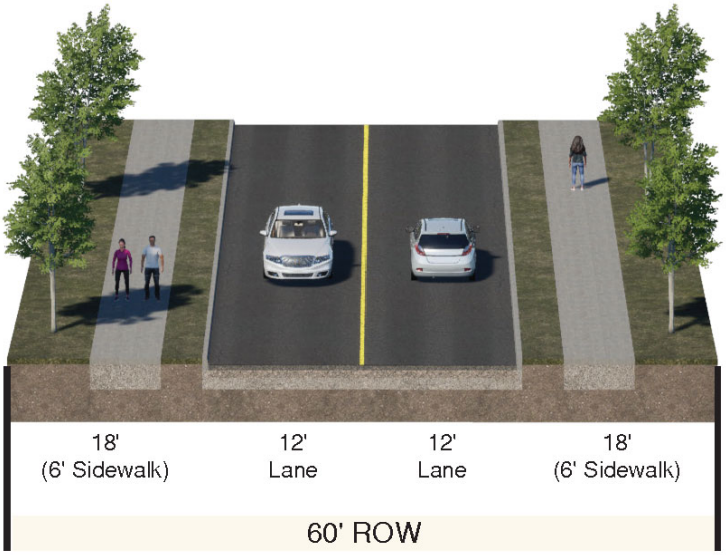


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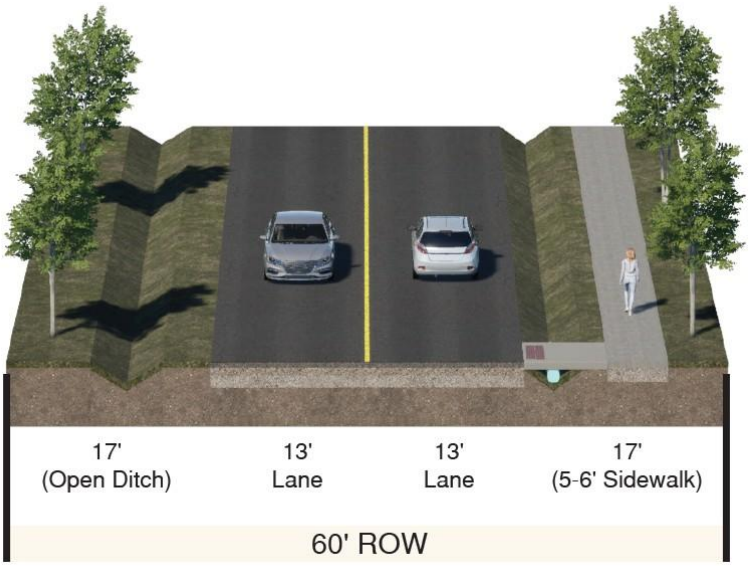


Typical Street Sections

Local Street - Preferred Elements for New Streets

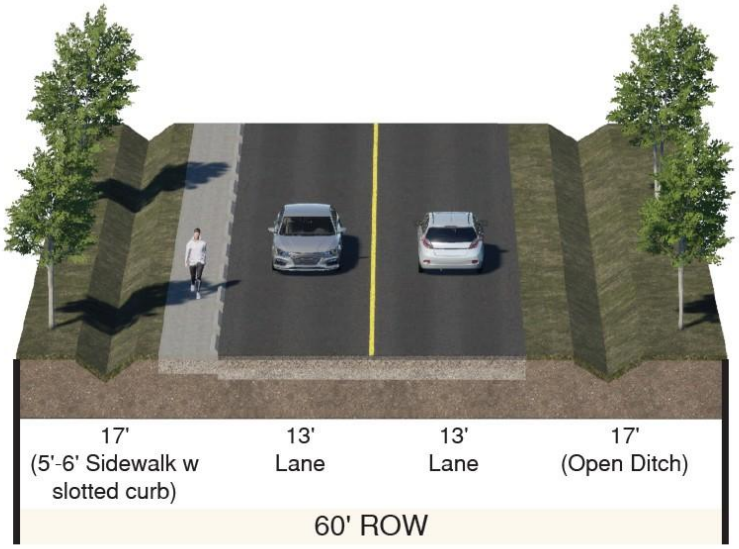


Local Street - Preferred Elements for Streets with Open-Ditch Drainage (Option 1)

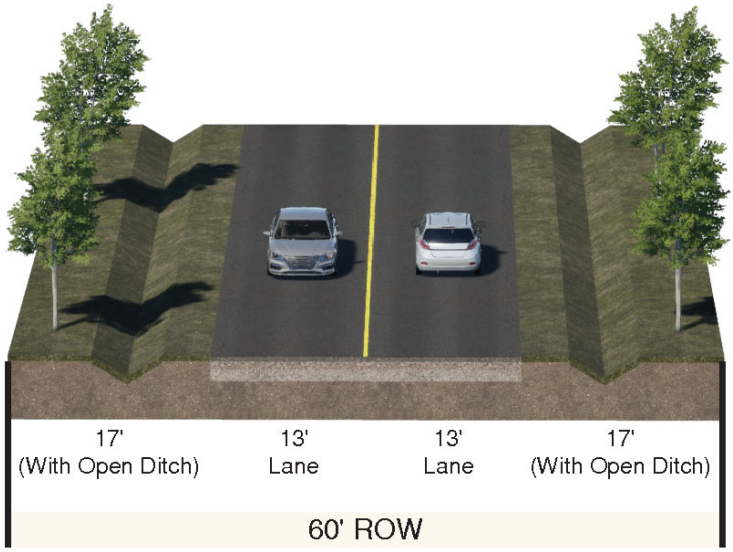


Typical Street Sections

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.
- 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** is now shown only between Belcher Road and Oilfield Road north of SH 6. This short segment is also now designated a Collector rather than a Parkway. The portion of the "Markham Road alignment" south of SH 6 is now referred to as the Kings Drive alignment in this plan section as it connects to existing Kings Drive on the south. This segment south of SH 6 is also now designated as an Arterial versus 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 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.

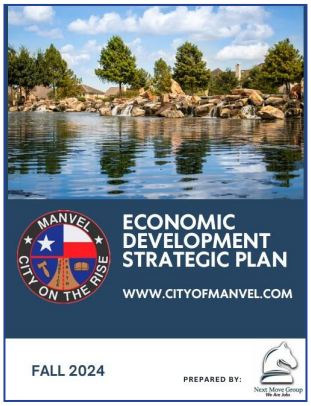
Economic Essentials

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

Economic Development Accomplishments

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

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 areas 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

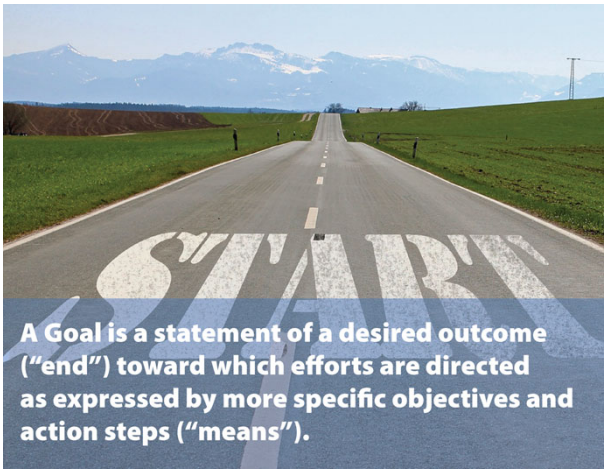
The actions in this Economic Development section involve tangible steps that will lead to achievement of the following goals:

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

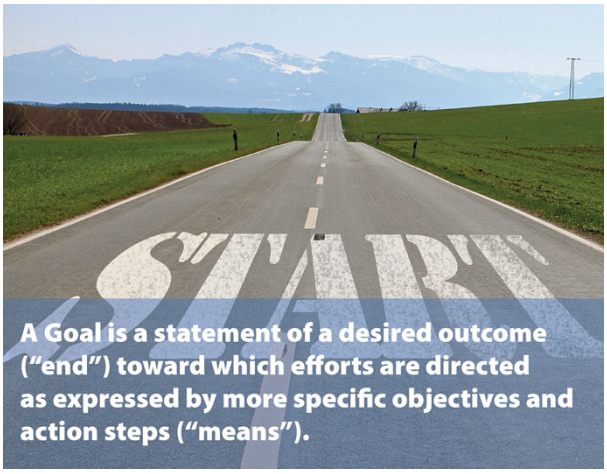
The actions in this Recreation and Amenities section involve tangible steps that will lead to achievement of the following goals:

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!

MANVEL 2045

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 = $$* *Measure(s) of Progress and Completion:* ▪ Budget allocated for consultant support. ▪ Measures of community engagement. ▪ Plan adoption by City Council. ▪ Grant and other funding applications submitted based on plan.	**Recreation and Amenities** ---- Strategic Priority 4	More Targeted Planning / Study	▪ **City Manager** ▪ Public Works ▪ Development Services ▪ Finance ▪ Parks Board ▪ Local parks, trails, recreation and sports advocates and groups ▪ Homeowner associations and MUDs ▪ Brazoria County ▪ Alvin ISD ▪ Drainage district and canal partners ▪ Texas Parks & Wildlife Department
B	Update the City's **land development regulations** based on recommendations in the new Comprehensive Plan to better manage growth and future land use. *Potential Cost Level = $$*	**Land Use and Community Character** ---- Strategic	Regulations & Standards	▪ **Development Services** ▪ City Attorney ▪ Engineering ▪ PD&Z Commission

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
	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.	Priority 1		▪ 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
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 = $*	**Economic Development** ---- Strategic Priority 1	Programs & Initiatives	▪ **City Manager** ▪ MEDC Board ▪ Public Information ▪ Development Services ▪ Northern Brazoria

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
	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.			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.)
G	Explore forming a **Manvel Business Association** to support, and promote networking among the local business community.	**Economic Development** ---- Strategic	Programs & Initiatives	▪ **City Manager** ▪ Local business community

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
	Potential Cost Level = $	Priority 3		▪ 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
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.	**Environment** ---- Strategic Priority 1	More Targeted Planning / Study	▪ **Development Services** ▪ Engineering ▪ PD&Z Commission

	ACTION	Where in Plan	Action Type	Action Leaders and Key Partners
	Potential Cost Level = $ or $$ (higher if targeted land purchases pursued)			▪ Parks Board ▪ Property owners ▪ Development community ▪ Land conservation partners and trusts
Years 6-10				
K	Evaluate individual **Municipal Utility Districts (MUDs)** for potential future annexation into the city when it makes financial sense and is technically feasible. *Potential Cost Level = $$ 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

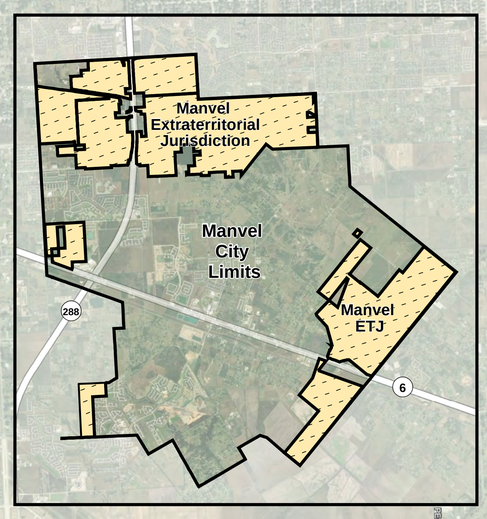
While remaining firm in its fundamental principles and reflection of community values, the Manvel Comprehensive Plan should still be a flexible document that allows for adjustment to changing conditions over time. Shifts in political, economic, physical, technological and social conditions – and other 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 04/21/26



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

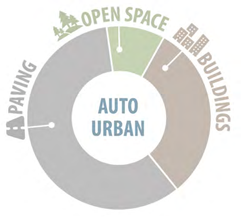
See Land Use & Community Character section in Comprehensive Plan for explanation of character types and future land use designations.



- Rural Preservation



- Estate Residential
- Suburban Residential
- Master-Planned Development



- Commercial
- Industrial

ORDINANCE NO. 2026-O-11

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING CHAPTER 50, *PLANNING AND DEVELOPMENT*, ARTICLE III. *COMPREHENSIVE PLAN*, BY AMENDING SECTION 50-51. *THOROUGHFARE PLAN*; APPROVING THE CITY'S 2026 MASTER THOROUGHFARE PLAN; PROVIDING FOR CONFORMITY OF ALL SUBDIVISION AND STREET REGULATIONS TO THE MASTER THOROUGHFARE PLAN; PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000.00 PER DAY FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF; AND PROVIDING FOR SEVERABILITY; AND PROVIDING A SEVERANCE CLAUSE AND EFFECTIVE DATE.

* * * * *

WHEREAS, the City of Manvel, through its consultant Kendig Keast, has looked to update and adopt a new Master Thoroughfare Plan, to guide the development of the thoroughfares and roads in City of Manvel; and

WHEREAS, the City of Manvel, through its consultant Kendig Keast, held numerous meetings on the thoroughfare issues facing Manvel, participated in public open house workshops, publicly showed presentations of the new thoroughfare pan drafts and findings, reviewed and explained drafts, and held public hearings and meetings on the drafts; and

WHEREAS, after public hearing and review by the Planning, Development and Zoning Commission, the City Council of the City has determined that it is in the best interest of the health, safety and welfare of its citizens and the public to approve and adopt the 2026 Master Thoroughfare Plan; and

WHEREAS, the City Council hereby amends Chapter 50 of The City Code to adopt the 2026 Master Thoroughfare Plan as the plan and policy for the City of Manvel; and now, therefore,

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

Section 1. Chapter 50 of the Code Ordinances of the City of Manvel is hereby amended by amending section 50-52 in Article III to read and provide as follows:

"**CHAPTER 50. PLANNING AND DEVELOPMENT**

…

ARTICLE III. COMPREHENSIVE PLAN

…

Sec. 50-51. – Master thoroughfare plan.

(a) Pursuant to the authority contained in Chapter 213 of the Texas Local Government Code, the city council hereby adopts the City of Manvel Transportation Corridor and Major Thoroughfare Plan ("[~~2021~~] 2026 Master Thoroughfare Plan"), a true and correct copy of which shall remain on file with the city secretary's office. The Master Thoroughfare Plan shall be the plan and policy for transportation and thoroughfare matters within the city and, to the extent permitted by law, the extra-territorial jurisdiction of the City of Manvel.

(b) All thoroughfare, street, and related regulations and requirements of the City Code, including, but not limited to, Chapter 62, Subdivision, shall conform to the Master Throughfare Plan. If there is any conflict between an ordinance, rule or regulation of the City Code and the Master Thoroughfare Plan, the Master Thoroughfare Plan shall control."

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

Section 3. **Repealer**. All ordinances or parts of ordinances inconsistent or in conflict herewith, are, to the extent of such inconsistency or conflict, hereby repealed.

Section 4. **Severability**. In the event any clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, whether there be one or more parts.

PASSED AND APPROVED on first reading this ____ day of _____, 2026.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____, 2026.

_____
Dan Davis, Mayor

Attest:

_____
Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____
Robert Gervais, City Attorney

MANVEL 2045

City of Manvel Major Thoroughfare Plan

Transportation

April 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.

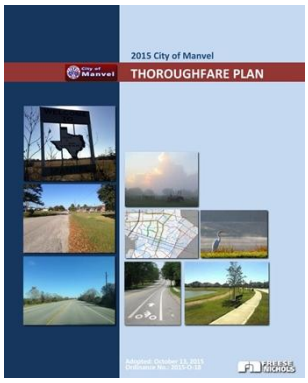
Regional Coordination

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

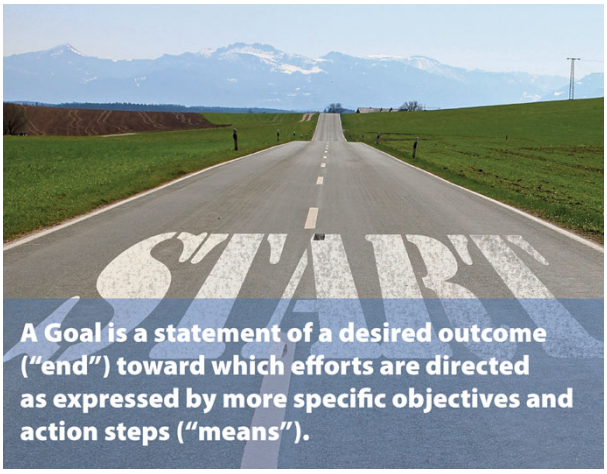
» **Advocating for Manvel's interests**

- 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.



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 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

NOTE: All dollar figures below are from other adopted City plans and may change with future updates.

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

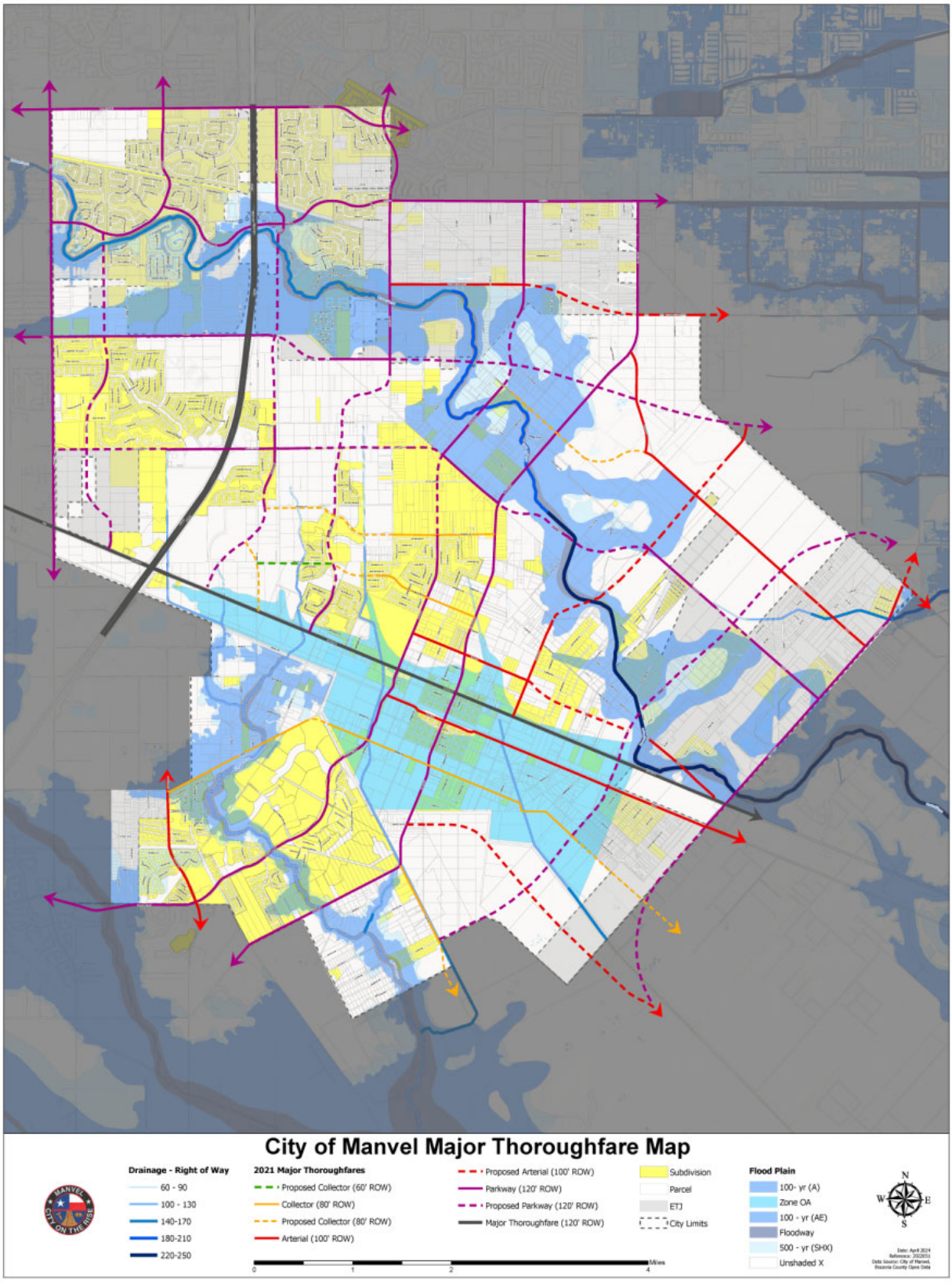
Roadway Type	Characteristics	Right-of-Way Minimum Width	Local Examples
Arterial	» Provides connections between higher-level roadways and Collectors and local streets. » Designed for higher traffic volumes and speeds than Collector or local streets, but with a more local mobility focus than the regional 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) » Kings Dr (extension north to SH 6) » Lira Rd » Oilfield Rd » Old Chocolate Bayou Rd (portion) » Old Massey Ranch Rd » Pearland Sites Rd » Pursley Blvd

Roadway Type	Characteristics	Right-of-Way Minimum Width	Local Examples
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 » Markham Rd (future north portion) » 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

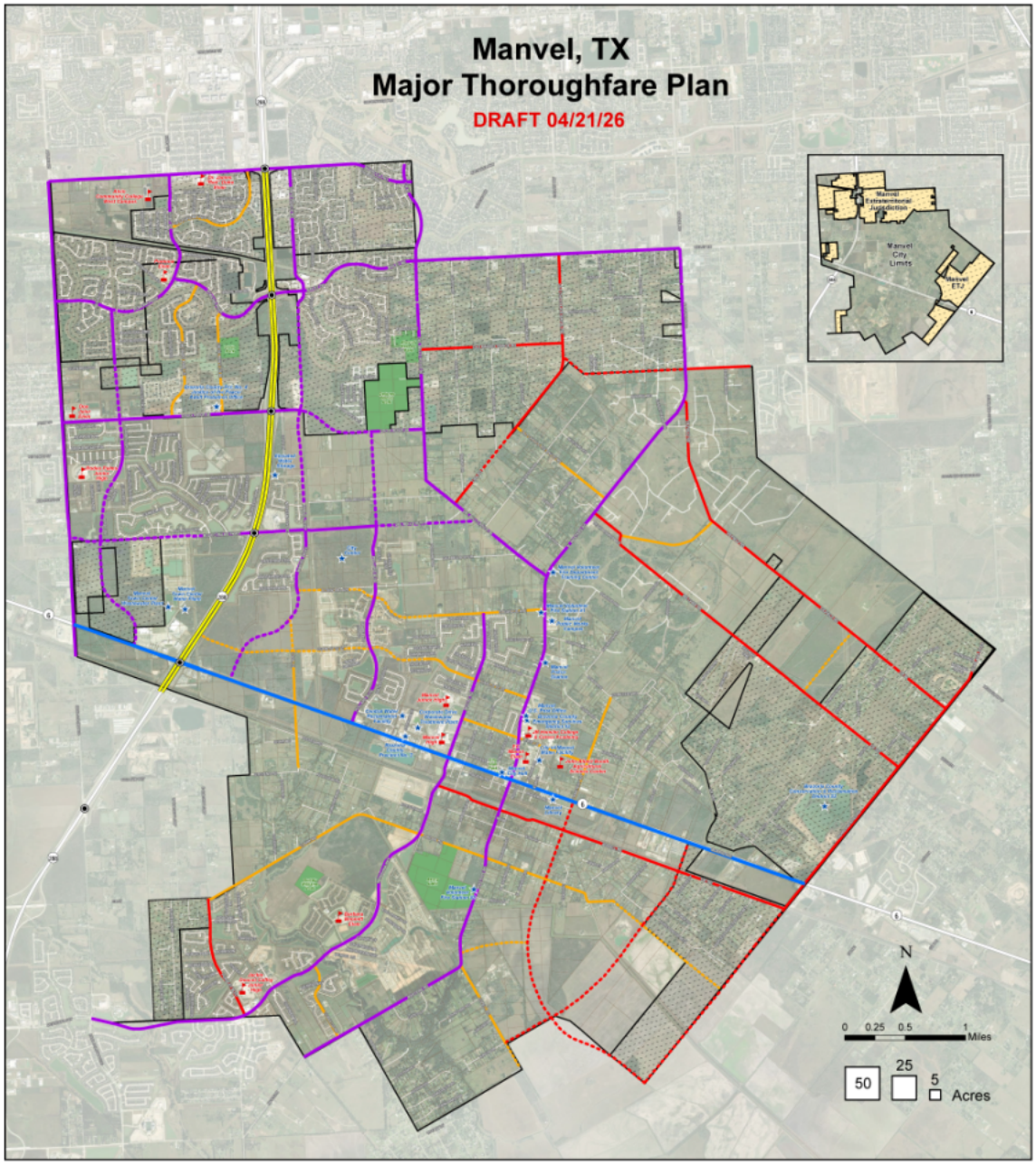


Key observations from the 2021 MTP review included:

- 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.

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'
	Kings Dr	Kings Dr to SH 6	P1	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'
	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'

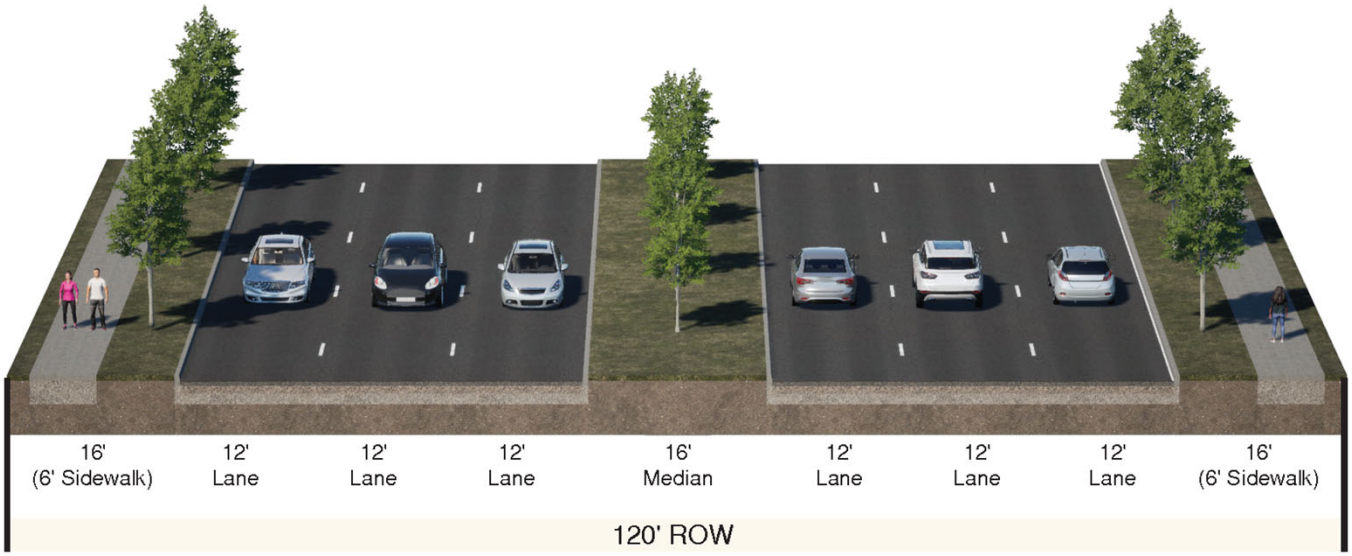
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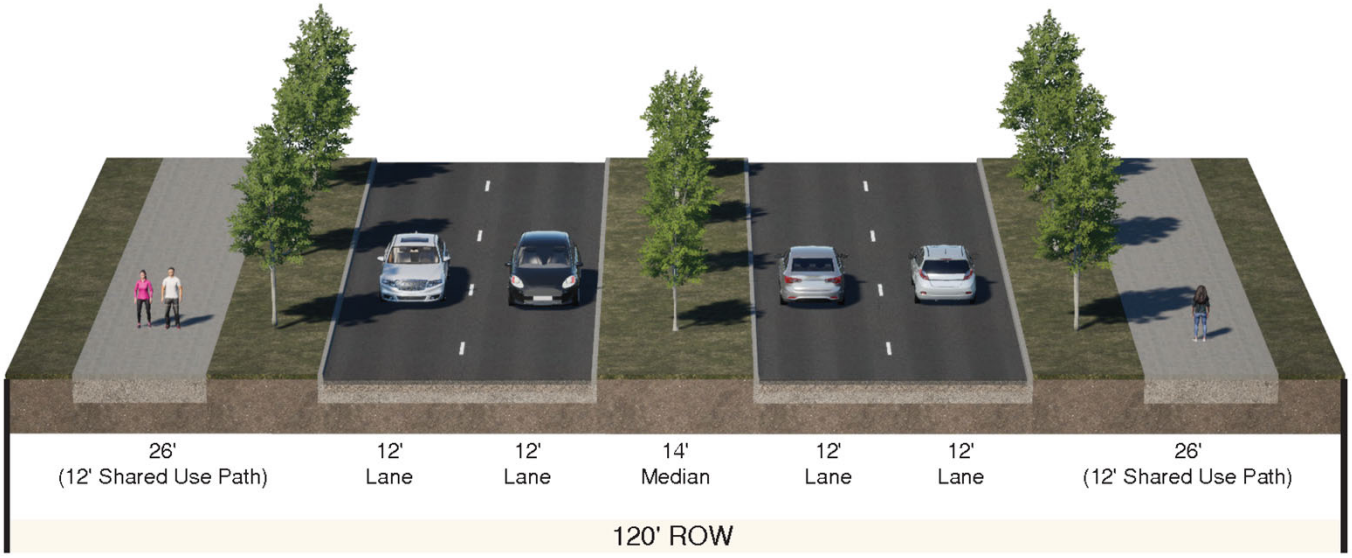
Functional Classification	Roadway	Segment	Current Classification	Revised Classification	ROW
	Markham Rd	Belcher Rd to Oilfield Rd	P1	B1	80'
	Old Chocolate Bayou Rd	Lira Rd/Old Chocolate Bayou Rd to Masters Rd/ FM 1128	B1	B1	80'
	Orchard Park Ln	Pomona Pkwy to Croix Rd/ CR 58	--	B	80'
	Scopel Rd	Belcher 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

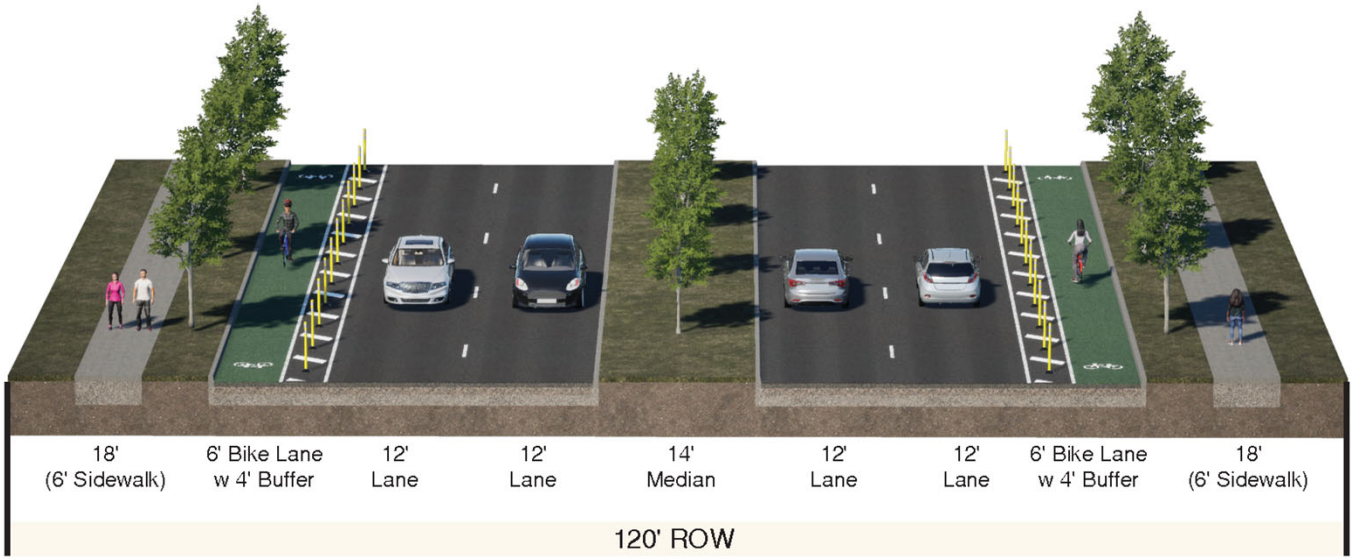


Type "P1" Street

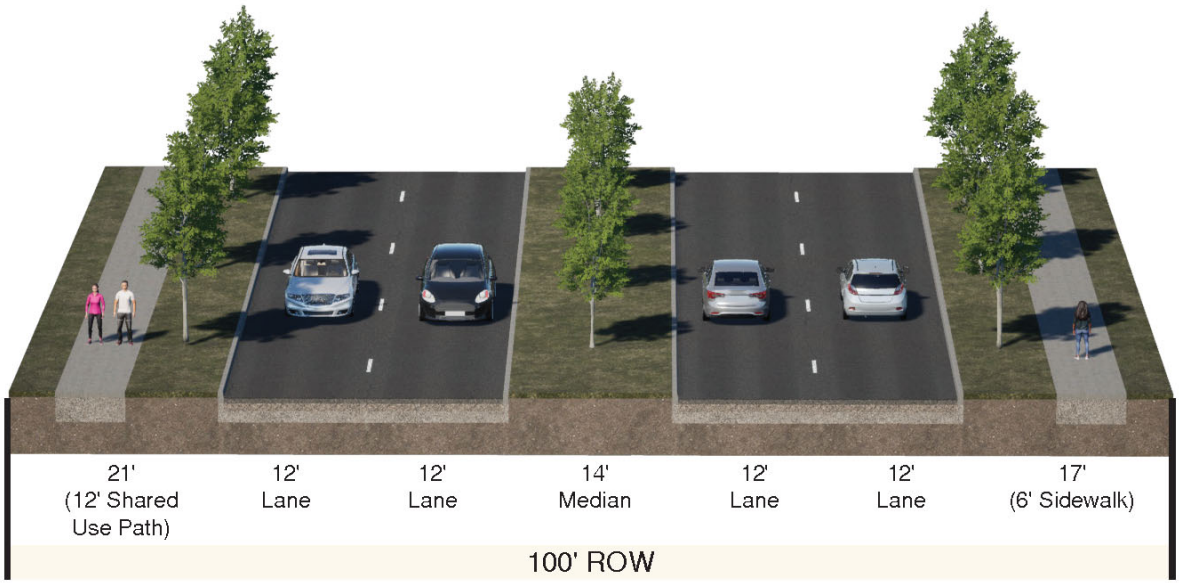


Typical Street Sections

Type "P2" Street

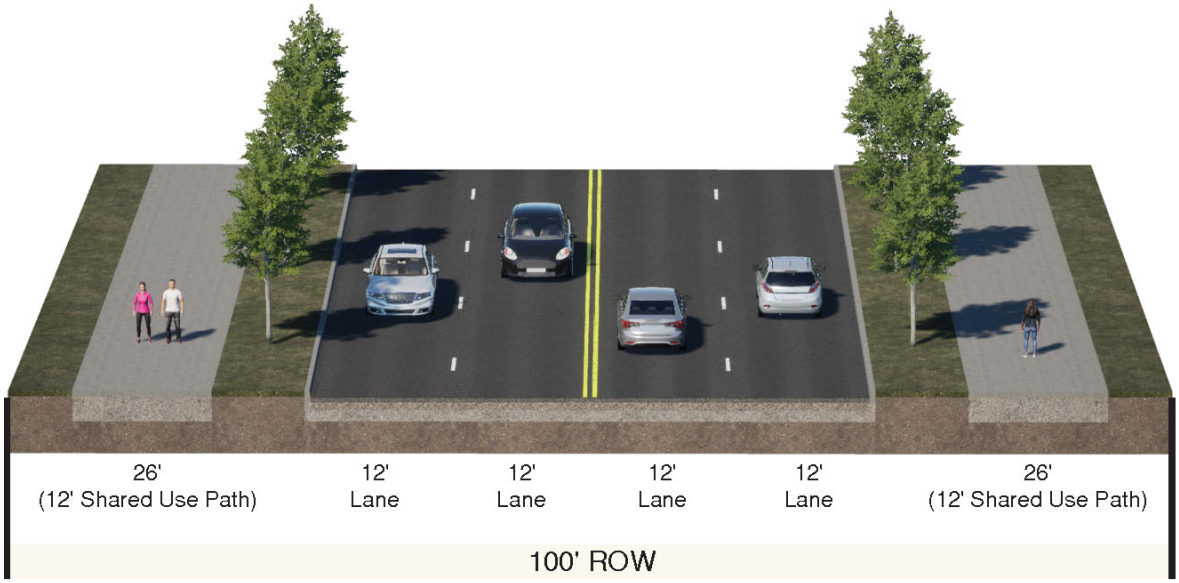


Type "A" Street

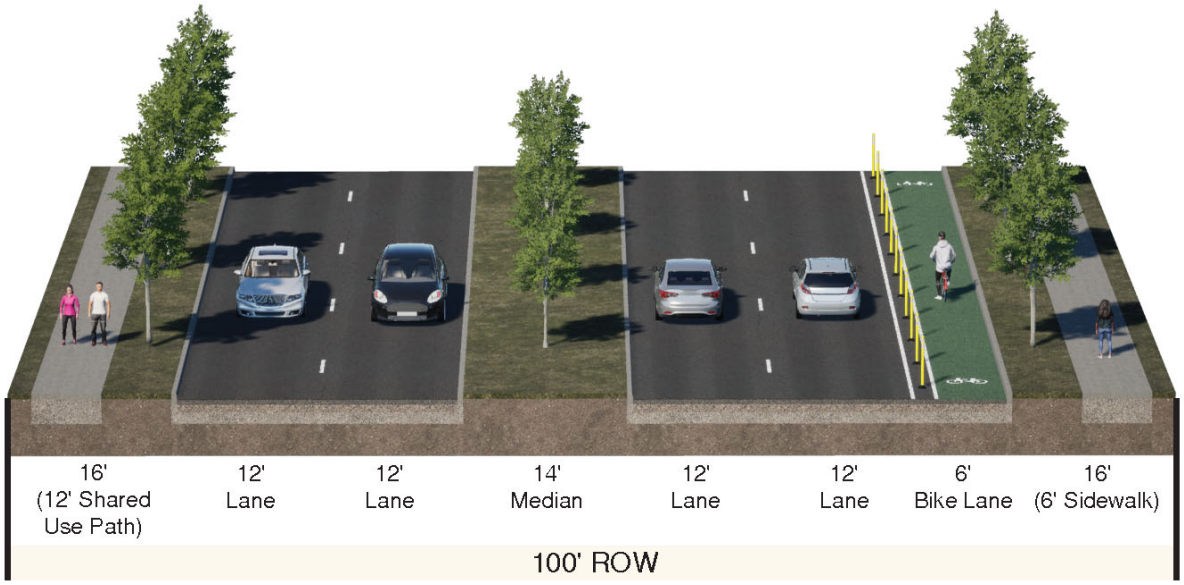


Typical Street Sections

Type "A1" Street

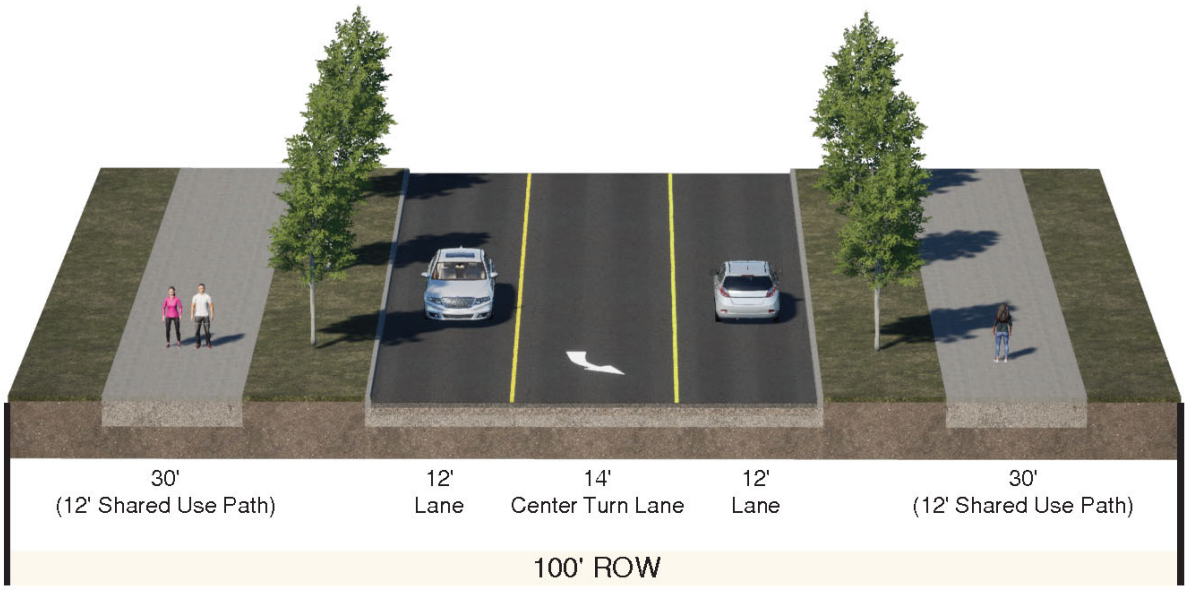


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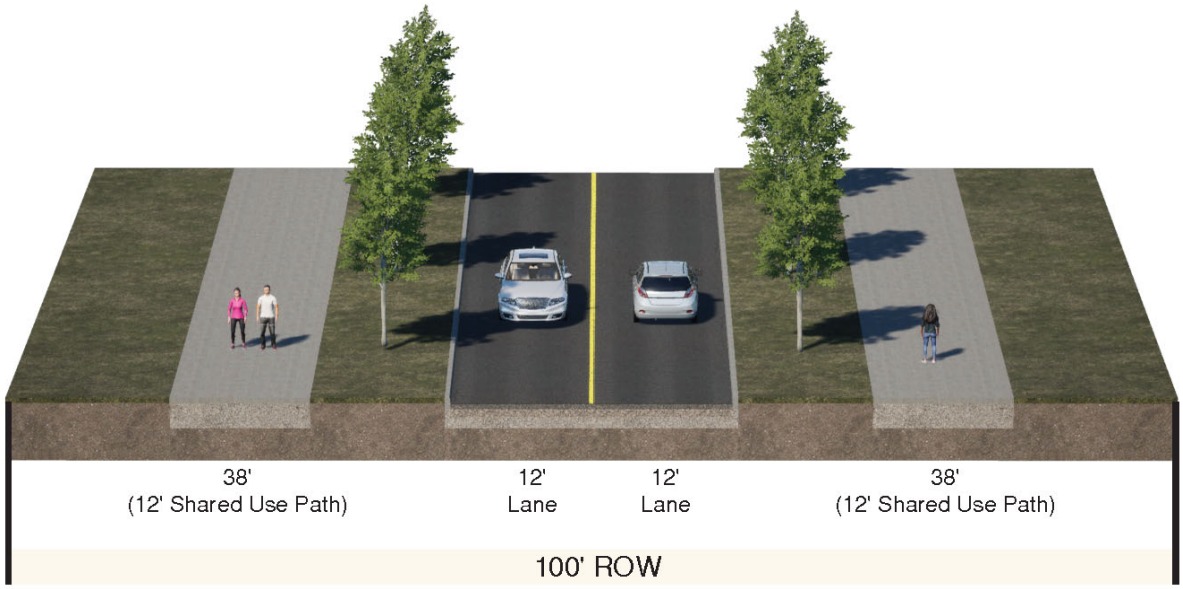


Typical Street Sections

Type "A3" Street

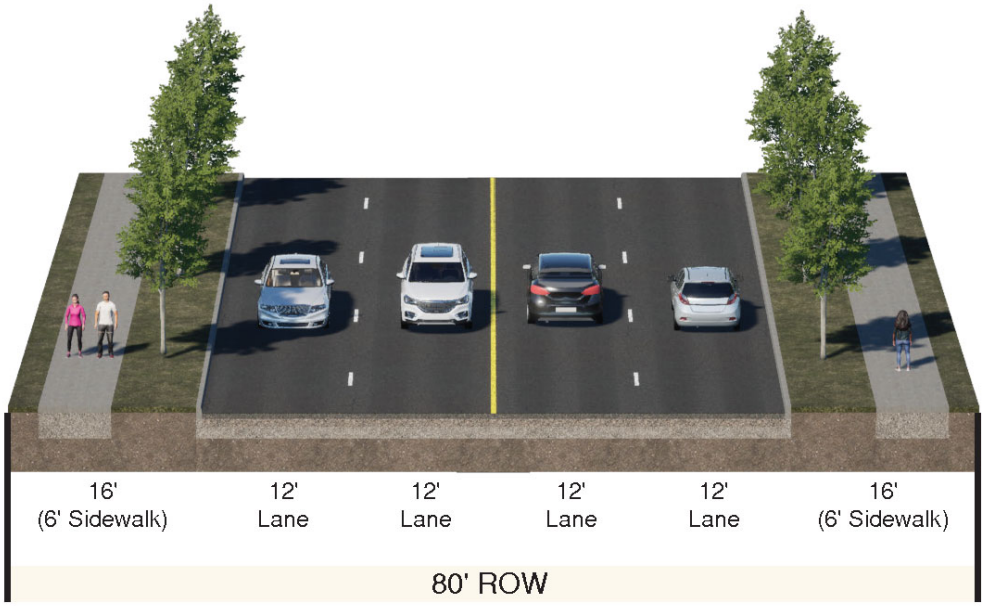


Type "A4" Street

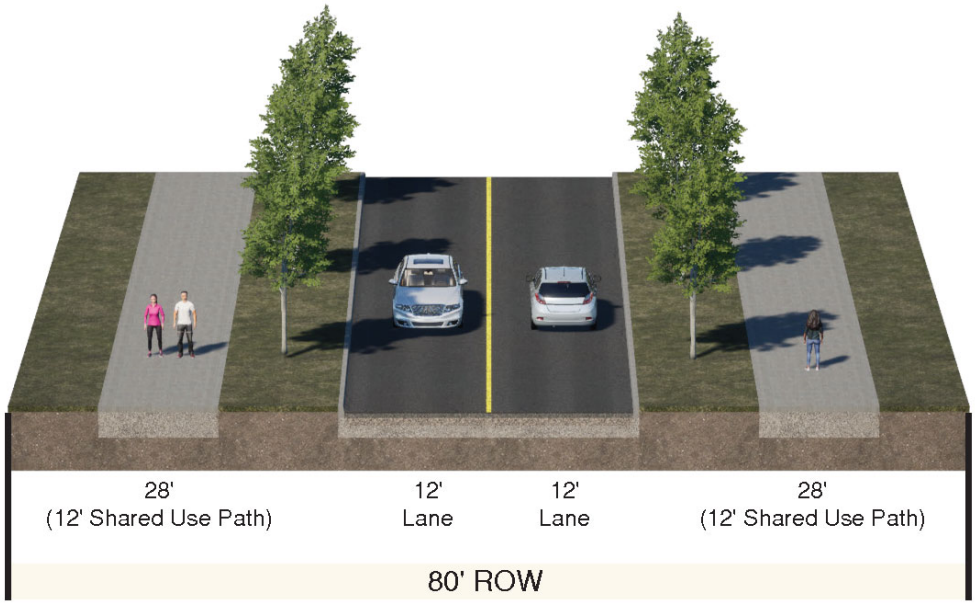


Typical Street Sections

Type "B" Street

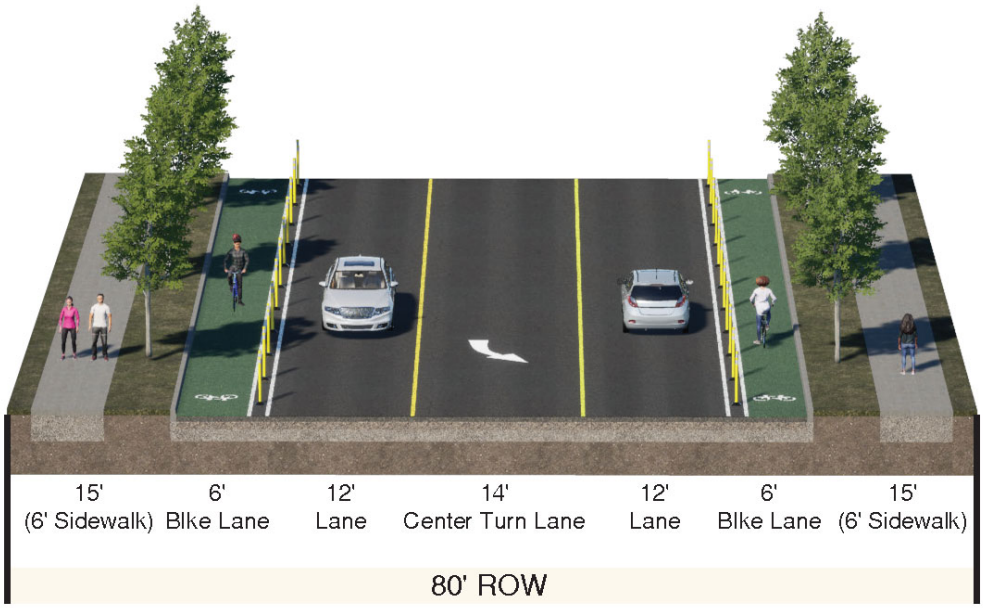


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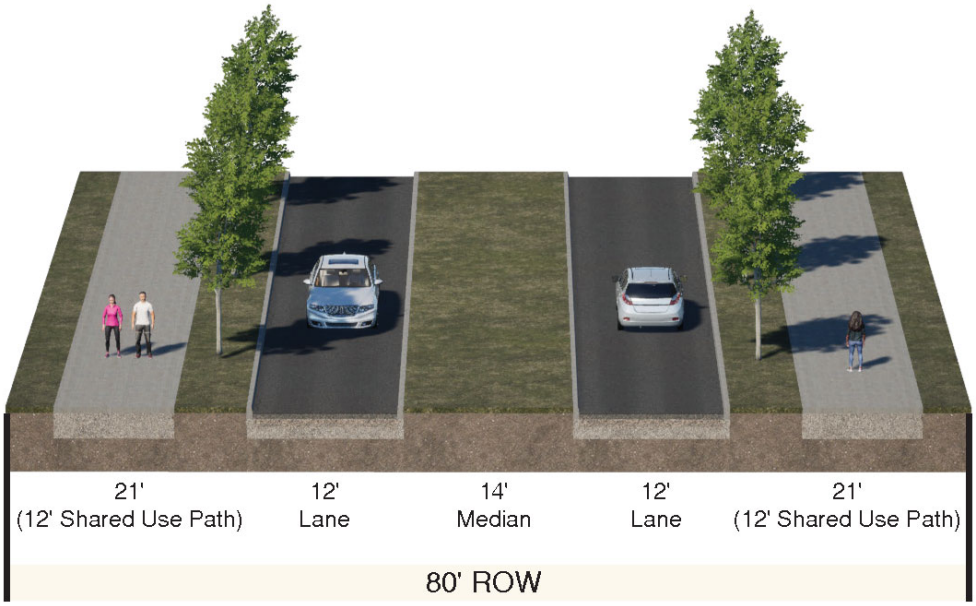


Typical Street Sections

Type "B2" Street

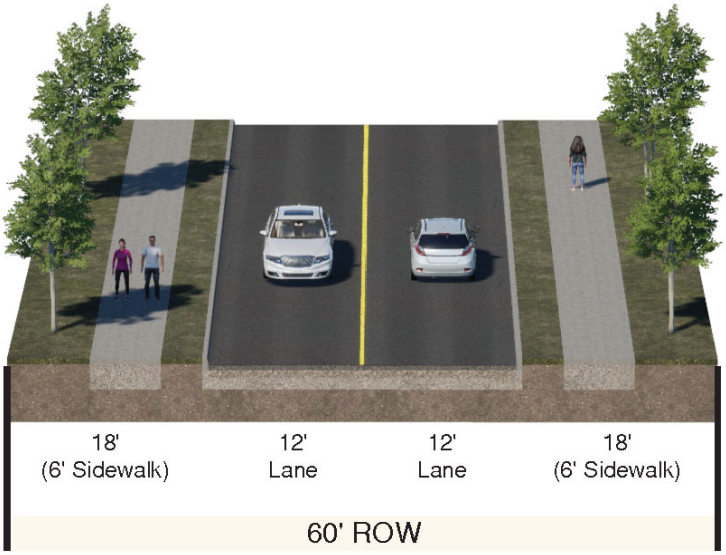


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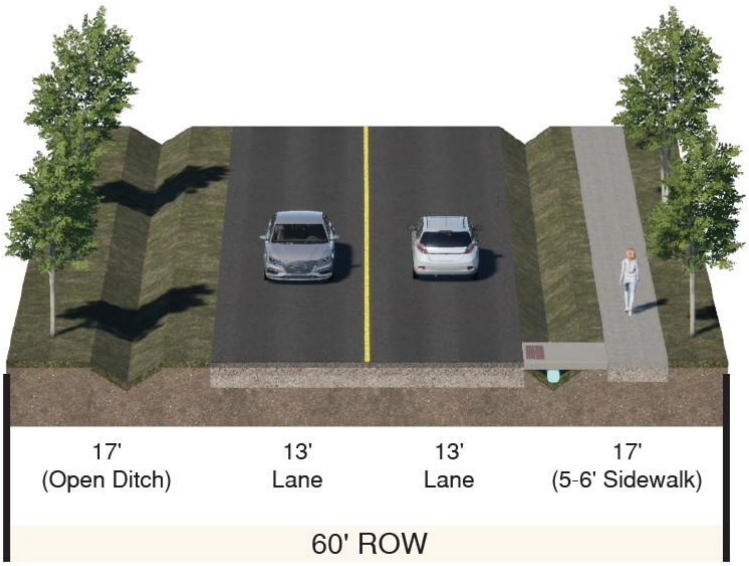


Typical Street Sections

Local Street - Preferred Elements for New Streets

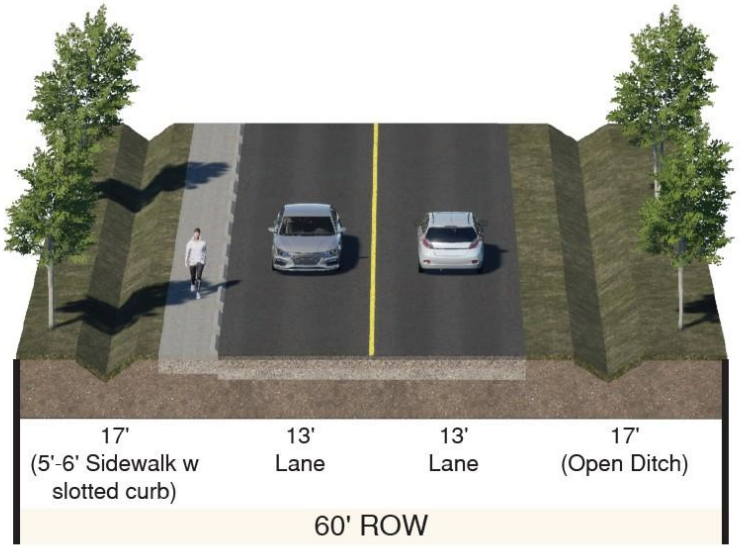


Local Street - Preferred Elements for Streets with Open-Ditch Drainage (Option 1)

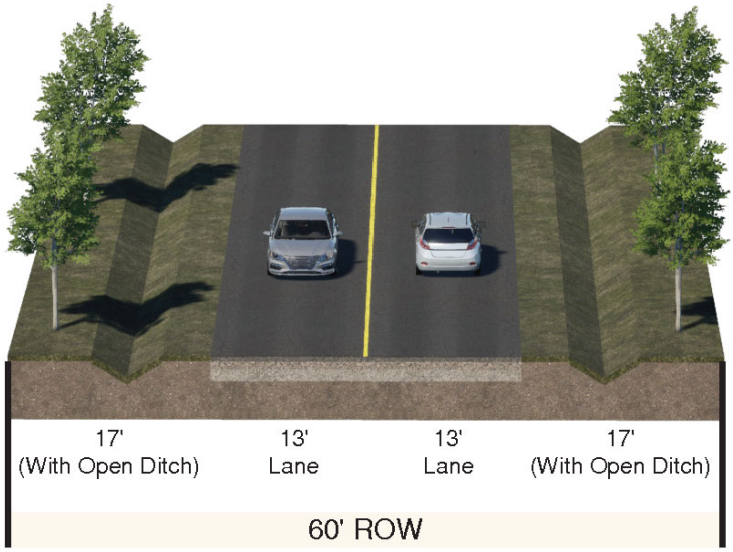


Typical Street Sections

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.
- 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** is now shown only between Belcher Road and Oilfield Road north of SH 6. This short segment is also now designated a Collector rather than a Parkway. The portion of the "Markham Road alignment" south of SH 6 is now referred to as the Kings Drive alignment in this plan section as it connects to existing Kings Drive on the south. This segment south of SH 6 is also now designated as an Arterial versus 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 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

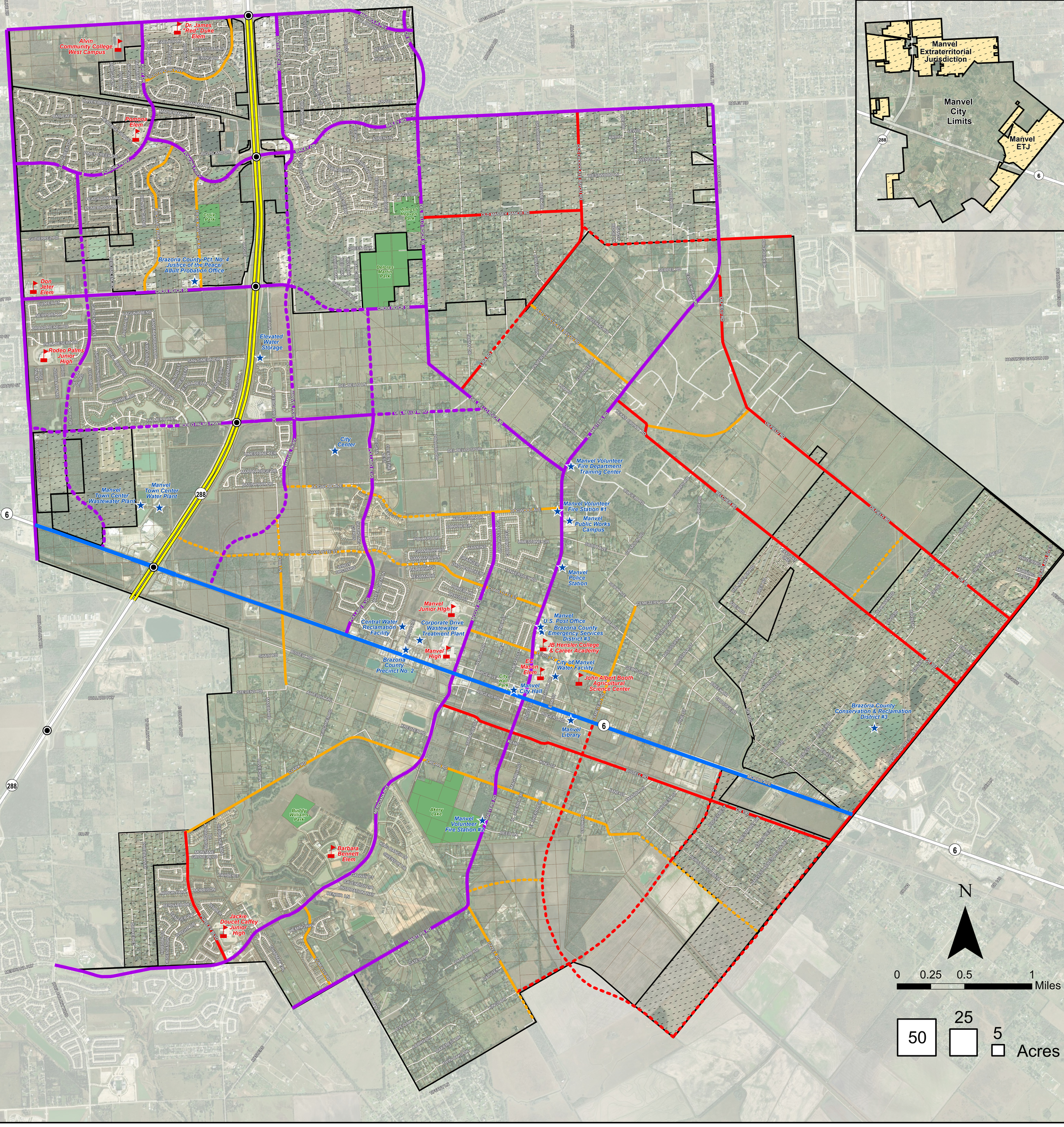
- Physical (floodplains, topography, water features, utility/pipeline corridors, etc.).
- Property pattern.
- Existing development.
- Environmental features / assets (e.g., forested areas, wetlands, etc.).
- Parkland and preserved open space.
- Jurisdictions (territorial, roadways, water features, etc.).
- 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.

Manvel, TX
Major Thoroughfare Plan

DRAFT 04/21/26



N

0 0.25 0.5 1 Miles

50 25 5 Acres

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.

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: May 4, 2026

TOPIC: Text Amendment to the Manvel Code of Ordinances, *Chapter 77 – Zoning* (Zoning Ordinance), to include requirements and provision of House Bill 24

BACKGROUND: Staff is presenting amendments to the Zoning Ordinance; Chapter 77 of the Code of Ordinances to reflect the recently passed House Bill 24.

The proposed amendments include:

- Revisions to Article I – "In General," Section 77-3 (Definitions) to add or clarify applicable terms;
- Updates to Article II – "District Regulations," Section 77-25 to reflect requirements related to notice, hearings, and protest procedures to be in accordance with State law House Bill 24 (2025).

STAFF RECOMMENDATION: Staff recommends approval of the proposed text amendment to *Chapter 77 – Zoning* of the Code of Ordinances related to definitions, notice and hearing procedures, sign posting requirements, enforcement provisions, and severability.

PD&Z RECOMMENDATION: PD&Z is recommending approval of the proposed text amendment to *Chapter 77 – Zoning* of the Code of Ordinances by adopting proposed Ordinance 2026-O-14 (vote of six (6) "Yeas" to zero (0) "Nay").

ATTACHMENTS: Redline and clean version of the proposed amendment, copy of HB 24 Ordinance No. 2026-O-14

FUNDING ISSUES

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

SUBMITTING STAFF MEMBER Jose Abraham Director of Development Services	**FINANCE DIRECTOR APPROVAL _____** **CITY MANAGER APPROVAL _____**

FINAL REPORT TO CITY COUNCIL

Zoning Text Amendment

Agenda of:	May 4, 2026	**Initiated By:**	Jose Abraham Director, Development Services
Subject:	Zoning Text Amendment (House Bill 24)	**Presented By:**	Jose Abraham Director, Development Services
Recommended Action:	Consideration and possible action to approve this proposed Zoning Text Amendment. (First of two readings of Ordinance No. 2026-O-14).		

SUMMARY

Staff is presenting amendments to the Zoning Ordinance; Chapter 77 of the Code of Ordinances to reflect the recently passed House Bill 24. The proposed amendments include:

- Revisions to Article I – "In General," Section 77-3 (Definitions) to add or clarify applicable terms;
- Updates to Article II – "District Regulations," Section 77-25 to reflect requirements related to notice, hearings, and protest procedures to be in accordance with State law House Bill 24 (2025).

The amendment includes the definition for "Proposed Comprehensive Zoning Change" which is provided by the Bill and requirement to place a Sign Notice on the property proposed for zoning change. The House Bill allows cities to require that the applicant place the Sign notice on the property. The proposed amendment requires the applicant to place the notice sign and provide evidence of timely placement of the notice sign.

Staff Recommendation: APPROVAL

PD&Z Recommendation: APPROVAL (Vote of six (6) "Yeas" to Zero (0) "Nay" at April 27, 2026 Meeting)

EXHIBITS/ ATTACHMENTS

Redline and clean version of the proposed amendment, copy of HB 24, Ordinance No. 2026-O-14

PUBLIC HEARING

The Notice of Public Hearing was published in the newspaper of general circulation. The public hearing notice requirement was met through the provisions of Section 211.007(d) of the Texas Local Government Code.

A PUBLIC HEARING WILL BE HELD JOINTLY BY MANVEL CITY COUNCIL AND THE MANVEL PLANNING, DEVELOPMENT & ZONING COMMISSION AT MANVEL CITY HALL, 20031 HIGHWAY 6, MANVEL, TEXAS, 77578 AT 6:00 P.M. ON MONDAY, APRIL 27, 2026, TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE (2026-O-14) OF THE CITY OF MANVEL, TEXAS, AMENDING THE CODE OF ORDINANCES OF THE CITY OF MANVEL, TEXAS, BY AMENDING CHAPTER 77 "ZONING", TO INCLUDE REQUIREMENTS AND PROVISIONS OF HOUSE BILL 24 (2025) REGARDING NOTICE, HEARING, AND PROTEST REQUIREMENTS FOR ANY PROPOSED CHANGE TO A ZONING REGULATION OR BOUNDARY AND POSSIBLE CORRECTION OF EXISTING TYPOGRAPHIC ERRORS. /S/ TAMMY BELL, CITY SECRETARY.

ORDINANCE NO. 2026-O-14

AN ORDINANCE AMENDING CHAPTER 77 "ZONING" OF THE CODE OF ORDINANCES OF THE CITY OF MANVEL, TEXAS, SAME BEING THE ZONING ORDINANCE OF THE CITY, BY AMENDING ARTICLE I. "IN GENERAL," *SECTION 77-3.-- DEFINITIONS* PERTAINING TO DEFINITIONS; BY AMENDING ARTICLE II. "DISTRICT REGULATIONS," BY AMENDING AND ADDING A NEW SUBSECTION (D) TO SECTION 77-25 TO PROVIDE THAT NOTICE, HEARING AND PROTEST REQUIREMENTS FOR ANY PROPOSED CHANGE TO A ZONING REGULATION OR BOUNDARY MUST FOLLOW THE REQUIREMENTS OF STATE LAW [HOUSE BILL 24 (2025)]; ADDING A NEW SUBSECTION (E) TO SECTION 77-25 TO REQUIRE THE PLANNING COMMISSION TO POST A NOTICE SIGN ON LOCATION FOR ANY PROPOSED CHANGE IN ZONING CLASSIFICATION THAT DOES NOT APPLY TO THE WHOLE CITY; PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000.00 PER DAY FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF; AND PROVIDING FOR SEVERABILITY.

WHEREAS, the City Council of the City of Manvel, Texas, determines it in the best interest of the health, safety, and welfare of the citizens of the City of Manvel to amend the Zoning Ordinance; and

WHEREAS, the amendments here include the addition of a new definition and new provisions governing notice, hearing and protest requirements in response to the adoption of House Bill 24 (2025) by the State of Texas; and

WHEREAS, the Planning Commission (PD&Z) has issued its report regarding the amendments to the Zoning Ordinance herein; and

WHEREAS, the Planning Commission (PD&Z) and City Council have conducted, in the time and manner required by law and the Zoning Ordinance of the City, a public hearing on such amendment to the zoning ordinance and both entities find that the adoption of this ordinance is in the best interest of the citizens of Manvel; now, therefore,

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

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

Section 2. Chapter 77 of the Code of Ordinances of the City of Manvel, and same also being the Zoning Ordinance of the City, is hereby amended by amending Article I. "In General," Section 77-3, by adding a new definition to read and provide as follows:

"Chapter 77 - ZONING

ARTICLE I. IN GENERAL

. . .

Sec. 77-3. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The word "building" shall include the meaning of the word "structure"; the word "lot" shall include the meaning of the word "plot"; and the term "used for" shall include the meaning of the terms "designed for" or "intended for."

Accessory use means a use of a building or land which serves an incidental function to the principal use of a building, structure, or land.

Administratively complete application means any application containing all the required documents listed on any application in the appropriate format, the correct number of copies, paid fees, and any required signatures when submitted to the city, in a final form to be deemed complete for processing.

Adult day care means a group of individuals not necessarily related by blood, marriage, adoption, or guardianship living together in a dwelling unit as a single housekeeping management plan based on an intentionally structured relationship providing organization and stability.

Adult entertainment business shall have the same meaning as "sexually oriented business" as that term is defined in V.T.C.A., Local Government Code § 243.001 et seq., and shall include, but not be limited to, an adult arcade, adult bookstore or adult video store, adult cabaret, adult motel, adult motion picture theater, adult tanning salon, adult theater, escort agency, nude modeling studio, sexual encounter center, or any other commercial enterprise, the primary business of which is the offering of a service or the selling, renting, or exhibiting of devices or any other items intended to

provide sexual stimulation or sexual gratification to the customer. Such uses shall be allowed only as specifically authorized under the terms of this article. The determination of what constitutes an adult entertainment business shall be made by the police chief or his designee, and such determination shall be appealable to the zoning board of adjustment.

Alley means minor ways that are used primarily for vehicle service access to the back or the side of properties otherwise abutting a street.

Americans with Disabilities Act means a law enacted in 1990, which is intended to make American society more accessible to persons with disabilities.

Apartments means a structure containing three or more dwelling units with common walls, including units that are located one over the other.

Applicant means any developer that submits an administratively complete application.

Automobile/vehicle sales and rentals means a business which provides for the sale or rental of new or used automobiles and other vehicles, including automobiles, trailers, recreational vehicles, travel trailers, water craft and other similar land or water-form vehicles, but shall not include auto or motor vehicle repair work, except minor reconditioning of automobiles or motor vehicles to be displayed, sold or rented on the premises; provided, however, such term shall not include the sale or rental of salvaged parts, nor shall it include the storage of either new or used automobiles or motor vehicles that are not on display or for sale or rent.

Bar/lounge means a place of business whose revenues from mixed drink liquor service are more than 20 percent and whose revenues from food service are less than 80 percent of the total gross revenues of the establishment.

Building, accessory or structure means a structure detached from a principal building and located on the same lot and incidental and subordinate to the principal building or use.

City means the City of Manvel, Texas.

Community fence means a fence located at the perimeter of a residential neighborhood, visible to the public and maintained by a Home Owners Association or Municipal Utility District. Residential fences owned and maintained by an individual are not considered community fence.

Council means the city council of the city.

Corner lot side yard setback means the open space extending from the front yard to the rear yard and lying between the side lot line adjacent to the public right of way or easement and the closest point of the building or structure on a lot at the junction of and abutting two or more intersecting streets.

Critical Root Zone means the area around a tree's trunk where the most vital roots are located, generally measured five feet beyond the outer base of the branching system, requiring protection from disturbance during construction or development.

Developer means any person or entity that develops land within the city. This term shall be synonymous with the term "subdivider" in cases where the subdivision of land is involved.

Development plat means a plan for a development project that is not part of and does not require the subdivision of property.

Diameter at Breast Height (DBH) means the diameter of the tree trunk at 4.5 feet above ground.

Family means two or more persons related by blood, marriage, adoption, or guardianship living together as a single housekeeping unit with a single kitchen facility. The term "single kitchen facility" shall not exclude one outdoor kitchen facility per single housekeeping unit with one kitchen.

Fence means a constructed vertical structure, barrier or partition of any material or combination of materials erected to enclose, screen, or separate outdoor areas, and which has no roof or overhead covering. A masonry wall with a foundation serving the purpose of enclosing, screening, or separating outdoor areas is considered a fence.

Front of building means the part of side which contains the principal entrance of the side adjacent to a public roadway.

Game-room means a business or commercial establishment or building or location wherein machines or apparatus may be played or operated by the insertion of a coin or slug and on which games or tests of skill, chance or ability are played, including pinball machines, and any machine initiating games of sport, shooting or guiding objects, or any machine designed for amusement or relaxation, but not including machines for vending food, drink and tobacco products, music playing or recording or apparatus commonly known as kiddie rides.

Garage means an accessory building, or a part of a main building comprised of a minimum of 200 square feet, enclosed on all sides, with an overhead door, and capable of enclosing one or more vehicles.

Garage sales, also referred to by such names as "back yard sale," "yard sale," or "porch sale," shall mean a sale or an offer for sale of miscellaneous items to the general public, upon residential property not otherwise being used for commercial purposes (see section 77-33(c)).

Gross square feet means the entire floor area of a building, including uninhabitable space such as bathrooms, closets, halls, and similar areas.

Guest quarters means an attached or detached building or secondary living area of residential use that provides living quarters for guest of the occupants of the principal residence, and:

(1) Contains no kitchen or cooking facility;

(2) Is clearly subordinate and incidental to the principal residence on the same building site; and

(3) Is not rented or leased, whether compensation be direct or indirect.

Home business means a business operation that takes place in a home.

HUD-Code manufactured home means a structure constructed on or after June 15, 1976, according to the rules of the United States Department of Housing and Urban Development, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width and 40 body feet or more in length, or, when erected on-site is 320 or more square feet and which is built on a permanent chassis and designed to be used as a single-family dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air conditioning, and electrical systems.

Legal nonconforming land use means a land use that lawfully existed immediately prior to the effective date of these regulations and not listed as a permitted use in the zoning district in which it is located.

Legal nonconforming structure means a structure that was lawfully existing prior to the effective date of these regulations, but as of the effective date of these regulations, the site of the use, the structure in which the use is situated, does not comply with these regulations.

Lot means a physically undivided tract or parcel of land having frontage on a public or private street, which is, or in the future may be offered for sale, conveyance, transfer or improvement, and which is designated as a separate and distinct tract and identified by numerical or letter identification on a duly and properly recorded subdivision plat.

Lot, tract, or parcel means a designated area of land established by a properly recorded subdivision plat or otherwise permitted by law to be separately owned, used, developed, or built upon.

Lot Line means the boundary of a lot separating it from an abutting lot.

Mobile home or manufactured home means a structure constructed before June 15, 1976, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width and 40 body feet or more in length, or, when erected on-site is 320 or more square feet and which is built on a permanent chassis and designed to be used as a single-family dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air conditioning, and electrical systems.

Non-Protected Tree means any tree that is not established as a protected tree or is exempt from the provisions of Section 77-44 (B) of the city of Manvel Zoning Ordinance.

Off-street parking means a concrete parking surface other than a street or alley accessible from an approved driveway approach and upon which vehicles may be parked.

Open-planned unit development plan means a development plan for a project located within the open-planned unit development district.

Parking aisle means the area of a parking lot or off-street parking area which provides vehicular access to parking spaces (stalls). The term "parking aisle" does not include the words "driveway" or "access point".

Parking space means an area designated for the parking of motor vehicles, and connected to an approved driveway approach, street, parking aisle, access easement, or other accessway.

Patio home/zero lot line home means a single-family home built on a separate lot with building setbacks on the front, rear and one side.

Planned unit development plan means a development plan for a project located within the planned unit development district.

Planning commission means a commission appointed by the council that is responsible for certain planning and zoning items, as provided in the zoning ordinance and applicable state law.

Plat means an instrument prepared by a registered professional land surveyor in conformity with the provisions of Chapter 62, Subdivisions, used to describe subdivided land, with ties to permanent landmarks or monuments, approved by the city or a governmental entity with jurisdiction of the land in accordance with V.T.C.A., Local Government Code § 212.023, and recorded in the Brazoria County Property Records.

Principal building or use means the primary use and chief purpose of a premises or building.

Proposed comprehensive zoning change means a city proposal to:

(1) change an existing zoning regulation that:

(A) will have the effect of allowing more residential development than the previous regulation; and

(B) will apply uniformly to each parcel in one or more zoning districts;

(2) adopt a new zoning code or zoning map that will apply to the entire City of Manvel; or

(3) adopt a zoning overlay district that:

(A) will have the effect of allowing more residential development than allowed without the overlay; and

(B) will include an area along a major roadway, highway, or transit corridor.

Protected Tree means any tree that is established as a protected tree within Section 77-44 of the City of Manvel Zoning Ordinance.

Restaurant means a place of business whose revenues from food sales are 80 percent or more and whose revenues for mixed drink liquor service are 20 percent or less.

Rot board means a horizontal board installed along the bottom of the fence panel which runs along the base of the entire fence panel for a finished look and added protection. Rot Boards are also commonly known as baseboards and kickboards.

Setback means a minimum distance that is required from a lot line to a building or structure.

Single-family residence means a residence that is to be occupied by only one family.

Sight distance triangle means the triangle formed on any corner lot measured from the point of intersection of the front and exterior side lot lines a distance of 25 feet along said front and side lot lines and connecting the points so established to form a sight triangle on the area of the lot adjacent to the street intersections. Except for single-family residential accessways, a sight triangle at the intersection of a public street and a private access way shall have sides of 15 feet along the accessway and 25 feet along the public street. In order to minimize sight obstructions, no parking, wall, fence, sign, structure or any plant growth other than grasses shall be placed or maintained within the sight distance triangle so as not to impede vision between a height of two feet six inches, and ten feet above the center line grades of the intersecting streets and/or drives.

State means the State of Texas.

Structure means anything constructed or erected with a fixed location upon, under, or above the ground or attached to something having a fixed location on the ground.

Tavern means a place of business, which includes the sale of beer and wine beverages, but does not provide mixed drink liquor sales.

Telecommunications means the transmission, between or among points specified by the user, of information of the user's choosing, without change in the content of the information as sent and received.

Top Cap is a horizontal element of a wood fence covering the top end of pickets and posts. A privacy fence with a top cap is commonly referred to as a cap and trim fence.

Tower or tower structure means a fixed, freestanding or guyed, uninhabitable structure, not designed as a shelter or to be occupied for any use. This definition includes, but is not limited to, any such structure supporting antennae that transmits or receives any portion of the electromagnetic spectrum of radio waves. The following are by way of example but not limitation, towers or tower

structures: guyed or freestanding monopole structures, lattice or open framed structures, antennae sports, water towers, and other similar self-supporting, trussed, or open framed structures.

Tree means any woody perineal plant with a single stem or trunk, typically supporting branches and leaves.

Tree Survey means an on-the-ground survey drawing containing the location of the trees, their circumference, type (species) and protected root zone limits.

Tree Preservation Plan means a plan that identifies trees being preserved on a site proposed for development and shows details of tree protection and preservation measures being taken during construction activity.

Zoning board of adjustment means a board appointed by the council that is responsible for certain zoning items, as provided in the zoning regulations and applicable state law.

Zoning official means the person appointed by council to administer and enforce the zoning regulations of the city.

Secs. 77-4—77-24. Reserved."

Section 3. Chapter 77 of the Code of Ordinances of the City of Manvel, and same also being the Zoning Ordinance of the City, is hereby amended by amending Article II. "District Regulations," *Section 77-44. Trees, landscaping, fencing, and screening* to read and provide as follows:

"Chapter 77 - ZONING

. . .

ARTICLE II. DISTRICT REGULATIONS

. . .

Sec. 77-25. - Official zoning map; establishment of districts and boundaries.

(a) Official zoning map. The boundaries of the zoning districts of the city are shown on the official zoning map, which, together with all explanatory matter thereon, is hereby adopted by reference and declared to be a part of this article.

This official zoning map shall be identified by the signature of the mayor, attested by the city secretary and shall be on file in the office of the city secretary.

If changes are made in zoning district boundaries or other matters portrayed on the official zoning map, such changes shall be entered on the official zoning map promptly after the amendment has been approved by the council.

The notices described the Texas Local Government Code § 211.006(a) or 211.007(d), as applicable, and section 211.006(a-1) are the only notices required for a proposed comprehensive zoning change.

No changes of any nature shall be made in the official zoning map or matter shown thereon except in conformity with the procedures set forth in this article. Any unauthorized change of whatever kind by any person or persons shall be considered a violation of this article.

(b) For the purposes of this chapter, the city is hereby divided into districts, as follows:

District O-SFR:	Open-Single-Family Residential
District SFR:	Single-Family Residential
District PUD:	Planned Unit Development (underlying zoning controls)
District MF:	Multi-family
District LC:	Light Commercial
District HC:	Heavy Commercial
District HCMH:	HUD-Code Manufactured Home
District HMU:	Highway Mixed Use

(c) Rezoning.

(1) Rezoning is the process of changing the zoning designation of a lot or parcel on the official zoning map from one zoning district to another.

(2) [~~Rezoning~~] Any change to a zoning regulation or zoning district boundary/rezoning shall conform to the provisions and requirements of Chapter 211 of the Texas Local Government Code, the City of Manvel Comprehensive Plan, and this Zoning Ordinance.

(3) Applications for a rezoning shall be on a form approved by the Zoning Official and may be initiated by motion of the City Council or by Petition of the owner(s) of the property which is the subject of the proposed zoning change.

(4) Applications for rezoning shall be accompanied with detailed legal description, survey, or plat.

(5) The City Engineer may require a traffic impact study for rezoning proposals that may result in increased traffic volumes with significant impact on the capacity and/or safety of the street system.

(d) Notice, hearing and protest procedures.

(1) No change to any zoning regulation or zoning district boundary/rezoning shall be effective until after a public hearing the matter. Notices and hearings shall conform to the requirements of Chapter 211 of the Texas Local Government Code.

(2) Any notice of the time and place of a hearing required herein shall be published on the City of Manvel's website, in addition to other required notices.

(3) Notwithstanding the above, the only notices required for a proposed comprehensive zoning change are Texas Local Government Code § 211.006(a) or 211.007(d), as applicable, and section 211.006(a-1).

(4) Protest procedures for a proposed change to a zoning regulation or district boundary that is not a proposed comprehensive zoning change shall conform to Texas Local Government Code § 211.0061.

(e) Sign notice.

(1) Not later than the 10th day before the date the planning commission holds a hearing on a proposed change in zoning classification that does not apply to the whole City of Manvel, and until the date of a final determination on the proposed change by the city council, the applicant for the zoning change shall post a notice sign in accordance with this section on:

(a) the property affected by the change; or

(b) a public right-of-way for a change initiated by the city that affects multiple properties.

(2) The notice sign must be at least 24 inches long by 48 inches wide.

(3) The applicant for change in zoning classification shall provide photograph(s) or other evidence to show the timely placement of the notice sign."

Section 3. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change described above.

Section 4. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 5. Any person who shall intentionally, knowingly, recklessly, or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this _____ day of _____, 2026.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____ day of _____ , 2026.

_____

Dan Davis, Mayor

Attest:

_____

Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____

Robert Gervais, City Attorney

ORDINANCE NO. 2026-O-14

AN ORDINANCE AMENDING CHAPTER 77 "ZONING" OF THE CODE OF ORDINANCES OF THE CITY OF MANVEL, TEXAS, SAME BEING THE ZONING ORDINANCE OF THE CITY, BY AMENDING ARTICLE I. "IN GENERAL," *SECTION 77-3.-- DEFINITIONS* PERTAINING TO DEFINITIONS; BY AMENDING ARTICLE II. "DISTRICT REGULATIONS," BY AMENDING AND ADDING A NEW SUBSECTION (D) TO SECTION 77-25 TO PROVIDE THAT NOTICE, HEARING AND PROTEST REQUIREMENTS FOR ANY PROPOSED CHANGE TO A ZONING REGULATION OR BOUNDARY MUST FOLLOW THE REQUIREMENTS OF STATE LAW [HOUSE BILL 24 (2025)]; ADDING A NEW SUBSECTION (E) TO SECTION 77-25 TO REQUIRE THE PLANNING COMMISSION TO POST A NOTICE SIGN ON LOCATION FOR ANY PROPOSED CHANGE IN ZONING CLASSIFICATION THAT DOES NOT APPLY TO THE WHOLE CITY; PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000.00 PER DAY FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF; AND PROVIDING FOR SEVERABILITY.

WHEREAS, the City Council of the City of Manvel, Texas, determines it in the best interest of the health, safety, and welfare of the citizens of the City of Manvel to amend the Zoning Ordinance; and

WHEREAS, the amendments here include the addition of a new definition and new provisions governing notice, hearing and protest requirements in response to the adoption of House Bill 24 (2025) by the State of Texas; and

WHEREAS, the Planning Commission (PD&Z) has issued its report regarding the amendments to the Zoning Ordinance herein; and

WHEREAS, the Planning Commission (PD&Z) and City Council have conducted, in the time and manner required by law and the Zoning Ordinance of the City, a public hearing on such amendment to the zoning ordinance and both entities find that the adoption of this ordinance is in the best interest of the citizens of Manvel; now, therefore,

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

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

Section 2. Chapter 77 of the Code of Ordinances of the City of Manvel, and same also being the Zoning Ordinance of the City, is hereby amended by amending Article I. "In General," Section 77-3, by adding a new definition to read and provide as follows:

"Chapter 77 - ZONING

ARTICLE I. IN GENERAL

. . .

Sec. 77-3. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The word "building" shall include the meaning of the word "structure"; the word "lot" shall include the meaning of the word "plot"; and the term "used for" shall include the meaning of the terms "designed for" or "intended for."

Accessory use means a use of a building or land which serves an incidental function to the principal use of a building, structure, or land.

Administratively complete application means any application containing all the required documents listed on any application in the appropriate format, the correct number of copies, paid fees, and any required signatures when submitted to the city, in a final form to be deemed complete for processing.

Adult day care means a group of individuals not necessarily related by blood, marriage, adoption, or guardianship living together in a dwelling unit as a single housekeeping management plan based on an intentionally structured relationship providing organization and stability.

Adult entertainment business shall have the same meaning as "sexually oriented business" as that term is defined in V.T.C.A., Local Government Code § 243.001 et seq., and shall include, but not be limited to, an adult arcade, adult bookstore or adult video store, adult cabaret, adult motel, adult motion picture theater, adult tanning salon, adult theater, escort agency, nude modeling studio, sexual encounter center, or any other commercial enterprise, the primary business of which is the offering of a service or the selling, renting, or exhibiting of devices or any other items intended to

provide sexual stimulation or sexual gratification to the customer. Such uses shall be allowed only as specifically authorized under the terms of this article. The determination of what constitutes an adult entertainment business shall be made by the police chief or his designee, and such determination shall be appealable to the zoning board of adjustment.

Alley means minor ways that are used primarily for vehicle service access to the back or the side of properties otherwise abutting a street.

Americans with Disabilities Act means a law enacted in 1990, which is intended to make American society more accessible to persons with disabilities.

Apartments means a structure containing three or more dwelling units with common walls, including units that are located one over the other.

Applicant means any developer that submits an administratively complete application.

Automobile/vehicle sales and rentals means a business which provides for the sale or rental of new or used automobiles and other vehicles, including automobiles, trailers, recreational vehicles, travel trailers, water craft and other similar land or water-form vehicles, but shall not include auto or motor vehicle repair work, except minor reconditioning of automobiles or motor vehicles to be displayed, sold or rented on the premises; provided, however, such term shall not include the sale or rental of salvaged parts, nor shall it include the storage of either new or used automobiles or motor vehicles that are not on display or for sale or rent.

Bar/lounge means a place of business whose revenues from mixed drink liquor service are more than 20 percent and whose revenues from food service are less than 80 percent of the total gross revenues of the establishment.

Building, accessory or structure means a structure detached from a principal building and located on the same lot and incidental and subordinate to the principal building or use.

City means the City of Manvel, Texas.

Community fence means a fence located at the perimeter of a residential neighborhood, visible to the public and maintained by a Home Owners Association or Municipal Utility District. Residential fences owned and maintained by an individual are not considered community fence.

Council means the city council of the city.

Corner lot side yard setback means the open space extending from the front yard to the rear yard and lying between the side lot line adjacent to the public right of way or easement and the closest point of the building or structure on a lot at the junction of and abutting two or more intersecting streets.

Critical Root Zone means the area around a tree's trunk where the most vital roots are located, generally measured five feet beyond the outer base of the branching system, requiring protection from disturbance during construction or development.

Developer means any person or entity that develops land within the city. This term shall be synonymous with the term "subdivider" in cases where the subdivision of land is involved.

Development plat means a plan for a development project that is not part of and does not require the subdivision of property.

Diameter at Breast Height (DBH) means the diameter of the tree trunk at 4.5 feet above ground.

Family means two or more persons related by blood, marriage, adoption, or guardianship living together as a single housekeeping unit with a single kitchen facility. The term "single kitchen facility" shall not exclude one outdoor kitchen facility per single housekeeping unit with one kitchen.

Fence means a constructed vertical structure, barrier or partition of any material or combination of materials erected to enclose, screen, or separate outdoor areas, and which has no roof or overhead covering. A masonry wall with a foundation serving the purpose of enclosing, screening, or separating outdoor areas is considered a fence.

Front of building means the part of side which contains the principal entrance of the side adjacent to a public roadway.

Game-room means a business or commercial establishment or building or location wherein machines or apparatus may be played or operated by the insertion of a coin or slug and on which games or tests of skill, chance or ability are played, including pinball machines, and any machine initiating games of sport, shooting or guiding objects, or any machine designed for amusement or relaxation, but not including machines for vending food, drink and tobacco products, music playing or recording or apparatus commonly known as kiddie rides.

Garage means an accessory building, or a part of a main building comprised of a minimum of 200 square feet, enclosed on all sides, with an overhead door, and capable of enclosing one or more vehicles.

Garage sales, also referred to by such names as "back yard sale," "yard sale," or "porch sale," shall mean a sale or an offer for sale of miscellaneous items to the general public, upon residential property not otherwise being used for commercial purposes (see section 77-33(c)).

Gross square feet means the entire floor area of a building, including uninhabitable space such as bathrooms, closets, halls, and similar areas.

Guest quarters means an attached or detached building or secondary living area of residential use that provides living quarters for guest of the occupants of the principal residence, and:

(1) Contains no kitchen or cooking facility;

(2) Is clearly subordinate and incidental to the principal residence on the same building site; and

(3) Is not rented or leased, whether compensation be direct or indirect.

Home business means a business operation that takes place in a home.

HUD-Code manufactured home means a structure constructed on or after June 15, 1976, according to the rules of the United States Department of Housing and Urban Development, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width and 40 body feet or more in length, or, when erected on-site is 320 or more square feet and which is built on a permanent chassis and designed to be used as a single-family dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air conditioning, and electrical systems.

Legal nonconforming land use means a land use that lawfully existed immediately prior to the effective date of these regulations and not listed as a permitted use in the zoning district in which it is located.

Legal nonconforming structure means a structure that was lawfully existing prior to the effective date of these regulations, but as of the effective date of these regulations, the site of the use, the structure in which the use is situated, does not comply with these regulations.

Lot means a physically undivided tract or parcel of land having frontage on a public or private street, which is, or in the future may be offered for sale, conveyance, transfer or improvement, and which is designated as a separate and distinct tract and identified by numerical or letter identification on a duly and properly recorded subdivision plat.

Lot, tract, or parcel means a designated area of land established by a properly recorded subdivision plat or otherwise permitted by law to be separately owned, used, developed, or built upon.

Lot Line means the boundary of a lot separating it from an abutting lot.

Mobile home or manufactured home means a structure constructed before June 15, 1976, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width and 40 body feet or more in length, or, when erected on-site is 320 or more square feet and which is built on a permanent chassis and designed to be used as a single-family dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air conditioning, and electrical systems.

Non-Protected Tree means any tree that is not established as a protected tree or is exempt from the provisions of Section 77-44 (B) of the city of Manvel Zoning Ordinance.

Off-street parking means a concrete parking surface other than a street or alley accessible from an approved driveway approach and upon which vehicles may be parked.

Open-planned unit development plan means a development plan for a project located within the open-planned unit development district.

Parking aisle means the area of a parking lot or off-street parking area which provides vehicular access to parking spaces (stalls). The term "parking aisle" does not include the words "driveway" or "access point".

Parking space means an area designated for the parking of motor vehicles, and connected to an approved driveway approach, street, parking aisle, access easement, or other accessway.

Patio home/zero lot line home means a single-family home built on a separate lot with building setbacks on the front, rear and one side.

Planned unit development plan means a development plan for a project located within the planned unit development district.

Planning commission means a commission appointed by the council that is responsible for certain planning and zoning items, as provided in the zoning ordinance and applicable state law.

Plat means an instrument prepared by a registered professional land surveyor in conformity with the provisions of Chapter 62, Subdivisions, used to describe subdivided land, with ties to permanent landmarks or monuments, approved by the city or a governmental entity with jurisdiction of the land in accordance with V.T.C.A., Local Government Code § 212.023, and recorded in the Brazoria County Property Records.

Principal building or use means the primary use and chief purpose of a premises or building.

Proposed comprehensive zoning change means a city proposal to:

(1) change an existing zoning regulation that:

(A) will have the effect of allowing more residential development than the previous regulation; and

(B) will apply uniformly to each parcel in one or more zoning districts;

(2) adopt a new zoning code or zoning map that will apply to the entire City of Manvel; or

(3) adopt a zoning overlay district that:

(A) will have the effect of allowing more residential development than allowed without the overlay; and

(B) will include an area along a major roadway, highway, or transit corridor.

Protected Tree means any tree that is established as a protected tree within Section 77-44 of the City of Manvel Zoning Ordinance.

Restaurant means a place of business whose revenues from food sales are 80 percent or more and whose revenues for mixed drink liquor service are 20 percent or less.

Rot board means a horizontal board installed along the bottom of the fence panel which runs along the base of the entire fence panel for a finished look and added protection. Rot Boards are also commonly known as baseboards and kickboards.

Setback means a minimum distance that is required from a lot line to a building or structure.

Single-family residence means a residence that is to be occupied by only one family.

Sight distance triangle means the triangle formed on any corner lot measured from the point of intersection of the front and exterior side lot lines a distance of 25 feet along said front and side lot lines and connecting the points so established to form a sight triangle on the area of the lot adjacent to the street intersections. Except for single-family residential accessways, a sight triangle at the intersection of a public street and a private access way shall have sides of 15 feet along the accessway and 25 feet along the public street. In order to minimize sight obstructions, no parking, wall, fence, sign, structure or any plant growth other than grasses shall be placed or maintained within the sight distance triangle so as not to impede vision between a height of two feet six inches, and ten feet above the center line grades of the intersecting streets and/or drives.

State means the State of Texas.

Structure means anything constructed or erected with a fixed location upon, under, or above the ground or attached to something having a fixed location on the ground.

Tavern means a place of business, which includes the sale of beer and wine beverages, but does not provide mixed drink liquor sales.

Telecommunications means the transmission, between or among points specified by the user, of information of the user's choosing, without change in the content of the information as sent and received.

Top Cap is a horizontal element of a wood fence covering the top end of pickets and posts. A privacy fence with a top cap is commonly referred to as a cap and trim fence.

Tower or tower structure means a fixed, freestanding or guyed, uninhabitable structure, not designed as a shelter or to be occupied for any use. This definition includes, but is not limited to, any such structure supporting antennae that transmits or receives any portion of the electromagnetic spectrum of radio waves. The following are by way of example but not limitation, towers or tower

structures: guyed or freestanding monopole structures, lattice or open framed structures, antennae sports, water towers, and other similar self-supporting, trussed, or open framed structures.

Tree means any woody perineal plant with a single stem or trunk, typically supporting branches and leaves.

Tree Survey means an on-the-ground survey drawing containing the location of the trees, their circumference, type (species) and protected root zone limits.

Tree Preservation Plan means a plan that identifies trees being preserved on a site proposed for development and shows details of tree protection and preservation measures being taken during construction activity.

Zoning board of adjustment means a board appointed by the council that is responsible for certain zoning items, as provided in the zoning regulations and applicable state law.

Zoning official means the person appointed by council to administer and enforce the zoning regulations of the city.

Secs. 77-4—77-24. Reserved."

Section 3. Chapter 77 of the Code of Ordinances of the City of Manvel, and same also being the Zoning Ordinance of the City, is hereby amended by amending Article II. "District Regulations," *Section 77-44. Trees, landscaping, fencing, and screening* to read and provide as follows:

"Chapter 77 - ZONING

. . .

ARTICLE II. DISTRICT REGULATIONS

. . .

Sec. 77-25. - Official zoning map; establishment of districts and boundaries.

(a) Official zoning map. The boundaries of the zoning districts of the city are shown on the official zoning map, which, together with all explanatory matter thereon, is hereby adopted by reference and declared to be a part of this article.

This official zoning map shall be identified by the signature of the mayor, attested by the city secretary and shall be on file in the office of the city secretary.

If changes are made in zoning district boundaries or other matters portrayed on the official zoning map, such changes shall be entered on the official zoning map promptly after the amendment has been approved by the council.

The notices described the Texas Local Government Code § 211.006(a) or 211.007(d), as applicable, and section 211.006(a-1) are the only notices required for a proposed comprehensive zoning change.

No changes of any nature shall be made in the official zoning map or matter shown thereon except in conformity with the procedures set forth in this article. Any unauthorized change of whatever kind by any person or persons shall be considered a violation of this article.

(b) For the purposes of this chapter, the city is hereby divided into districts, as follows:

District O-SFR:	Open-Single-Family Residential
District SFR:	Single-Family Residential
District PUD:	Planned Unit Development (underlying zoning controls)
District MF:	Multi-family
District LC:	Light Commercial
District HC:	Heavy Commercial
District HCMH:	HUD-Code Manufactured Home
District HMU:	Highway Mixed Use

(c) Rezoning.

(1) Rezoning is the process of changing the zoning designation of a lot or parcel on the official zoning map from one zoning district to another.

(2) [~~Rezoning~~] Any change to a zoning regulation or zoning district boundary/rezoning shall conform to the provisions and requirements of Chapter 211 of the Texas Local Government Code, the City of Manvel Comprehensive Plan, and this Zoning Ordinance.

(3) Applications for a rezoning shall be on a form approved by the Zoning Official and may be initiated by motion of the City Council or by Petition of the owner(s) of the property which is the subject of the proposed zoning change.

(4) Applications for rezoning shall be accompanied with detailed legal description, survey, or plat.

(5) The City Engineer may require a traffic impact study for rezoning proposals that may result in increased traffic volumes with significant impact on the capacity and/or safety of the street system.

(d) Notice, hearing and protest procedures.

(1) No change to any zoning regulation or zoning district boundary/rezoning shall be effective until after a public hearing the matter. Notices and hearings shall conform to the requirements of Chapter 211 of the Texas Local Government Code.

(2) Any notice of the time and place of a hearing required herein shall be published on the City of Manvel's website, in addition to other required notices.

(3) Notwithstanding the above, the only notices required for a proposed comprehensive zoning change are Texas Local Government Code § 211.006(a) or 211.007(d), as applicable, and section 211.006(a-1).

(4) Protest procedures for a proposed change to a zoning regulation or district boundary that is not a proposed comprehensive zoning change shall conform to Texas Local Government Code § 211.0061.

(e) Sign notice.

(1) Not later than the 10th day before the date the planning commission holds a hearing on a proposed change in zoning classification that does not apply to the whole City of Manvel, and until the date of a final determination on the proposed change by the city council, the applicant for the zoning change shall post a notice sign in accordance with this section on:

(a) the property affected by the change; or

(b) a public right-of-way for a change initiated by the city that affects multiple properties.

(2) The notice sign must be at least 24 inches long by 48 inches wide.

(3) The applicant for change in zoning classification shall provide photograph(s) or other evidence to show the timely placement of the notice sign."

Section 3. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change described above.

Section 4. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 5. Any person who shall intentionally, knowingly, recklessly, or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this _____ day of _____, 2026.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____ day of _____ , 2026.

_____

Dan Davis, Mayor

Attest:

_____

Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____

Robert Gervais, City Attorney

AN ACT

relating to procedures for changes to a zoning regulation or district boundary.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subchapter A, Chapter 211, Local Government Code, is amended by adding Section 211.0011 to read as follows:

Sec. 211.0011. DEFINITION. In this subchapter, "proposed comprehensive zoning change" means a municipal proposal to:

(1) change an existing zoning regulation that:

(A) will have the effect of allowing more residential development than the previous regulation; and

(B) will apply uniformly to each parcel in one or more zoning districts;

(2) adopt a new zoning code or zoning map that will apply to the entire municipality; or

(3) adopt a zoning overlay district that:

(A) will have the effect of allowing more residential development than allowed without the overlay; and

(B) will include an area along a major roadway, highway, or transit corridor.

SECTION 2. Section 211.006(a), Local Government Code, is amended to read as follows:

(a) The governing body of a municipality wishing to exercise the authority relating to zoning regulations and zoning district

boundaries shall establish procedures for adopting and enforcing the regulations and boundaries. A regulation or boundary is not effective until after a public hearing on the matter at which parties in interest and citizens have an opportunity to be heard. Before the 15th day before the date of the hearing, notice of the time and place of the hearing must be:

(1) published in an official newspaper or a newspaper of general circulation in the municipality; and

(2) if the municipality maintains an Internet website, published on the municipality's Internet website.

SECTION 3. Subchapter A, Chapter 211, Local Government Code, is amended by adding Section 211.0061 to read as follows:

Sec. 211.0061. PROTEST PROCEDURES FOR CERTAIN PROPOSED CHANGES. (a) This section applies only to a proposed change to a zoning regulation or district boundary that is not a proposed comprehensive zoning change.

(b) A protest of a proposed change to a zoning regulation or district boundary must be written and signed by the owners of:

(1) at least 20 percent of the area of the lots or land covered by the proposed change;

(2) except as provided by Subdivision (3), at least 20 percent of the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area; or

(3) at least 60 percent of the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area if the proposed change has the

effect of allowing more residential development than the existing zoning regulation or district boundary and does not have the effect of allowing additional commercial or industrial uses unless the additional use is limited to the first floor of any residential development and does not exceed 35 percent of the overall development.

(d) If a proposed change to a regulation or district boundary is protested in accordance with Subsection (b), the proposed change must receive, in order to take effect, the affirmative vote of at least:

(1) three-fourths of all members of the governing body for a protest described by Subsection (b)(1) or (2); or

(2) a majority of all members of the governing body for a protest described by Subsection (b)(3).

SECTION 4. Section 211.006(e), Local Government Code, is transferred to Section 211.0061, Local Government Code, as added by this Act, redesignated as Section 211.0061(c), Local Government Code, and amended to read as follows:

(c) [~~(e)~~] In computing the percentage of land area under Subsection (b):

(1) [~~(d),~~] the area of streets and alleys shall be included; and

(2) the land area is not calculated individually for each tract of land subject to a proposed change in a zoning regulation or district boundary but in the aggregate for all tracts of land subject to the change.

SECTION 5. Subchapter A, Chapter 211, Local Government

Code, is amended by adding Sections 211.0063 and 211.0065 to read as follows:

Sec. 211.0063. NOTICE FOR PROPOSED COMPREHENSIVE ZONING CHANGES. The notices described by Section 211.006(a) or 211.007(d), as applicable, and Section 211.006(a-1) are the only notices required for a proposed comprehensive zoning change.

Sec. 211.0065. PRESUMPTION OF VALIDITY FOR CERTAIN CHANGES TO ZONING REGULATIONS OR DISTRICT BOUNDARIES. A change to a zoning regulation or district boundary that has the effect of allowing more residential development than the previous regulation is conclusively presumed valid and to have occurred in accordance with all applicable statutes and ordinances if an action to annul or invalidate the change has not been filed before the 60th day after the effective date of the change.

SECTION 6. Subchapter A, Chapter 211, Local Government Code, is amended by adding Section 211.0073 to read as follows:

Sec. 211.0073. NOTICE SIGN REQUIREMENT FOR CERTAIN ZONING CHANGES IN HOME-RULE MUNICIPALITIES. (a) Not later than the 10th day before the date the zoning commission of a home-rule municipality holds a hearing on a proposed change in zoning classification that does not apply to the whole municipality and until the date of a final determination on the proposed change by the governing body of the municipality, the zoning commission shall post a notice sign in accordance with this section on:

(1) the property affected by the change; or

(2) a public right-of-way for a change initiated by the municipality that affects multiple properties.

(b) The notice sign must be at least 24 inches long by 48 inches wide.

(c) The zoning commission may elect to provide, maintain, and pay for a notice sign under this section or require an applicant for a change in zoning classification to provide, maintain, and pay for the sign.

(d) Notice requirements prescribed under this section are in addition to notice required by Section 211.007.

SECTION 7. Sections 211.006(d) and (f), Local Government Code, are repealed.

SECTION 8. The changes in law made by this Act apply only to a proposal to change a municipal zoning regulation or district boundary made on or after the effective date of this Act.

SECTION 9. This Act takes effect September 1, 2025.

President of the Senate

Speaker of the House

I certify that H.B. No. 24 was passed by the House on May 6, 2025, by the following vote: Yeas 83, Nays 56, 1 present, not voting; and that the House concurred in Senate amendments to H.B. No. 24 on May 29, 2025, by the following vote: Yeas 104, Nays 30, 1 present, not voting.

Chief Clerk of the House

I certify that H.B. No. 24 was passed by the Senate, with amendments, on May 25, 2025, by the following vote: Yeas 30, Nays 1.

Secretary of the Senate

APPROVED: _____

Date

_____

Governor

MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: May 4, 2026

TOPIC: Public Hearing followed by consideration of a request to change the zoning classification of an approximate 19.99-acre tract of land, generally located at 3404 CR 58 / AKA Croix Rd (PID 168084), from Single-Family Residential district (SFR) to Light Commercial (LC). (Proposed Ordinance No. 2026-O-12)

BACKGROUND:

- The subject site is an approximate 19.99-acre tract located at 3404 CR 58, at the southeast corner of the intersection of Rodeo Drive and CR 58. The subject site includes a single-family home and has access only from CR 58.
- George and Pamela Collins (applicants and property owners) have attempted to sell the property in recent years and have had potential buyers interested in commercial development. In 2024, they submitted a rezoning request for approximately 3 acres of the larger tract to the Light Commercial (LC) zoning district to facilitate retail and commercial uses. The proposed development at that time included a gas station, convenience store, and retail uses. However, staff received several opposition letters, and the application was withdrawn prior to a public hearing.
- The current request is solely to rezone the subject property from Single-Family Residential (SFR) to Light Commercial (LC) to accommodate retail development.
- The notice of public hearing was published in the newspaper of general circulation and all property owners within 200 feet of the property were notified. At the time of writing this report, no information inquiries have been received, and staff is not aware of opposition.
- Additional details and staff analysis are included in the attached Final report.

STAFF RECOMMENDATION: City staff recommends approval of the requested Rezoning.

PD&Z PUBLIC HEARING AND DISCUSSION (April 27, 2026): No members of the public spoke at the public hearing. PD&Z Commission generally discussed the land use allowance within LC district and asked clarification questions.

PD&Z RECOMMENDATION: The PD&Z Commission is forwarding a final report recommending approval with a vote of six (6) “Yeas” to zero (0) “Nays” at their April 27, 2026, meeting.

ATTACHMENTS: PD&Z Final Report and Proposed Ordinance No. 2026-O-12.

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

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

FINAL REPORT TO CITY COUNCIL

Rezoning

Agenda of:	May 4, 2026	**Initiated By:**	Jose Abraham Director, Development Services
Subject:	Rezoning, SFR to LC	**Presented By:**	Ellie Roohbakhsh Senior Planner
Recommended Action:	A Public Hearing followed by Consideration and Possible Action to Approve Ordinance No. 2026-O-12		

SUMMARY

The proposed rezoning involves an approximately 19.99-acre tract of land located at 3404 CR 58 (Croix Road), at the southeast corner of the intersection of Rodeo Drive and CR 58, from Single-Family Residential (SFR) to Light Commercial (LC). The subject site is the applicant's (George and Pamela Collins) current residence and is accessed from CR 58, which is classified as a Parkway on the City's Major Thoroughfare Plan. The applicants intend to sell the subject site upon rezoning to allow for future commercial development. A previous rezoning request submitted in 2024 for a portion of the property to allow a gas station, convenience store, and retail uses was withdrawn prior to a public hearing due to public opposition related to the gas station use. The current request does not include a specific development plan and is limited to establishing appropriate zoning designation for future uses permitted within the LC district. The surrounding area includes a mix of existing and planned commercial development, single-family residential uses, and a religious place of assembly. The proposed rezoning is generally compatible with the surrounding development pattern and aligns with the City's current Comprehensive Plan goals.

Staff Recommendation: Approval
PD&Z Recommendation: Approval

EXHIBITS

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

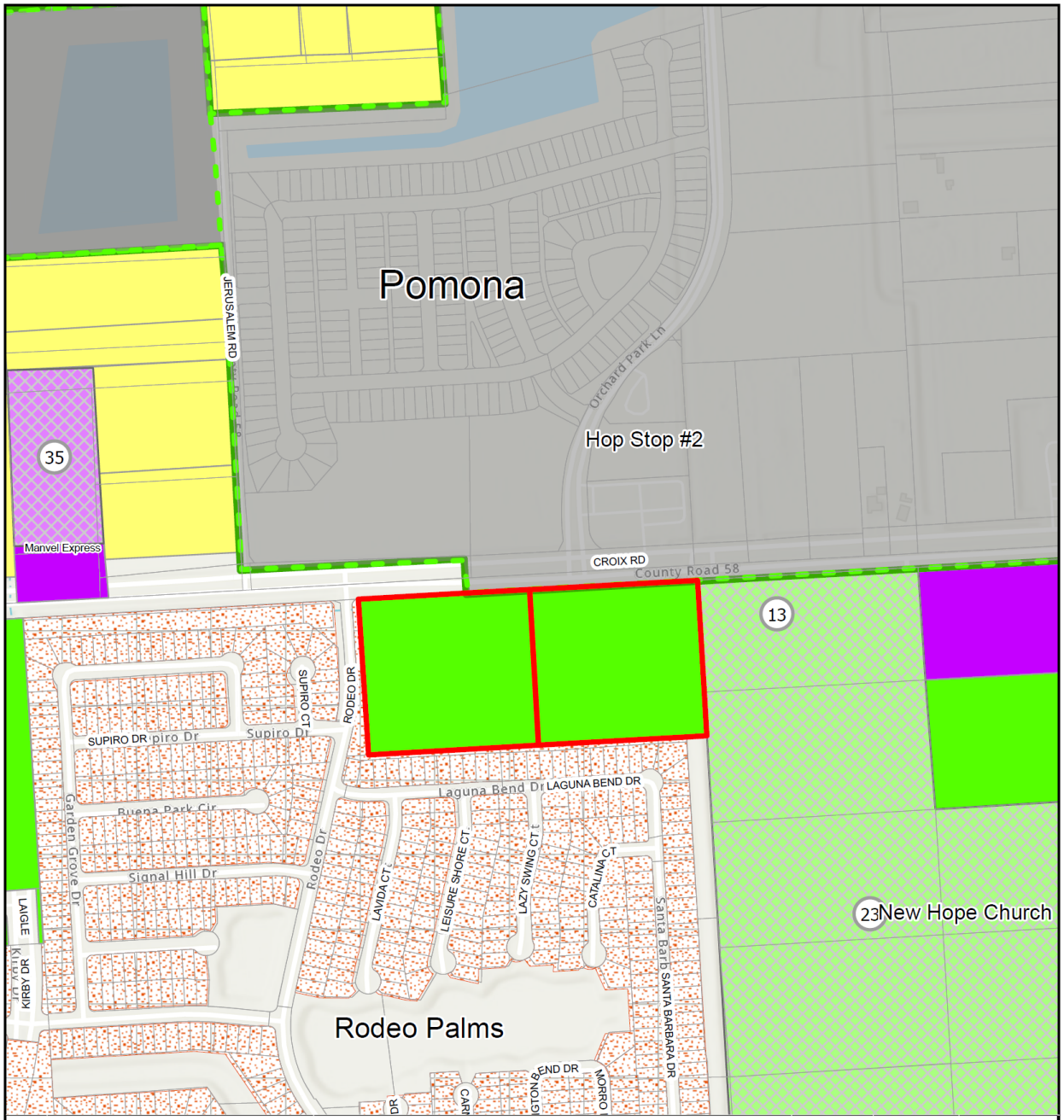
The following is a summary of general site information.

Surrounding Property Zoning	**North:** Extra Territorial Jurisdiction (ETJ) – Pomona Development Commercial Tracts **South:** Open – Planned Unit Development (O-PUD) – Rodeo Palms Development **East:** Single-Family Residential (SFR/SUP) – Religious Organizations **West:** Open – Planned Unit Development (O-PUD) – Rodeo Palms Development
Surrounding Land Use	**North:** Chevron Gas Station, Convenience Store, and Retail Center / Future Pomona Commercial Tract **South:** Single Family Residential / Rodeo Palms **East:** New Hope Church **West:** Single Family Residential / Rodeo Palms
Major Thoroughfare	Subject site is located at the southeast corner of the intersection of Rodeo Drive and CR 58 (AKA Croix Rd). CR 58 is classified as a Parkway with a planned right-of-way width of 120 feet (see attachments).

AERIAL VICINITY MAP



ZONING VICINITY MAP



SPECIFIC USE PERMITS LEGEND

Label No	Address	Specific Use Description	Ordinance No	Effective Date	Zoning Classification
13	3640 CR 58	NON-CONFORMING SIGN - NEW HOPE CHURCH	2015-O-31	10/13/2015	SFR
23	3640 COUNTY RD 58	NAICS USES #813110 RELIGIOUS ORGANIZATIONS	2018-O-33	10/15/2018	O-SFR
35	2951 County Road 58/ Croix Rd	NAICS USE 47110 GAS STATION WITH CONVENIENCE STORE	2022-O-33	1/17/2023	LC/SH6-SUP

3404 County Road 58 (PID: 168084)

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.

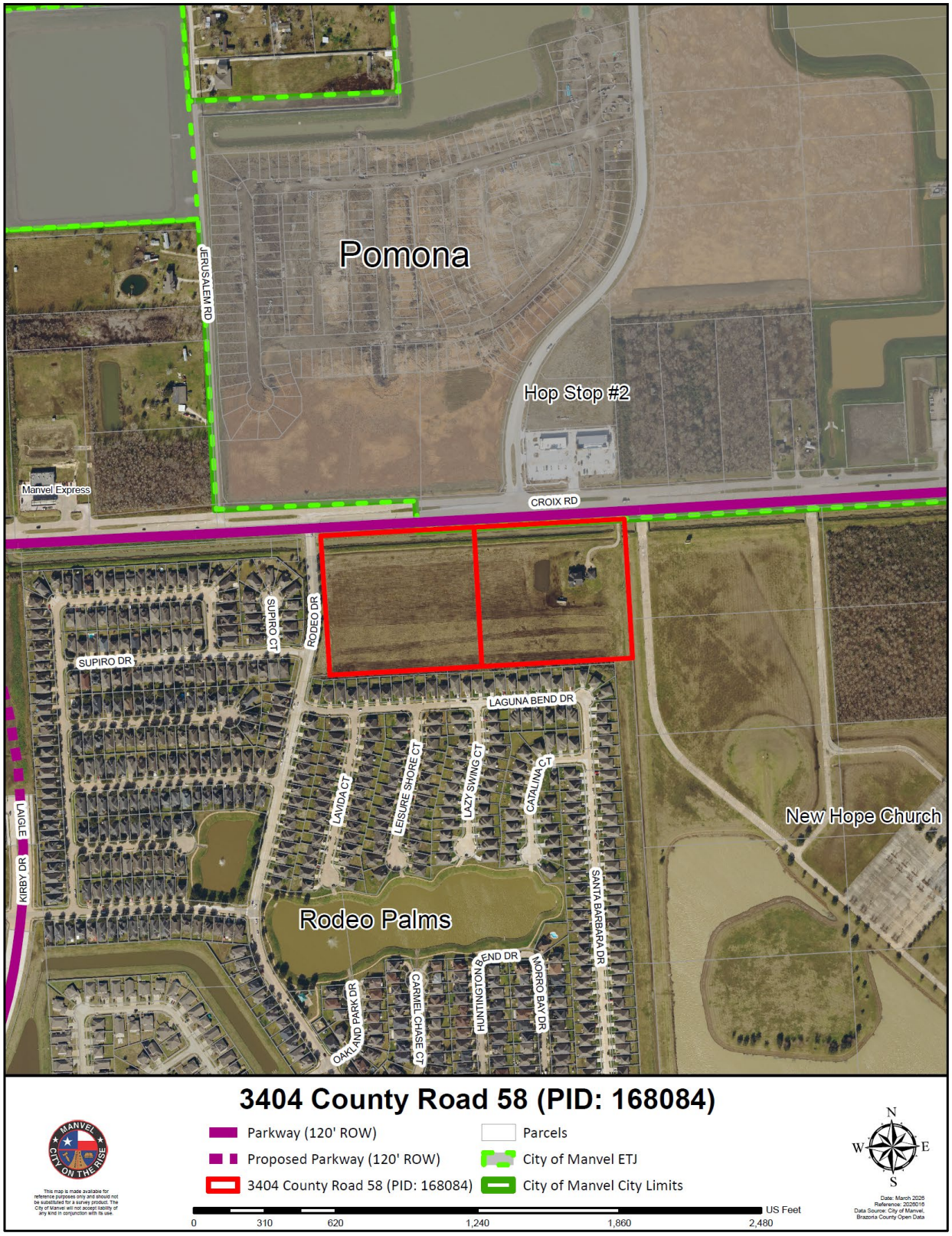
- 3404 County Road 58 (PID: 168084)
- Parcels
- City of Manvel ETJ
- City of Manvel City Limits
- Specific Use Permits
- Heavy Commercial District
- Light Commercial District
- Open Single-Family Residential District
- Single-Family Residential District
- Open - Planned Unit Development

US Feet: 0, 310, 620, 1,240, 1,860, 2,480

N, W, E, S

Date: March 2026
Reference: 20260316
Data Source: City of Manvel, Brazoria County Open Data

MAJOR THOROUGHFARE PLAN MAP



PURPOSE AND INTENT OF THE PROPOSED ZONING DISTRICT

LC zoning district is intended for low intensity retail sales and service land uses. Rezoning the property to LC zoning district would also allow uses included in Section 77-26., *Permitted Uses*, and listed below:

1. retail bakeries;
2. printing and related support activities;
3. furniture and home furnishing stores;
4. electronics and appliance stores;
5. building material, garden equipment and supplies dealers;
6. food and beverage stores;
7. general merchandise retailers;
8. health and personal care stores;
9. clothing and clothing accessory stores;
10. sporting goods, hobby, book and music stores;
11. miscellaneous store retailers;
12. postal service;
13. finance and insurance;
14. real estate;
15. lessors of nonresidential buildings (except mini warehouses);
16. consumer good rental;
17. professional, scientific, and technical services;
18. accounting, tax preparation, bookkeeping and payroll;
19. veterinary services;
20. management of companies and enterprises;
21. administrative and support services;
22. educational support services;
23. social assistance;
24. child day care services;
25. arts, entertainment, and recreation;
26. fitness and sports centers;
27. food services and drinking places;
28. automotive glass replacement shop;
29. electronic and precision equipment repair and maintenance;
30. personal and laundry services; and
31. public administration.

PROJECT DETAILS

The subject site is an approximately 19.99-acre tract currently zoned Single-Family Residential (SFR) with an existing residence on-site. The applicants/owners, George and Pamela Collins, are requesting to rezone the property to Light Commercial (LC) to allow for future retail and commercial development. The owners have indicated their intent to market the property for commercial uses. In 2024, a previous rezoning request was submitted for approximately 3 acres of the site to allow for a gas station, convenience store, and retail development. That request was withdrawn prior to a public hearing following public concerns related specifically to the proposed gas station use. The current request does not include a specific development plan or use and is limited to establishing appropriate zoning for future development.

The following sections provide staff's analysis of the requested rezoning and some key points to consider.

1. *Land use Compatibility with surrounding uses and zoning districts*: The subject property is adjacent to a mix of residential developments and existing/planned commercial uses. Commercial development exists to the north, while residential uses are located to the south and west. The existing residential lots on the south side are 50-foot-wide lots that are part of Rodeo Palms master planned development which represents an auto-oriented suburban character. This type of residential development is generally compatible with low intensity commercial fronting major thoroughfares. There are two other properties zoned LC district on the east side of the subject site along CR 58, between the subject site and SH 288.
2. *Infrastructure, Utility Availability, and Environmental Considerations*: The subject site is not serviced by City utilities currently. Utility infrastructure will be evaluated at the time of site development. No significant environmental constraints exist at the location.
3. *Impact of Traffic and conformance to Major Thoroughfare Plan*: The subject site currently has one access from CR 58, which is classified as a Parkway on the Major Thoroughfare Plan. Traffic impacts will be evaluated at the time of development. Any required improvements or access management will be addressed during the site development review process. Additional access to the subject site from CR 58 would require approval from Gulf Coast Water Authority (GCWA) since the American canal runs between the street and the subject site. Also, note that there is an existing strip of land along Rodeo Drive that is owned by the Rodeo Palms Homeowners Association.
4. *Conformance to Comprehensive Plan Vision and Goals*: Based on general planning principles and existing development character of the area, the subject site is an appropriate location for the proposed LC zoning district designation. The Manvel 2015 Comprehensive Plan focuses on maintaining its rural character and small-town values while managing its growth by, "Benefiting from our strategic location by encouraging well planned quality retail, commercial and residential development that reflects and enhances our small-town quality of life". The LC zoning district corresponds to the recommendations made in the Comprehensive Plan.
5. *Other considerations*: A prior rezoning request in 2024 generated opposition due to a proposed gas station use; however, the current request does not include a specific use, reducing the likelihood of similar concerns. The surrounding area consists of planned single-family residential development rather than rural residential lots. Given the existing development pattern and the range of uses permitted within the Light Commercial (LC) district, the proposed rezoning is compatible with the area and is not anticipated to adversely impact public health, safety, or quality of life

STAFF RECOMMENDATION

Based on the above analysis, staff finds the request to be consistent with the City's development and comprehensive plan goals. City staff recommends approval of this rezoning request and adoption of proposed Ordinance No. 2026-O-12.

PUBLIC HEARING

The Notice of Public Hearing was published in the newspaper of general circulation. All property owners within 200 feet of the property were notified.

At the time of writing this report, no information inquiries have been received, and staff is not aware of opposition.

PLANNING, DEVELOPMENT AND ZONING COMMISSION DISCUSSION AND RECOMMENDATION

At the April 27, 2026, Planning, Development, and Zoning (PD&Z) Commission meeting, a public hearing was held to receive input on this request. Staff presented the request and no members of the public spoke in support or opposition. The Commission generally discussed land use allowance within LC distirct.

The PD&Z Commission is recommending approval of this request. The motion to approve passed with a vote of six (6) "Yeas" to zero (0) "Nays." Therefore, the Planning, Development, and Zoning Commission is recommending adoption of proposed Ordinance No. 2026-O-12.

APPLICATION

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

REZONING APPLICATION

PROJECT INFORMATION

Project Name: —

Project Location/Address: 3404 County Road 58 Manvel, TX 77578

Legal Description: A0299 HT + B RR Tract 16F-16G Acres 20.0

Current Zoning: Residential (SFR) Proposed Zoning: Light Commercial

Parcel/Tax ID# (s): 168084 / Property ID Total Acreage: 20 Proposed Land Use: Retail

APPLICANT INFORMATION

Applicant Name: George + Pamela Collins

Company Name: —

Address: City: Manvel State: TX Zip: 77578

Phone #: Email:

This is to certify that the information on this form is COMPLETE, TRUE, and CORRECT, and I, the undersigned, am authorized to make this application on behalf of the owner(s). I understand that this application will expire one year from the date submitted.

George & Collins Pamela J Collins 2/27/2026

Applicant Signature (**REQUIRED**) Date

PROPERTY OWNER INFORMATION

Owner(s) Name: George Collins + Pamela Collins

Address: City: Manvel State: TX Zip: 77578

Phone #: Email:

PROPERTY OWNER'S AUTHORIZATION **(Required – If owner is also the applicant, must sign as both)**:

I am the owner of the property for which this application is being made. I authorize the above person (Applicant) to submit this application and to correspond with the City of Manvel regarding this application on my behalf.

Pamela J Collins 2/27/2026

Owner's Signature (**REQUIRED**) Date

REQUEST LETTER

GEORGE AND PAMELA COLLINS

February 27, 2026

City of Manvel
Planning, Development & Zoning Department
20025 Highway 6
Manvel, TX 77578

RE: Request to Rezone Property at 3404 County Road 58, Manvel, TX 77578

ATTN: City of Manvel Planning, Development & Zoning Commission

We, George and Pamela Collins, submit this letter of intent to formally request a zoning change for our property located at 3404 County Road 58, Manvel, TX 77578, which is approximately 20 acres in size.

Current Zoning: Single Family Residence

Proposed Zoning: Light Commercial

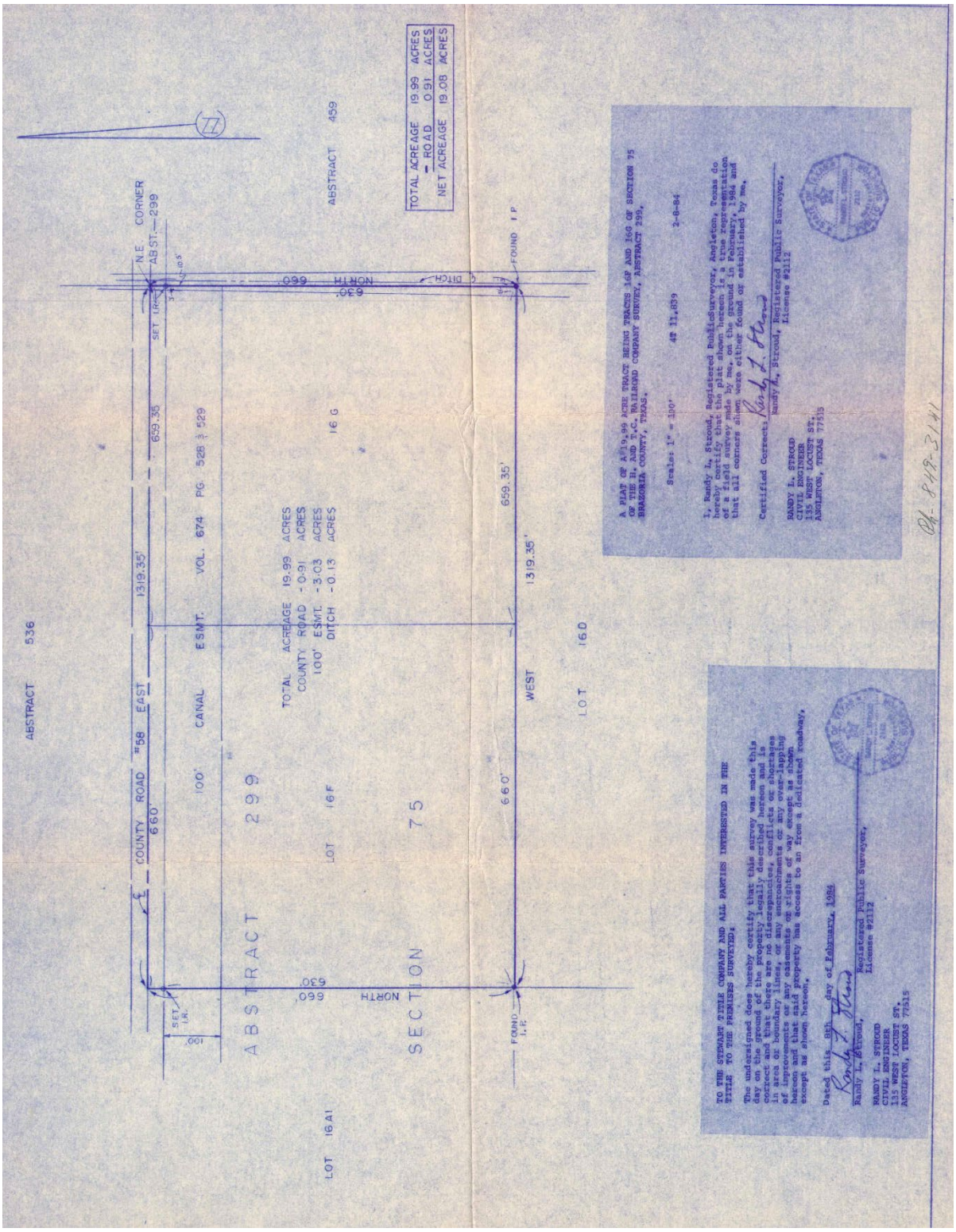
The intent of this request is to rezone the above-mentioned property to accommodate retail development. This project aligns with the City of Manvel's 2045 Strategic Plan, which encourages high-quality development and the expansion of the commercial tax base.

Thank you for your consideration of this application. We are available to answer any questions and can be reached at :

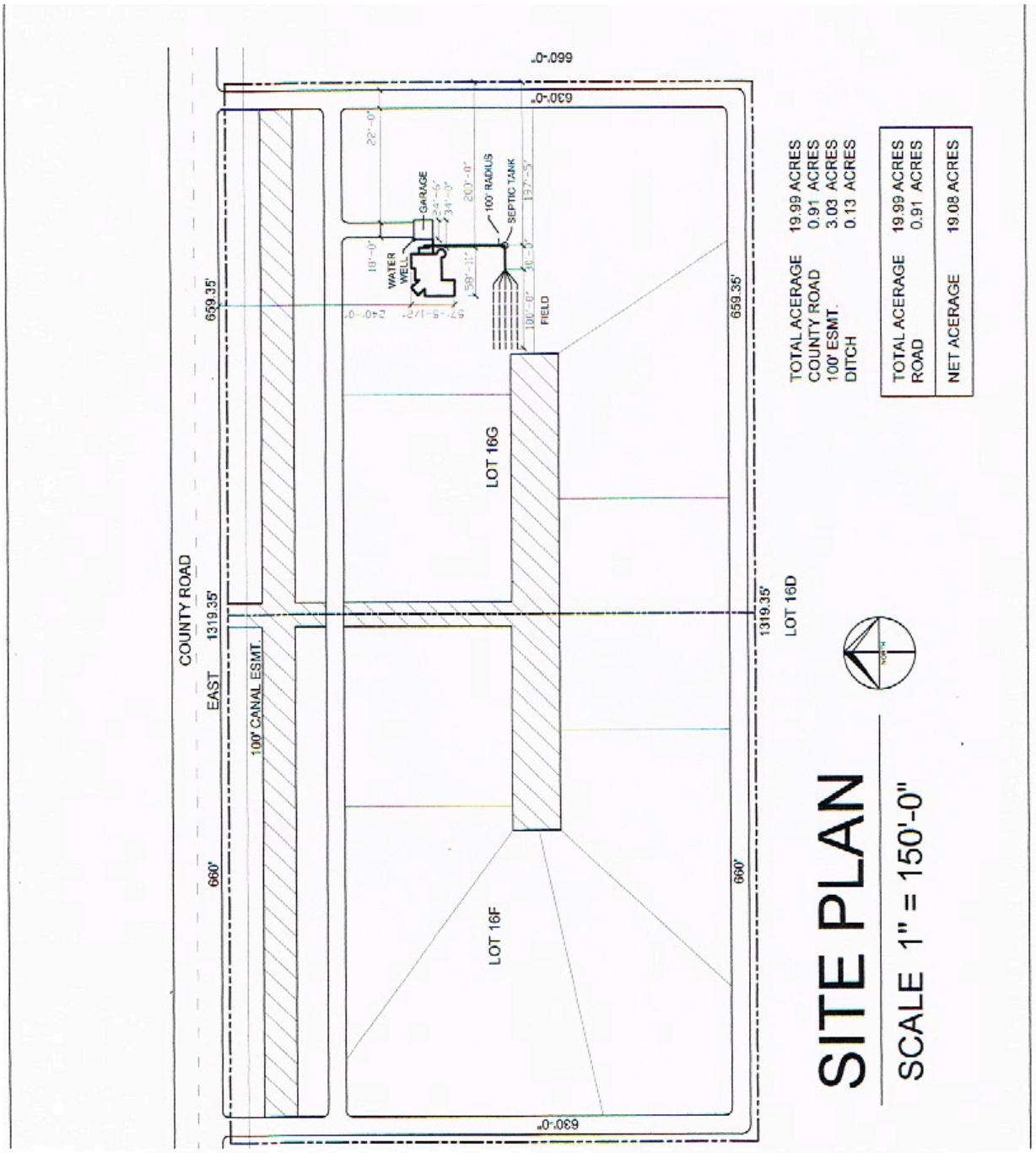
Sincerely,

George and Pamela Collins

SURVEY


ABSTRACT 536
COUNTY ROAD #58 EAST
660'
1319.35'
N.E. CORNER ABST. 299
SET 1/2"
ABSTRACT 459
TOTAL ACREAGE 19.99 ACRES
- ROAD 0.91 ACRES
NET ACREAGE 19.08 ACRES
FOUND I.P.
NORTH
660'
DITCH
659.35'
100' CANAL ESMT. VOL. 674 PG. 528 & 529
TOTAL ACREAGE 19.99 ACRES
COUNTY ROAD -0.91 ACRES
100' ESMT. -3.03 ACRES
DITCH -0.13 ACRES
LOT 16 G
LOT 16 F
ABSTRACT 299
SECTION 75
WEST
1319.35'
LOT 16 A1
LOT 16 O
SET I.P.
FOUND I.P.
A PLAT OF A 19.99 ACRE TRACT BEING TRACTS 16F AND 16G OF SECTION 75 OF THE H. AND T.C. RAILROAD COMPANY SURVEY, ABSTRACT 299, BRAZORIA COUNTY, TEXAS.
Scale: 1" = 300'
4# 11,639
2-6-84
I, Randy L. Stroud, Registered Public Surveyor, Angleton, Texas do hereby certify that the plat shown hereon is a true representation of a field survey made by me, on the ground in February, 1984 and that all corners shown were either found or established by me.
Certified Correct,
Randy L. Stroud, Registered Public Surveyor, License #2112
RANDY L. STROUD
CIVIL ENGINEER
135 WEST LOCUST ST.
ANGLETON, TEXAS 77515
TO THE STEWART TITLE COMPANY AND ALL PARTIES INTERESTED IN THE TITLE TO THE PREMISES SURVEYED;
The undersigned does hereby certify that this survey was made this day on the ground of the property legally described hereon and is correct and that there are no discrepancies, conflicts or shortages in area or boundary lines, or any encroachments or any over-lapping of improvements or any easements or rights of way except as shown hereon and that said property has access to an from a dedicated roadway, except as shown hereon.
Dated this 8th day of February, 1984
Randy L. Stroud, Registered Public Surveyor, License #2112
RANDY L. STROUD
CIVIL ENGINEER
135 WEST LOCUST ST.
ANGLETON, TEXAS 77515

SITE PLAN


SITE PLAN
SCALE 1" = 150'-0"
COUNTY ROAD
EAST
1319.35'
659.35'
660'
100' CANAL ESMT.
LOT 16F
LOT 16G
LOT 16D
GARAGE
WATER WELL
100' RADIUS
SEPTIC TANK
FIELD
TOTAL ACERAGE 19.99 ACRES
COUNTY ROAD 0.91 ACRES
100' ESMT. 3.03 ACRES
DITCH 0.13 ACRES
TOTAL ACERAGE 19.99 ACRES
ROAD 0.91 ACRES
NET ACERAGE 19.08 ACRES

Public Hearing Notice to run on Sunday 04/12/2026

A PUBLIC HEARING WILL BE HELD AT MANVEL CITY HALL, 20031 HWY 6, MANVEL, TX, 77578 AT 6:00 P.M. ON MONDAY, APRIL 27, 2026, BEFORE THE MANVEL PLANNING, DEVELOPMENT, AND ZONING COMMISSION AND AT 6:00 P.M. ON MONDAY, MAY 4, 2026, BEFORE THE MANVEL CITY COUNCIL TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE OF THE CITY OF MANVEL, TEXAS, AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND BEING 19.99 ACRES LOCATED AT 3404 COUNTY ROAD 58 (PID 168084); BEING TRACTS 16F AND 16G OF SECTION 75 OF THE H. AND T.C. RAILROAD COMPANY SURVEY, ABSTRACT 299, BRAZORIA COUNTY, TEXAS; FROM SINGLE FAMILY RESIDENTIAL (SFR) DISTRICT TO LIGHT COMMERCIAL (LC) DISTRICT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF. /S/ TAMMY BELL, CITY SECRETARY.

SITE PICTURES



View of the subject site from CR 58, looking southwest

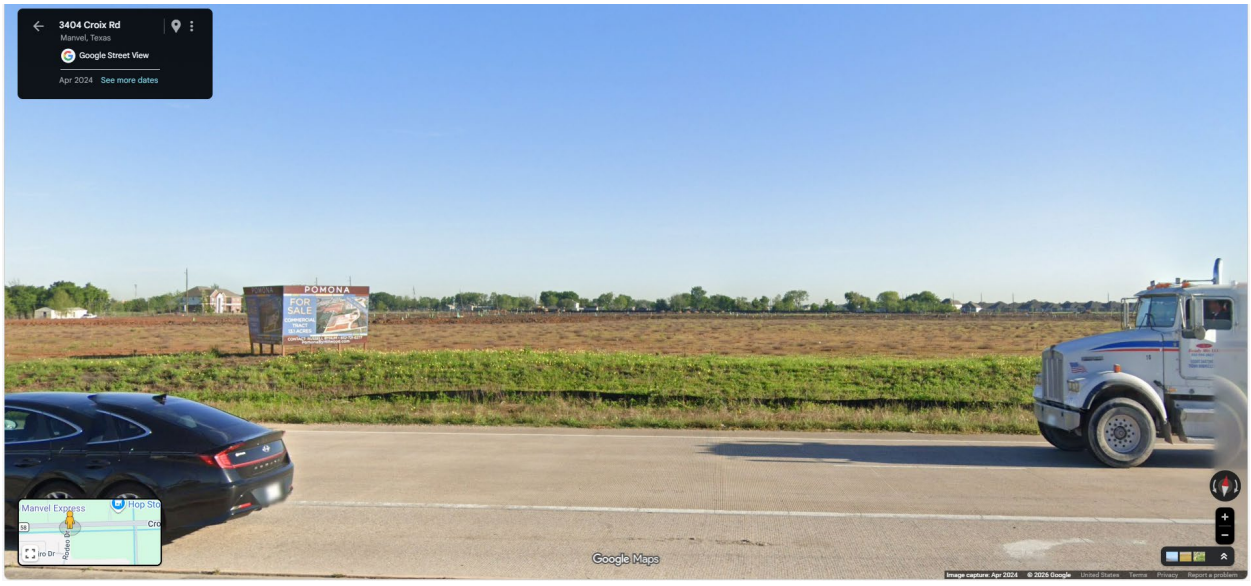


View of the subject site from CR 58, looking southeast (Rodeo Dr)

SITE PICTURES



View of the property to the northeast from CR 58 (Chevron Gas Station and Convenience Store)



View of the property to the northwest from CR 58 (Retail Center / Future Pomona Commercial Tract)

SITE PICTURES



View of adjacent property to the east (New Hope Church)



View of adjacent property to the south (Single Family Residential / Rodeo Palms)

SITE PICTURES



View of the property to the west, across Rodeo Dr (Single Family Residential / Rodeo Palms)

ORDINANCE NO. 2026-O-12

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND BEING 19.99 ACRES LOCATED AT 3404 COUNTY ROAD 58 (PID 168084), BEING TRACTS 16F AND 16G OF SECTION 75 OF THE H. T. & B. RAILROAD COMPANY SURVEY, ABSTRACT 299, IN BRAZORIA COUNTY, TEXAS; FROM SINGLE FAMILY RESIDENTIAL (SFR) DISTRICT TO LIGHT COMMERCIAL (LC) DISTRICT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * * *

WHEREAS, George Collins and Pamela Collins are the owners (the "Owners") of an approximate 19.99-acre tract of land located at 3404 County Road 58 (PID 168084), being Tracts 16F and 16G of Section 75 of the H.T.&B Railroad Company Survey, Abstract 299, in Brazoria County, Texas; as shown on said map and description of which is attached hereto as Exhibit "A"; and

WHEREAS, the owners have filed an application to change the zoning classification of the 19.99-acre tract from Single Family Residential (SFR) District to Light Commercial (LC) District; and

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

WHEREAS, the Planning, Development, and Zoning Commission recommended approval of such request, and, the City Council deems it appropriate to approve said rezoning; now, therefore,

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

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

Section 2. The zoning classification of the certain tract of land 19.99-acre tract of land located at 3404 County Road 58 (PID 168084), being Tracts 16F and 16G of Section 75 of the H.T.&B Railroad Company Survey, Abstract 299, in Brazoria County, Texas, as shown on said map and description of which is attached hereto as Exhibit "A" and for all things made a part hereof, shall be changed from the Single Family Residential (SFR) District to Light Commercial (LC) District for uses as permitted within such zone classification.

Section 3. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said tracts, as described and as provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 4. The City Council hereby finds and determines that said rezoning comports to the City's Comprehensive Plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tract(s) as described above.

Section 5. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it

would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 6. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this _____ day of _____, 2026.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____ day of _____ , 2026.

_____
Dan Davis, Mayor

ATTEST:

_____
Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____
Robert Gervais, City Attorney

EXHIBIT A

An approximate 19.99-acre tract of land located at 3404 County Road 58 (PID 168084), being Tracts 16F and 16G of Section 75 of the H.T.&B Railroad Company Survey, Abstract 299, in Brazoria County, Texas

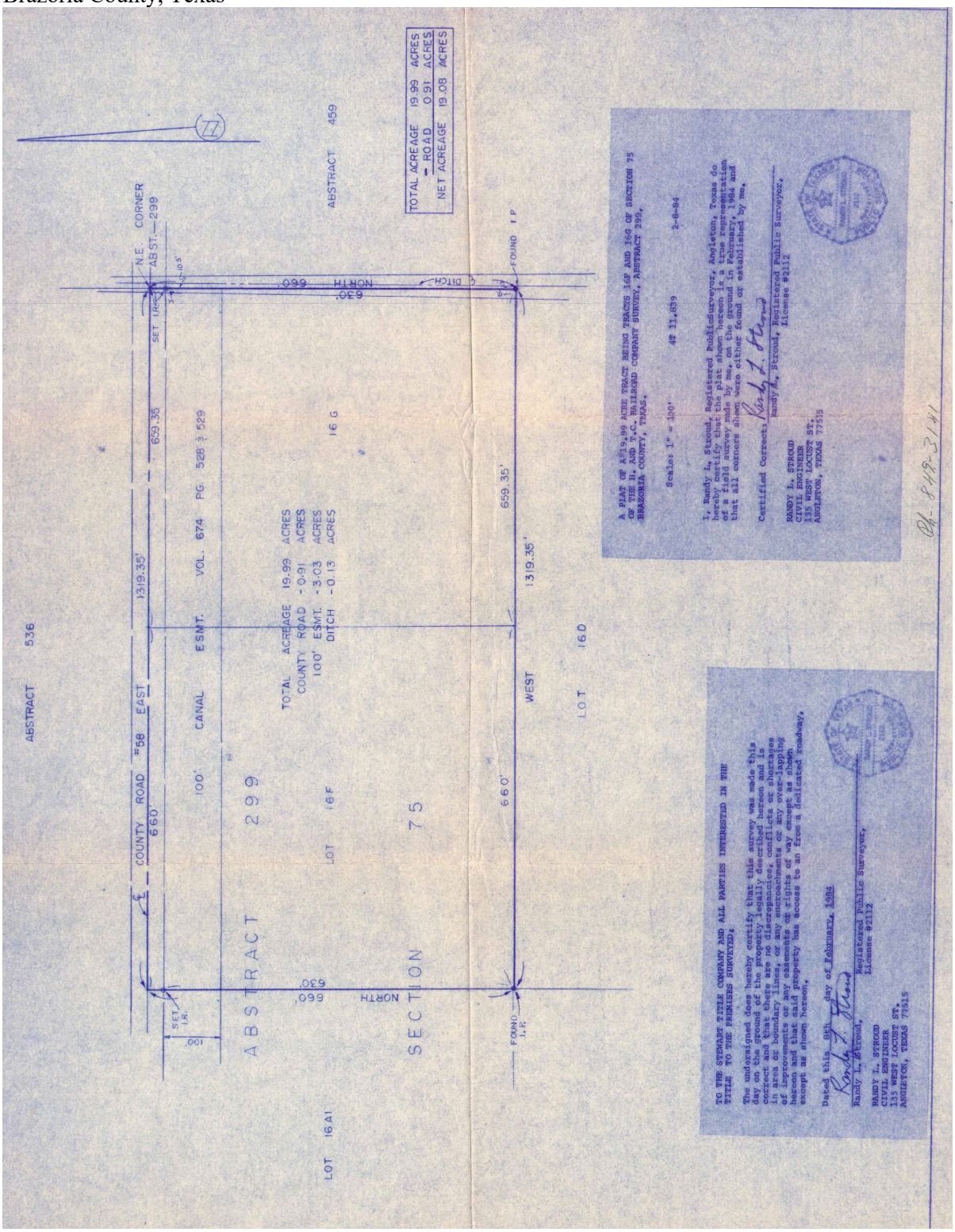


EXHIBIT A (Contd.)

FIELD NOTES OF A 19.99 ACRE TRACT BEING TRACTS 16F AND 16G OF SECTION 75 OF THE H. AND T.C. RAILROAD COMPANY SURVEY, ABSTRACT 299, BRAZORIA COUNTY, TEXAS, AND BY METES AND BOUNDS DESCRIBED AS FOLLOWS:

BEGINNING at an iron rod in the centerline of County Road 58, said rod marking Northeast corner of Abstract 299 and the Northeast corner of the herein described tract;

THENCE; South, along the East line of Abstract 299, at 30 feet pass an iron rod in the South right-of-way line of County Road 58 and continue to a total distance of 660.00 feet to an iron pipe for corner;

THENCE; West 1319.35 feet to an iron pipe for corner;

THENCE; North at 630.00 feet pass an iron rod in the South right-of-way line of County Road 58 and continue to a total distance of 660.00 feet to a point for corner in the centerline of County Road 58;

THENCE; East 1319.35 feet, along the centerline of County Road 58, to the place of Beginning;

Said tract therein containing 19.99 Acres of Land.

Certified Correct: Randy L Stroud

Randy L. Stroud, Registered Public Surveyor,
License #2112

4T 11,839

2-7-84

Randy L. Stroud, P.E.
135 West Locust Street
Angleton, Texas 77515



MANVEL
CITY COUNCIL
DATA SHEET

MEETING DATE: May 4, 2026

TOPIC: Consideration and possible action to approve a requested amendment development-related provisions and requirements for the Meridiana Planned Unit Development (PUD), established by Ordinance No. 2024-O-13. (Proposed Ordinance No. 2025-O-13)

BACKGROUND: Ordinance No. 2024-O-13 established the Meridiana PUD district and outlined specific zoning and development standards. EHRA Engineering (the applicant), on behalf of GR-M1, LTD. (property owner), has been working with staff to amend certain PUD requirements and is requesting an amendment to Ordinance No. 2024-O-13. The applicant is requesting the following changes to the PUD document:

1. Removing restrictions on two-story structure within Patio-Home Land Use.
2. Adding allowance for detached single family dwelling units within Townhome Land Use.
3. Updating Townhome land use regulation to include restrictions for detached single-family units.
4. Excluding detached single family unit sections from off-street parking requirements for Townhomes land use.

The applicant states that the proposed amendments are intended to provide additional flexibility in housing types and respond to evolving market conditions while maintaining consistency with the overall vision of the development.

STAFF RECOMMENDATION: Staff recommends approval of the requested amendment to the Meridiana PUD.

PD&Z PUBLIC HEARING AND RECOMMENDATION: A Joint Public hearing with City Council was held on April 27, 2026. No members of the public spoke to provide any input in support or opposition to the proposed amendment. The PD&Z Commission is forwarding a final report recommending approval; with a vote of six (6) “Yeas” to zero (0) “Nays” at their April 27, 2026, meeting.

ATTACHMENTS: Application, Letter of Request, Affected Areas Map, Proposed Ordinance 2026-O-13, Meridiana PUD Document Amendment (Redline).

FUNDING ISSUES

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

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

FINAL REPORT TO CITY COUNCIL

Planned Unit Development Amendment

Agenda of:	May 4, 2026	**Initiated By:**	Jose Abraham Director, Development Services
Subject:	Meridiana PUD Amendment	**Presented By:**	Ellie Roohbakhsh Senior Planner
Recommended Action:	A Public Hearing followed by Consideration and Possible Action to Approve Ordinance No. 2026-O-13		

SUMMARY

Ordinance No. 2024-O-13 established the Meridiana PUD district and outlined specific zoning and development standards. EHRA Engineering (the applicant), on behalf of GR-M1, LTD. (property owner), has been working with staff to amend certain PUD requirements and is requesting an amendment to Ordinance No. 2024-O-13. The applicant is requesting the following changes to the PUD document:

1. Removing restrictions on two-story structure within Patio-Home Land Use.
2. Adding allowance for detached single family dwelling units within Townhome Land Use.
3. Updating Townhome land use regulation to include restrictions for detached single-family units.
4. Excluding detached single family unit sections from off-street parking requirements for Townhomes land use.

The applicant states that the proposed amendments are intended to provide additional flexibility in housing types and respond to evolving market conditions while maintaining consistency with the overall vision of the development.

Staff Recommendation: Approval
PD&Z Recommendation: Approval

ATTACHMENTS: Application, Letter of Request, Affected Areas Map, Proposed Ordinance 2026-O-13, Meridiana PUD Document Amendment (Redline).

STAFF FINDINGS

Staff has reviewed the requested PUD Amendment and finds the following:

1. Townhome Land Use Areas: The proposed amendment introduces flexibility by allowing detached single-family homes within areas designated for Townhomes. Previous versions of the PUD allowed detached single family dwelling units within these areas. The proposed inclusion of detached dwelling unit with minimum lot width of 40 feet and minimum lot area of 4,400 square feet can potentially result in lower-density development compared the current restriction of Townhomes. The following table summarizes the proposed changes.

Requirement	Previous Standard	Proposed Standard
Permitted Uses	Attached single-family only	Attached + Detached single-family
Minimum Lot Area	2,500 sq. ft.	Attached: 2,500 sq. ft. / Detached: 4,400 sq. ft.
Minimum Lot Width	25 ft	Attached: 25 ft / Detached: 40 ft
Setbacks	Front: 20 ft (front-loaded), 10 ft (rear-loaded); Rear: 5 ft; Side: 0 ft; Corner: 10 ft	Attached: Same as existing / Detached: Front: 20 ft; Side: 5 ft; Rear: 10 ft; Corner: 10 ft
Building Configuration	2–4 units required	Applies only to attached units
Guest Parking	Not specified	Not required for detached-only sections

2. Patio Home Land Use Areas: The proposed amendment removes the increased lot area and lot width requirements for two-story homes, making them the same as the minimum requirements for one-story homes.

Requirement	Previous Standard	Proposed Standard
Minimum Lot Area	4,500 sq. ft. (1-story) / 5,000 sq. ft. (2-story)	4,500 sq. ft. (all structures)
Minimum Lot Width	45 ft (1-story) / 50 ft (2-story)	45 ft at building setback line (all structures)

Based on the existing minimum requirements for patio homes, the proposed change will not result in an increase in density. However, please note that based on the current restrictions, developing two-storied dwelling units could result in slightly lower density. In totality, the proposed changes will not deviate significantly from the current allowance of the PUD in terms of density, aesthetics, and overall development outcome.

STAFF RECOMMENDATION

Based on the above discussion, City staff recommends approval of this PUD Amendment request by adopting proposed Ordinance No. 2026-O-13.

PD&Z COMMISSION DISCUSSION AND RECOMMENDATION

PD&Z Commission generally discussed the details of the proposed amendment to understand the reasoning behind including the current requirements and ensuring that the proposed amendment will not have any impact on zoning regulations outside Meridiana development.

The PD&Z Commission is recommending approval of this request. The motion to approve passed with a vote of six (6) "Yeas" to zero (0) "Nays." Therefore, the Planning, Development, and Zoning Commission is recommending adoption of proposed Ordinance No. 2026-O-13.

PUBLIC HEARING

The Notice of Public Hearing was published in the newspaper of general circulation. The public hearing notice requirement was met through the provisions of Section 211.007(d) of the Texas Local Government Code.

A PUBLIC HEARING WILL BE HELD JOINTLY BY MANVEL CITY COUNCIL AND THE MANVEL PLANNING, DEVELOPMENT & ZONING COMMISSION AT MANVEL CITY HALL, 20031 HIGHWAY 6, MANVEL, TEXAS, 77578 AT 6:00 P.M. ON MONDAY, APRIL 27, 2026, TO HEAR INPUT FROM THE PUBLIC REGARDING AN ORDINANCE (2026-O-13) OF THE CITY OF MANVEL, TEXAS, AMENDING ORDINANCE NO. 2024-O-13, PERTAINING TO ZONING AND DEVELOPMENT-RELATED PROVISIONS AND REQUIREMENTS FOR THE MERIDIANA PLANNED UNIT DEVELOPMENT (PUD), AN APPROXIMATE 1,735 ACRES OF LAND GENERALLY LOCATED EAST OF STATE HIGHWAY 288 AND SOUTH OF HIGHWAY 6, AND GENERALLY WITHIN THE BOUNDARIES OF BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICTS NO. 56 AND 57, BY AMENDING CERTAIN PROVISIONS TO ALLOW DETACHED SINGLE-FAMILY HOMES ON LOTS WITHIN THE REMAINING, UNDEVELOPED TOWNHOME LAND USE AREAS, AND TO ALLOW TWO-STORY STRUCTURES ON ALL PATIO HOME LOTS; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF. /S/ TAMMY BELL, CITY SECRETARY.

Staff Use Only:
Date Received: _____
Received by: _____
Date Complete: _____
Completeness Review by:
_____

Planned Unit Development (PUD) Application

Incomplete Applications will not be accepted. Please review application submittal requirements contained in the City of Manvel PUD Manual.

(Please Type or Print Clearly with Dark Ink)

☒ Master Plan PUD ☐ Small PUD ☐ Site Plan Only

General Information

PUD Name: Meridiana Planned Unit Development Amendment No. 4

Number of Units Proposed: N/A Current Zoning Designation: Meridiana PUD Amendment No. 3 (Ordinance # 2024-O-13)

Zoning District under Which PUD Will Be Designed: Planned Unit Development (PUD)

Address/Location: Meridiana, Manvel, TX 77583

Brazoria County Parcel Number (s): N/A Acres: 1735

Legal Description: N/A

_____

Applicant Information

Name: EHRA Engineering Daytime Phone: _____

Mailing Address: 10011 Meadowglen Ln

City/State/Zip: Houston, TX 77042

Contact Person: Brad Sweitzer

Email Address: _____

Property Owner Information (If different from applicant; attach additional signature page or appropriate letter of consent/agreement if more than one property owner)

Name: GR-M1, LTD. -Matthew Lawson Daytime Phone: _____

Mailing Address: 162 Avenue D, Ste. 100

City/State/Zip: Katy, TX 77943

Email Address: _____

CITY OF MANVEL PLANNED UNIT DEVELOPMENT APPLICATION, PAGE 2

(Attach additional sheets if necessary to fully answer the following.)

1. Contiguous Land Ownership- Please specify if the owner(s) own any property that is directly adjacent to the proposed PUD and describe any future projects in adjacent property: The owner does not own any property that is directly adjacent to the proposed PUD.

2. Concept Statement- Brief description of the project including proposed the use or uses: This amendment would allow the developer to provide 40' wide single family lots within remaining, undeveloped Townhome Land Use Areas. It would also allow two-story structures on all lots within the Patio Home Land Use area.

The proposed activities and uses shall be shown on an attached PUD plan based on the exhibit requirements for master plan and site plan review. Please refer to the City of Manvel PUD Manual for the master plan and site plan requirements.

3. Statement of Justification- Brief description outlining how the proposed PUD is consistent with the purpose of the Zoning Ordinance and all departures from the provisions of the underlying zoning district that are necessary to provide superior site development: Previous versions of the PUD have allowed detached single family homes within the Townhome Land Use area. The proposed amendment would restore this option and provide flexibility to adapt to market trends. Additionally, no other land use areas within the PUD restrict building height to one story. This amendment would make the Patio home land use consistent with other land uses and allow homebuilders more flexibility in these sections.

4. Statement of Compliance with the Comprehensive Plan- Description of how the PUD meets or exceeds the City vision as described in the Comprehensive Plan: This amendment is in line with the intent of the currently approved Meridiana PUD Amendment No. 3.

5. Statement of Compatibility- Describe how the proposed project is compatible with the surrounding uses and will not have significant adverse impacts on the properties: This amendment is in line with the intent of the currently approved Meridiana PUD Amendment No. 3

02/17/2026
Date

Applicant's Signature

02/17/2026
Date

Owner's Signature (If different from Applicant)

The above signed property owners, certify that the above information is true and correct to the best of our knowledge and state that we are the legal owners of the property included in this application and/or designate the applicant to act as our agent with respect to this application. If there are more than one property owner(s), attach additional signature sheets or letter of consent to application.



Meridiana Planned Unit Development District Amendment #4

The City of Manvel

Ordinance #2026-O-xx
Adopted xxxxxxxxxxxx

Prepared for:
Rise Communities
1602 Avenue D, Suite 100
Katy, Texas 77493
832.916.2160

Prepared by:

EHRA
10011 Meadowglen Ln.
Houston, Texas 77042
www.EHRA.team | 713.784.4500
TBPE No. F-726 | TBPLS No. 10092300

DATE: February 17, 2026

TO: Dan Johnson – City Manager & Meridiana PUD Designated Official

CC: Jose Abraham – Director of Development Services
Elaheh Roohbakhsh – Senior Planner

FROM: EHRA/Brad Sweitzer
Director of Planning & Visioning

RE: Meridiana PUD Amendment No. 4

Mr. Johnson,

On behalf of Rise Communities, please accept and consider this request to amend the Meridiana Planned Unit Development Amendment No. 3 (Ordinance #2024-O-13). The intent of this amendment is to allow the developer to provide 40' wide, single family lots within the remaining, undeveloped Townhome Land Use areas, and to allow two-story structures on all Patio Home lots.

Under Meridiana PUD Amendment No. 3, detached single family homes are not permitted within the Townhome Land Use (see below).

Section III: Development Regulations:

C. Development Standards – 4. Townhome (TH)

Permitted uses: Attached single family dwelling units, Entry Features & monuments, Minor Utilities, Open Space, Parks, Patio Homes, Recreational facilities, Religious assembly, Temporary uses, Tree farms

Additional Requirements: Buildings shall consist of a minimum of two (2) units with a maximum of four (4) units.

Previous versions of the PUD have allowed detached single family units in these areas. The proposed amendment would restore this option and provide flexibility to adapt to changing market trends.

Additionally, Meridiana PUD Amendment No. 3 requires lots within Patio Home Land Use areas to be a minimum of 50 feet wide with a minimum area of 5,000 square feet in order to accommodate a two-story structure. The proposed amendment would allow two-story structures on all lots within this land use.

The specific changes to the text are detailed in the attached memorandum. Outside of those changes described in the document, the requirements set forth in Meridiana PUD Amendment No. 3 (Ordinance #2024-O-13) will remain intact. No new development ordinances passed since its ratification will apply based on the approval of this amendment.

Please let me know if there are any questions or if any additional information is needed to complete this change.

Thanks,

Brad Sweitzer

Brad Sweitzer, PLA, AICP
Director of Planning & Visioning
EHRA

TBPE No. F-726
TBPLS No. 10092300

MEMORANDUM

CHANGES TO MERIDIANA PUD AMENDMENT NO. 3 (Ordinance #2024-O-13)
FEBRUARY 17, 2026

1. **Change: Update Patio Home Land Use Regulations to remove restrictions on two-story structures.**
    a. PUD reference (pg. 73):
        i. ***Previous Text:*** "*Minimum Lot Area:* 4,500 square feet for one-story "cottage" Structures
        5,000 square feet for two-story structures"
        ~~ii.~~ ***Revised Text:*** *"Minimum Lot Area:* 4,500 square feet ~~for one-story "cottage" Structures 5,000 square feet for two-story structures~~"

    b. PUD reference (pg. 73):
        i. ***Previous Text:*** "*Minimum Lot Width:* 45 feet for one-story "cottage" structures
        50 feet for two-story structures"
        ii. ***Revised Text:*** *"Minimum Lot Width:* 45 feet at the building setback line ~~50 feet for two story structures~~"

2. **Change: Single Family homes are an allowed use within the remaining Townhome Land Use area.**
    a. PUD reference (pg. 75):
        i. ***Previous text:*** "Permitted uses: Attached single family dwelling units, Entry Features & monuments, Minor Utilities, Open Space, Parks, Patio Homes, Recreational facilities, Religious assembly, Temporary uses, Tree farms"
        ii. ***Revised text:*** "Permitted uses: Attached single family dwelling units, Detached single family dwelling units, Entry Features & monuments, Minor Utilities, Open Space, Parks, Patio Homes, Recreational facilities, Religious assembly, Temporary uses, Tree farms"

3. **Change: Update Townhome Land Use Regulations to include restrictions for detached single family dwelling units.**
    a. PUD reference (pg. 75):
        i. **Previous text:** "*Minimum Lot Area*: 2,500 square feet"
        ii. **Revised text:** "*Minimum Lot Area:* Attached Single Family Dwelling Units: 2,500 square feet
        Detached Single Family Dwelling Units: 4,400 square feet"

b. PUD reference (pg. 75):
   i. **Previous text:** "*Minimum Lot Width*: 25 feet at the building setback line"
   ii. **Revised text:** "*Minimum Lot Width*: Attached Single Family Dwelling Units: 25 feet at the building setback line
   Detached Single Family Dwelling Units: 40 feet at the building setback line"

c. PUD reference (pg. 75):
   i. **Previous text:** "*Minimum Setbacks:*
   Front: 20 feet if front loaded (see lot diagram below)
   10 feet if rear loaded (see lot diagram below)
   Rear: 5 feet
   Side: Zero (0) feet
   Corner: 10 feet"

   ii. **Revised text:** *"Minimum Setbacks:*
   Attached Single Family Dwelling Units:
   Front: 20 feet if front loaded (see lot diagram below)
   10 feet if rear loaded (see lot diagram below)
   Rear: 5 feet
   Side: Zero (0) feet
   Corner: 10 feet
   Detached Single Family Dwelling Units:
   Front: 20 feet
   Side: 5 feet
   Rear: 10 feet
   Corner: 10 feet"

d. PUD reference (pg. 77):
   i. **Previous text:** *"Additional Requirements: Buildings shall consist of a minimum of two (2) units with a maximum of four (4) units."*
   ii. **Revised text:** *"Additional Requirements: Attached single family dwelling units shall consist of a minimum of two (2) units with a maximum of four (4) units."*

e. PUD reference (pg. 77):
   i. **Added text:** "Sections containing only detached single family dwelling units are not required to provide off street guest parking."

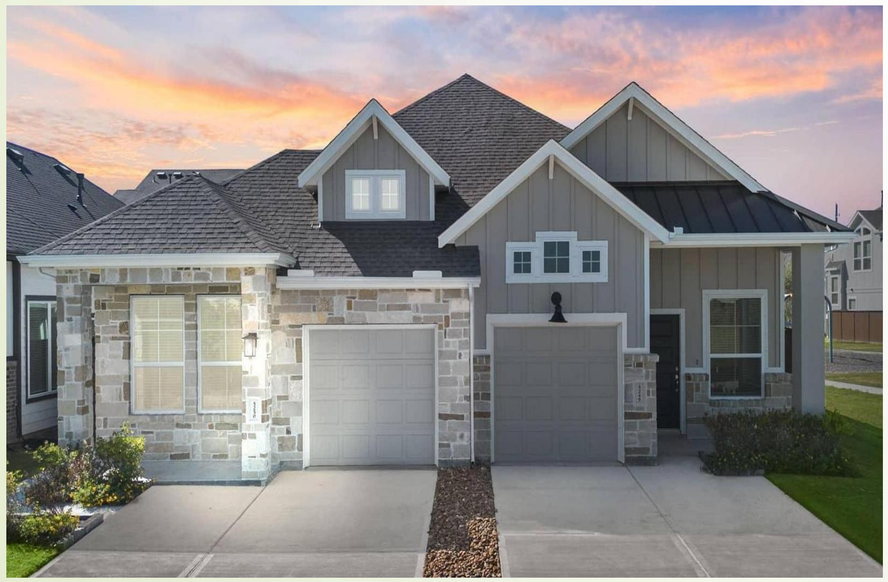
Meridiana

40' Wide Detached Single Family (proposed)





28' Wide Attached Townhome Duplex (allowed)





Meridiana

	Attached Townhome Duplex	40’ Detached Single Family
Minimum Lot Width	25’	40’
Minimum Lot Area	2,500 sq. ft.	4,400 sq. ft.
Setbacks	Front: 20’ Side: 0’ Rear: 5’	Front: 20’ Side: 5’ Rear: 10’
Current Sales Price	Starting at $269,990	Starting at $332,990
Expected Lot Count at Build Out	198	154



Meridiana: Planned Unit Development Amendment No. 4 - Affected Areas Map

Brazoria County, TX

April 8, 2026

0 250 500 1000
SCALE: 1"=500'
NORTH

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

EHRA JOB NO. 081-011-150

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.



Meridiana Planned Unit Development District Amendment #4

The City of Manvel

Ordinance #2026-O-xx
Adopted xxxxxxxxxxxx

Prepared for:
Rise Communities
1602 Avenue D, Suite 100
Katy, Texas 77493
832.916.2160

Prepared by:

EHRA
10011 Meadowglen Ln.
Houston, Texas 77042
www.EHRA.team | 713.784.4500
TBPE No. F-726 | TBPLS No. 10092300

TABLE OF CONTENTS

I. INTRODUCTION

A. Summary 7

B. Purpose of the Amendment 7

C. Project Location 7

D. Site History 7

E. Existing Zoning 8

F. Out Parcel 8

G. Surrounding Land Use 8

H. Existing Site Conditions 8

II. DEVELOPMENT PLAN

A. Purpose & Intent 12

B. Goals & Objectives 12

1. Establish a Strong Community Character & Sense of Place 12

2. Provide a Variety of Housing Types 13

3. Ensure Quality Development 13

4. Provide for Orderly Growth 13

C. Preliminary Land Use Plan 13

1. Proposed Uses & Densities 13

D. Benefits to the City of Manvel 16

E. Transportation 20

1. Existing Access 20

2. Street Hierarchy 20

3. Minimum Right-of-Way Widths & Paving Sections 22
4. Vehicular Circulation Plan 22
5. Meridiana Parkway 22
6. County Roads 67 & 72 23
7. Kreuzer Road 23
8. Street Design Criteria 35
9. Street Sidewalks 39
F. Parks, Open Space & Trails 41
1. Parks & Open Space 41
2. Trails 42
G. Infrastructure 48
1. Municipal Utility Districts 48
2. Water 48
3. Wastewater 48
4. Storm Drainage & Detention System 49
5. Flood Plain Management 49
6. Other Utilities 50
7. Schools 50
8. Home Owner's Association & Architectural Review Committee 50
H. Project Phasing 51

III. DEVELOPMENT REGULATIONS

A. Purpose & Intent 60
B. General Provisions 60

1. Applicability 60
2. Additional Uses 60
3. Non-Conforming Land Uses 61
4. Non-Conforming Structures 61
5. Existing Utilities 61
6. Drill Sites 62
7. General Development Plan 62
8. Grading 62
9. Temporary Uses 63
10. Design Guidelines 63
11. Signage 64
12. Lighting 65
13. Site Development Standards 67
14. Design Criteria Manual 67

C. Development Standards 68
1. Single Family Residential 68
2. Garden Homes 70
3. Patio Home 73
4. Townhome 75
5. Village Center 77
6. Commercial 82
7. Institutional 87
8. Parks & Open Space 88

9. Parking 90

D. Definitions 91

IV. GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose 98

B. Changes to Zoning Ordinance 98

C. Variances from the Subdivision Ordinance 98

D. Variances from the Design Manual 98

E. Interpretation 105

F. Administrative Change 105

G. Substantial Change 106

H. Fees 106

EXHIBITS

Exhibit 1 Vicinity Map 9

Exhibit 2 Ownership Map 10

Exhibit 3 Jurisdictional Map 11

Exhibit 4 Preliminary Land Use Plan 18

Exhibit 5 Preliminary Land Use Plan - Manvel 19

Exhibit 6 Circulation Plan 24

Exhibit 7 Circulation Plan - Manvel 25

Exhibit 8 Street Sections 26

Exhibit 9 Parks & Open Space Plan 44

Exhibit 10 Parks & Open Space Plan - Manvel 45

Exhibit 11 Trails Plan 46

Exhibit 12	Trails Plan - Manvel	47
Exhibit 13	MUD Boundary Map	52
Exhibit 14	Phasing Plan	53
Exhibit 15	Water Supply & Distribution Plan	54
Exhibit 16	Water Supply & Distribution Plan - Manvel	55
Exhibit 17	Sanitary Sewer Collection & Treatment Plan	56
Exhibit 18	Sanitary Sewer Collection & Treatment Plan – Manvel	57
Exhibit 19	Storm Water Detention & Floodplain Mitigation Plan	58
Exhibit 20	Storm Water Detention & Floodplain Mitigation Plan – Manvel	59
Exhibit 21	Master Signage Plan	66

TABLES

Table 1	Land Use	15
Table 2	Minimum Right-of-Way Widths & Paving Sections	22
Table 3	Sidewalk Requirements	39
Table 4	Open Space	41
Table 5	Parking Requirements	90
Table 6	Shared Parking Schedule	91
Table 7	Subdivision Ordinance Variances	99
Table 8	Design Manual Variances	103

APPENDIX

Appendix 1	Metes & Bounds and Boundary Map
Appendix 2	Ordinance No. 2023-O-__ (Zoning Ordinance)
Appendix 3	Ordinance No. 2023-O-__ (PUD Ordinance)
Appendix 4	Ordinance No. 2023-O-__ (Bissell Road Right-of-Way Abandonment Ordinance)

I. INTRODUCTION

A. Summary

The Planned Unit Development District (PUD) establishes comprehensive guidance and regulations for Meridiana. Meridiana is comprised of approximately 2,906 acres of privately owned land. Of this area, approximately 1,735 acres lie within the City of Manvel, 26 acres lie within the City of Alvin and the remaining 1,145 acres are within the City of Iowa Colony. The policies and regulations established by this PUD will replace Ordinance # 2009-O-04 and shall supersede current zoning and other city regulations in conflict with this PUD once adopted by ordinance.

The PUD will help Manvel to manage growth while preserving its rural character and small town values which is the vision established by the comprehensive plan. The PUD will achieve this by providing a means by which development may occur in an orderly and responsible manner and establishing guidelines that ensure quality development and specifically address the goals of both the city and the developer.

B. Purpose of the Amendment

Since the adoption of the amended PUD on February 23, 2009, new parcels of land have been acquired and there have been significant changes in the marketplace. These factors have forced the project team to reevaluate the currently approved plan for Meridiana and make adjustments in order to ensure that Meridiana is a sustainable project.

C. Project Location

The Project is located generally east of State Highway 288 and south of State Highway 6 in the northern portion of Brazoria County, just south of the metro Houston area. The Overall Project falls under the jurisdiction of three municipalities: Alvin, Iowa Colony, and Manvel.

D. Site History

The project is located near the original Manvel rail depot at Masters Road and the Burlington Northern Santa Fe Railroad where the original town site was formed in 1890. Since that time, land within the project area has been primarily used for agricultural purposes. Construction began on the Project in Iowa Colony in 2014 and in Manvel in 2018.

E. Existing Zoning

The majority of the site is currently zoned Planned Unit Development, or PUD established by the Seven Oaks Ranch Open-Planned Unit Development District, City of Manvel Ordinance #2009-O-04 approved on February 23, 2009. The balance is zoned Heavy Commercial and Open Single-Family Residential.

F. Out Parcel

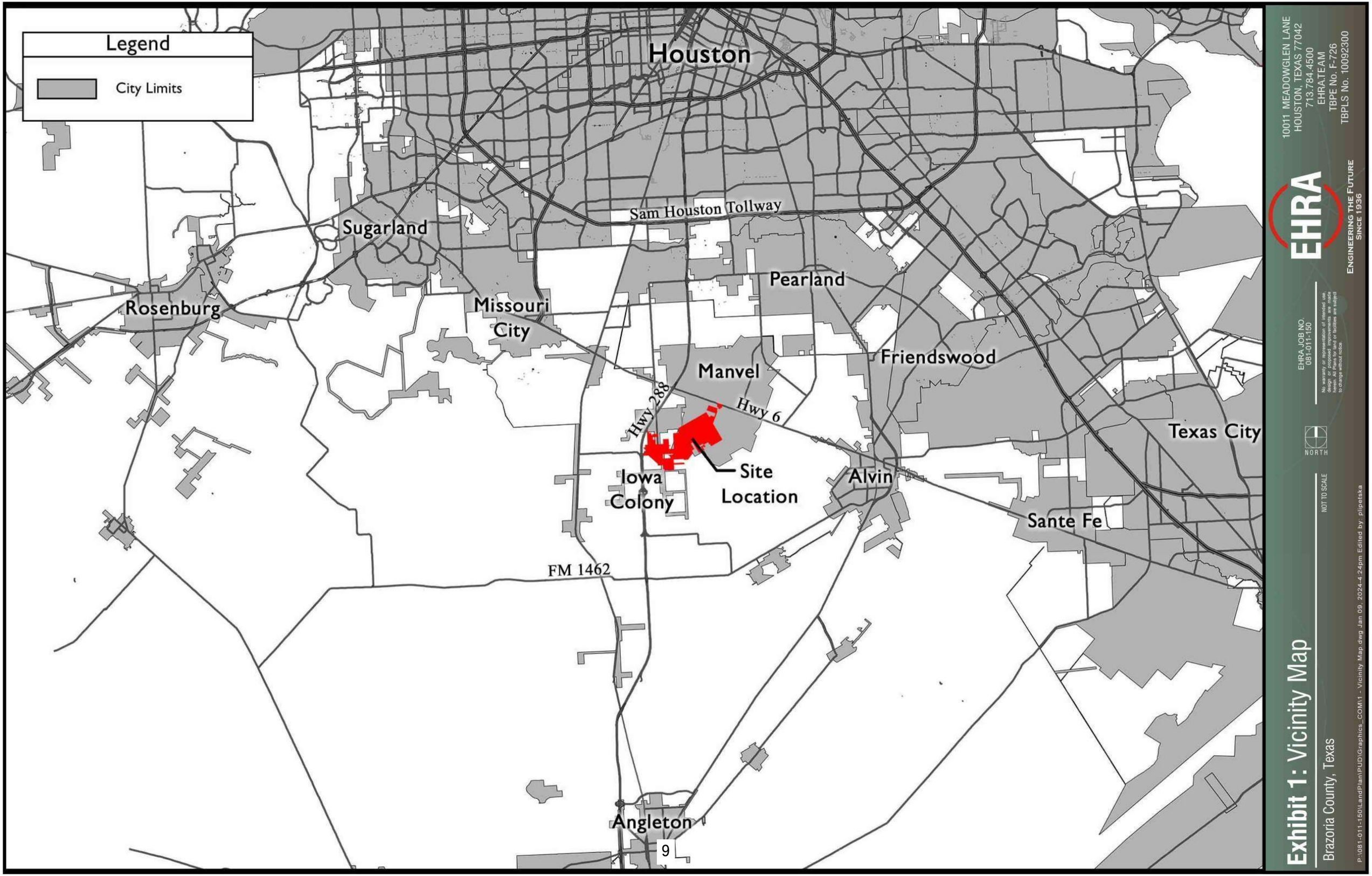
Located in the southeast portion of the project is a parcel of land that is not owned or controlled by the developer. This tract of land is surrounded by the project area, but is not a part of this PUD and therefore is not subject to any of the regulations contained herein. Access to the tract will be provided by a minimum of sixty (60) feet of frontage along a public right-of-way as part of the development of the adjacent area or by other means determined to be suitable by the City's Designated Official.

G. Surrounding Land Use

The majority of properties surrounding the project are undeveloped with pockets of large lot residential development. Commercial and Institutional uses are adjacent to the property along Highway 6.

H. Existing Site Conditions

The most notable natural feature of the site is Chocolate Bayou, which traverses the property generally from north to south. In addition to Chocolate Bayou, there are several man-made drainage and irrigation canals as well as pipelines that cross the property in various locations. The property is generally flat with little topography. A Phase One environmental site assessment was conducted for the entire property and no significant environmental conditions or endangered species were found. There are currently several sections of single family lots, along with parks, two school sites, and multiple commercial developments.



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Exhibit 1: Vicinity Map

Brazoria County, Texas

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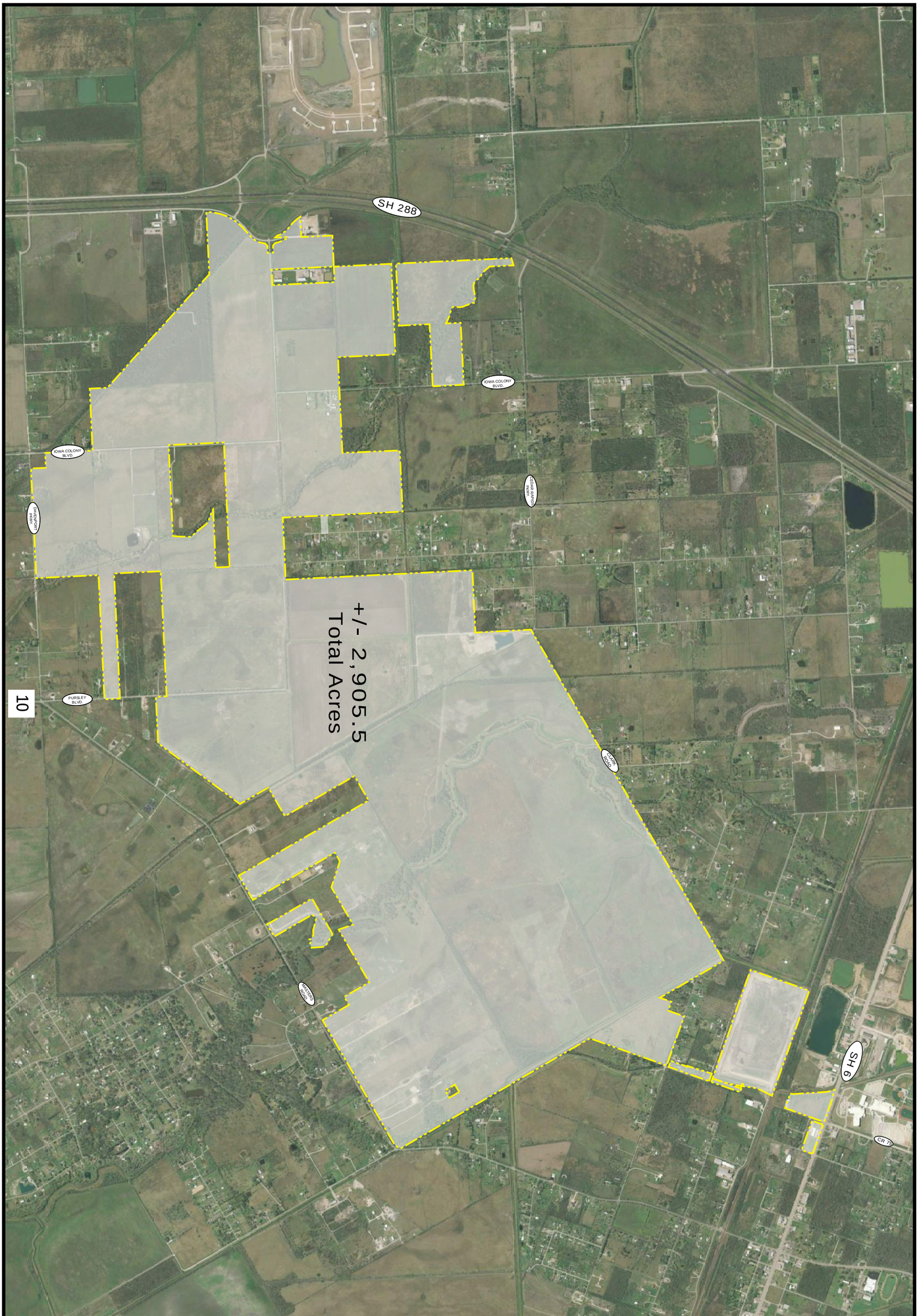


Exhibit 2: Ownership Map

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Legend

Use	Area
Iowa Colony	+/- 1,144.7 Ac.
Manvel	+/- 1,735.4 Ac.
Alvin	+/- 25.4 Ac.
Site Total	+/- 2,905.5 Ac.

MANVEL

IOWA COLONY

SH 6

SH 288

CR 78

CLARK ROAD

MASTERS ROAD

CEDAR RAPIDS PKWY

IOWA COLONY BLVD

PURSLEY BLVD

DAVENPORT PKWY

IOWA COLONY CITY LIMIT
IOWA COLONY ETJ

I.C. CITY LIMIT

MANVEL CITY LIMIT
MANVEL ETJ

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Exhibit 3: Jurisdictional Map

Brazoria County, Texas

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II. DEVELOPMENT PLAN

A. Purpose & Intent

The purpose of the Development Plan is to clarify planning considerations within the plan area and guide the implementation of the vision for the community in addition to establishing a framework for Meridiana by identifying the type, location, and projected density of the various land uses proposed within the development.

This section contains a description of the goals, objectives, and policies of the PUD combined with various plan components intended to guide the design principles of the community.

B. Goals & Objectives

The primary goal of the Meridiana Planned Unit Development District is to create a master planned community that will assist the City in implementing its Comprehensive Plan by featuring a mixture of uses and a variety of housing types that will encourage sustainable neighborhoods and attract investment to the area while preserving the natural environment.

In order to achieve this goal, key objectives have been established in order to guide development and provide direction for the overall vision of the community. These objectives are consistent with the vision statement contained in the Comprehensive Plan adopted by the City and are as follows:

1. Establish a Strong Community Character & Sense of Place

A strong community character will be created by the extensive open space system which will offer neighborhood connectivity within the community as well as access to daily activities, thus reducing dependency on vehicular travel and preserving the rural character of the area.

Strategically located public gathering areas will encourage community activities and enhance Manvel's small town quality of life.

In addition, the implementation of a community theming plan will establish a strong sense of place by assuring design and visual continuity throughout the community.

2. Provide a Variety of Housing Types

Providing a variety of housing types will help to create a community that attracts individuals from all stages of life. The establishment of a well balanced population base is critical to the long term sustainability of Meridiana and will enhance the social and economic base of the community.

3. Ensure Quality Development

Meridiana will ensure the quality of development through the establishment of design guidelines for the community that regulate architectural standards, landscaping, signage, and other common elements of the development. Copies of these guidelines will be provided to the City prior to the subdivision platting process.

4. Provide for Orderly Growth

Meridiana will provide for orderly growth by being sensitive to the natural features of the site and selecting land uses that are appropriate based on site characteristics. Buffering between incompatible land uses will be achieved by parks, greenbelts, landscaping, streets, open space or drainage features.

In addition, Meridiana will help the City achieve a highly efficient and cohesive public infrastructure system.

C. Preliminary Land Use Plan

1. Proposed Uses & Densities

Successful master planned communities provide a variety of uses and housing options in order to attract residents from all stages of life. The proposed land uses will help to achieve a variety of housing choices in order to create a sustainable community while allowing for a reasonable amount of flexibility to accommodate ever-changing market demands.

Land uses proposed for Meridiana consist of Single-Family Residential (SFR), Garden Home (GH), Patio Home (PH), Townhome (TH), Village Center (VC), Commercial (C), Institutional (I) and Parks & Open Space (POS). The following is a brief description of these proposed uses.

Single Family Residential - The Single Family Residential category (SFR) is intended for the development of detached, single family dwelling units. Lot sizes within the Single Family Residential category are intended to range in size from

55-foot wide lots to 80-foot wide lots or larger with a minimum lot area of 6,300 square feet.

Garden Home – The Garden Home category (GH) is intended for the development of detached, single family dwelling units on the perimeter of the overall Project boundary. Lots shall have a minimum lot width of 50 feet and a minimum lot area of 6,300 square feet.

Patio Home – The Patio Home category (PH) provides for the development of detached, single family dwelling units that feature a zero foot side setback on one of the interior lot lines. Single story patio homes or "Cottage" homes shall have a minimum lot width of 45 feet and a minimum lot area of 4,500 square feet. Two story patio homes shall have a minimum lot width of 50 feet and a minimum lot area of 5,000 square feet.

Townhome – The Townhome category (TH) provides for the development of attached, single family dwelling units separated by a fire rated wall. Buildings shall consist of a minimum of two (2) units with a maximum of four (4) units and shall be separated by a minimum of ten (10) feet. Each townhome shall be platted on an individual lot and shall have a minimum lot width of 25 feet and a minimum lot area of 2,500 square feet.

Village Center – The Village Center category (VC) is intended to create a distinctive venue within Meridiana that will serve as the heart of the community. The village center will feature a civic component together with a mixture of uses in a pedestrian friendly environment.

Commercial – The Commercial category (C) is designed to meet the demand for commercial development along State Highway 6.

Institutional – The Institutional category is intended to provide for the development of public facilities within the community including school, civic uses, and water and wastewater facilities.

Parks & Open Space – The Parks & Open Space category is intended to provide for the development of recreation and open space areas within the community.

TABLE 1 Land Use		
Land Use	**Gross Acres**	**%**
Single Family (SF)	913.7	53%
Garden Home (GH)	30.0	4%
Patio Home (PH)	87.7	5%
Townhome (TH)	35.0	2%
Village Center (VC)	37.7	2%
Commercial (C)	15.0	1%
Institutional (I)	70.0	4%
Rights-of-Way *	96.1	6%
Parks & Open Space (P-OS)	450.2	23%
Totals	**1,735.4**	**100%**

*Includes proposed major thoroughfares, collectors, and neighborhood collectors

Land uses may be relocated within the boundaries of the PUD, provided they are in compliance with the acreage restrictions referred to in this section. However, the location of patio home, townhome, and village center categories shall be located internally to the Project and not along the perimeter of the Overall Project area. If additional tracts of land are added to the PUD through the rezoning process, these tracts shall be considered as Garden Home land use, and a new preliminary land use plan shall be submitted to the City showing the change. In addition, all lots that front County Road 67 (Masters Road) shall be a minimum of one acre in size. The city will be notified of any changes to the Preliminary Land Use Plan.

Land use categories shall be regulated on a total gross acreage basis. The gross acreage of individual land uses may increase or decrease by up to ten (10) percent without further approval of the Planning, Development and Zoning Commission or City Council. This shall not apply to land within the Parks and Open Space category which may increase by any amount without further approval. However, the Parks and Open Space category may not decrease more than ten (10) percent without approval of the Planning and Zoning Commission and City Council. Table 1 shall be the basis for calculating any and all land use changes by future administrative approvals as described in the administrative section of this PUD.

There shall be no restrictions on the number of units within any category; however, the density within the City of Manvel shall not exceed 2.329 units per gross acre. At a gross acreage of 1,735.4, this would result in a maximum of 4,042 allowed units. If

additional tracts of land are added to the PUD, the overall density of Meridiana may not exceed 2.329 units per gross acre.

D. Benefits to the City of Manvel

Meridiana will help meet the demand for quality residential and commercial development as the City of Manvel continues to grow and will enable the City to achieve its vision for the future and implement significant components of its Comprehensive Plan. Meridiana will also assist the city in achieving the goals established in the Comprehensive Plan. The village center and community recreation centers within Meridiana will enable Manvel to enhance its small town quality of life by promoting community activities and involvement. The rural character of the area will be preserved by protecting Chocolate Bayou and creating an extensive system of "created" bayous reflective of the natural environment and providing extensive open view corridors. By creating an environment that encourages people to form bonds and share experiences, Meridiana will establish a cohesive community of people that blends with and preserves Manvel's small town values.

Master planned communities, in general, provide tremendous benefits for cities over traditional piece meal development. Historically, property values in master planned communities are greater and more stable than property values outside of master planned communities, providing cities with a greater ability to plan and fund services. Additionally, residents of master planned communities typically call upon public services, including public safety, at a lower rate than in other areas that are not master planned, deed restricted, and managed by strong homeowner’s associations. Master planned communities bring stability and predictability that facilitate a city's long range planning and financial objectives.

The Tax Increment Reinvestment Zone (TIRZ) provides a financing mechanism for the economic feasibility of the overall system of capital improvements required to serve the tract and a large portion of the city south of SH 6. The TIRZ allows the public improvements for this region of the city to be constructed as a cohesive system rather than as a disjointed series of smaller improvements. Implementation of a cohesive system of roadways, utilities, recreation facilities, and drainage is more efficient and better serves the residents of the City, which is a key component of the City's Comprehensive Plan.

This specific PUD amendment will provide additional benefits to the City of Manvel as Meridiana continues to develop. As a part of the PUD amendment negotiations, right-of-

way has been dedicated at the intersection of County Road 64 (Clark Road) and Jordan Road, and the remaining portion of Meridiana north of this intersection will be dedicated to the City as a public facilities site. The developer of Meridiana will also dedicate a tract of +/- 2 acres outside of the PUD, at the southwest corner of Rogers Road and Wilson Drive, to the City for municipal purposes. Adding the tract at the northwest corner of Meridiana Parkway and Kreuzer Road will also be beneficial. By adding acreage but not increasing the maximum allowed units, Meridiana will be less dense overall. Kreuzer Road will also be improved to provide access to this tract and to provide better access to adjacent property owners. Adding this tract to the PUD will ensure that its future land use is more compatible with the surrounding residential land use than its current Heavy Commercial zoning designation. The Meridiana Parkway bridge over the Burlington Northern Santa Fe Rail Line near Highway 6 provides a significant benefit to the City of Manvel. It provides a safe and efficient means to cross the rail line and thus greatly improves area mobility. In addition, the infrastructure constructed by Meridiana helps the city to achieve its goal of a well planned and designed infrastructure system, which will benefit the city and its residents for many years to come.

Land Use Table

Use	Area
Single Family Home	1,214 Ac.
Garden Home	30 Ac.
Patio Home	203 Ac.
Townhome	53 Ac.
Village Center	96 Ac.
Multi Family	12 Ac.
Commercial	61 Ac.
Institutional	188 Ac.
Right of Way	160 Ac.
Parks, Detention, OS	890 Ac.
Drill Site	
Rec Center	
Public Facilities Site	
Site Total	2,907 Ac.

SH 6
SH 288
MERIDIANA PARKWAY
MANVEL
IOWA COLONY
ALVIN
Broad Road
CR 75
GARDEN HOME
COMM.
PATIO
TOWNHOME
SINGLE FAMILY
MULTI FAMILY
VILLAGE CENTER
ELEMENTARY SCHOOL
JR. HIGH SCHOOL
REC CENTER
PUBLIC FACILITIES SITE
FREEDOM FIELD
DAVENPORT PARKWAY
CLUB ROAD
CROSS CREEK RANCH BLVD
IOWA COLONY BLVD
MANVEL AVENUE
ALVIN IOWA ROAD
GOLDEN ROAD
SUNSET TRAIL
MEADOW GLEN LANE
CROSS CREEK RANCH BLVD
MERIDIANA PARKWAY
MANVEL AVENUE
IOWA COLONY BLVD
ALVIN IOWA ROAD
SUNSET TRAIL

18

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Exhibit 4: Preliminary Land Use Plan

Brazoria County, Texas

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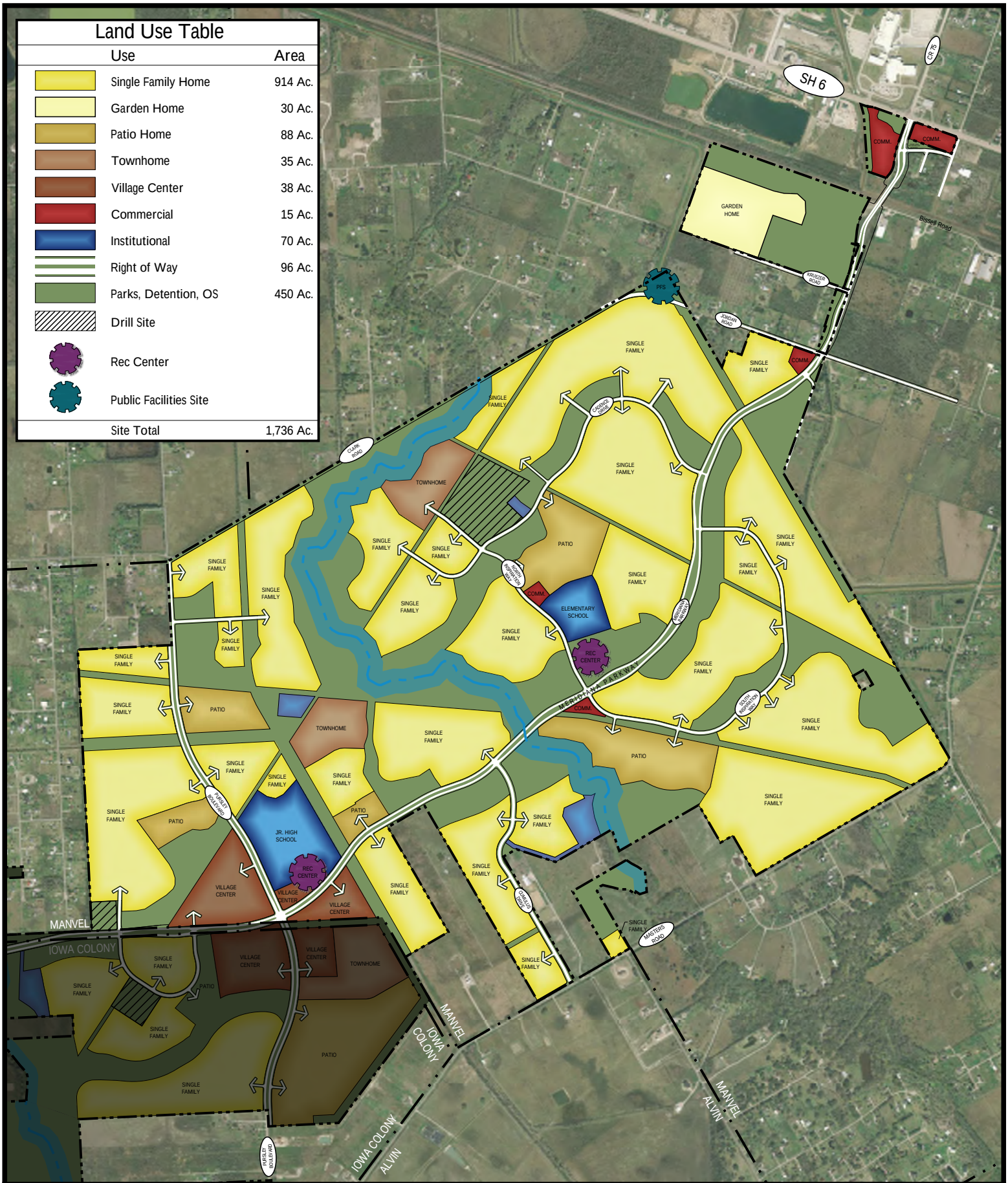


Exhibit 5: Preliminary Land Use Plan - Manvel

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E. Transportation

Meridiana will establish a transportation network consisting of streets and other forms of transportation that will comply with the City's Major Thoroughfare Plan (the Transportation Corridor Plan contained within the adopted Comprehensive Plan) adopted by City Council January 26, 2015 and meet the mobility needs of the community.

This proposed transportation network is in compliance with the City's Major Thoroughfare Plan as amended on October 13, 2015.

The HOA will maintain all enhanced landscaping within Meridiana street right-of-way.

1. Existing Access

Meridiana currently has access to State Highway 288 to the west and State Highway 6 to the northeast. In addition, the property has frontage along County Road 72 (Clark Road) to the north and County Road 67 (Masters Road) to the south. The new tracts being added to the PUD have frontage along Meridiana Parkway and Kreuzer Road.

2. Street Hierarchy

The street system in Meridiana will consist of a hierarchy of streets ranging from major thoroughfares to alleys. The intent of the system is to establish a series of streets that are sized appropriately for the land uses that they serve and to direct traffic within the community to the collector streets and major thoroughfares while discouraging any negative impact on residential neighborhoods and surrounding properties. The following is a brief description of street types that may be implemented within Meridiana:

Major Thoroughfares – Major thoroughfares are intended to serve as principal thoroughfares and occur within major corridors as identified on the City's Major Thoroughfare Plan.

Collector Streets – Collector streets are intended to help distribute traffic between major thoroughfares and other collector streets and are identified on the City's Major Thoroughfare Plan as Minor Transportation Corridors.

Neighborhood Collectors – Neighborhood collectors are designed to help distribute local street traffic within residential areas, as well as to provide direct access to lots.

Village Center Local Streets – Village Center Local Streets may be used in the village center area to allow for on-street parking while fostering a pedestrian friendly environment.

Local Streets – Local streets are designed to provide access to residential lots.

Private Streets (Type 1) – Type 1 private streets will be privately maintained and may be gated. The right-of-way for type 1 private streets shall be identified as a 50 foot wide public utility easement in order to allow for public utility service. Any gates shall be equipped to provide for police, fire, and emergency access.

Private Streets (Type 2) – Type 2 private streets may be used in lieu of local streets to provide access to more dense types of housing such as patio homes, townhomes or condominiums. Type 2 private streets will be privately maintained and may be gated. Any gates shall be equipped to provide for police, fire, and emergency access. Underground utilities may be designed and constructed under the pavement section, but must be privately maintained.

Alleys – Alleys shall be private and are intended to provide vehicular access to the side or rear of buildings or properties that front on a neighborhood collector, local street, village center local street, or type 1 or type 2 private street.

3. Minimum Right-of-Way Widths & Paving Sections

Streets within Meridiana shall conform to the following standards:

TABLE 2
Minimum Right-of-Way Widths & Paving Sections

	Minimum Right-of-Way Width	Standard Paving Section (Measured from back of curb to back of curb)
Major Thoroughfare	120 feet [1]	Two (2) 25 foot divided sections [2]
Collector	80 feet	38 feet
Neighborhood Collector	60 feet	32 feet
Village Center Local Street	70 feet	Two (2) 12 foot travel lanes with angled parking on both sides
Local Street	50 feet [3]	28 feet
Private Street (Type 1)	50 feet	28 feet
Private Street (Type 2)	28 feet	28 feet
Private Alley	20 feet	14 feet [4]

1) Shall be widened to 130 feet at the intersection of SH 6.
2) All bridge crossings may have a reduced median width.
3) Local streets shall have a minimum right-of-way width of 60 feet within single family sections in which 50% or more of the lots are 70 feet wide or greater.
4) Paving for alleys shall be measured from edge to edge, as curbs are not provided.

4. Vehicular Circulation Plan

The Vehicular Circulation Plan illustrates the proposed circulation system for Meridiana. The plan is designed to meet the mobility needs of the development in a safe and efficient manner as well as provide adequate circulation for the overall area.

5. Meridiana Parkway

Meridiana Parkway connects State Highway 288 to State Highway 6 and thus is the primary thoroughfare within Meridiana. Because of its prominence, Meridiana Parkway creates a “signature” boulevard that is one of the most distinguishing features of the development. The parkway is designed to have variation in median width as well as elevation.

Esplanade openings are strategically placed along Meridiana Parkway and feature left turn lanes when desired. The circulation plan illustrates the general location of the esplanade openings. Requests for additional esplanade openings not shown on

the exhibit will be considered on a case by case basis, subject to approval by City's Designated Official.

6. County Roads 67 and 72

County Road 67 (Masters Road) is adjacent to the southern boundary of the project and County Road 72 (Clark Road) is adjacent to the northern boundary. As the project develops, and the property immediately adjacent to these roads is subdivided, an amount equal to one half of the ultimate right-of-way width established by the City's Major Thoroughfare Plan for these roads shall be dedicated by plat. No improvements for paving or drainage for these roads shall be required.

7. Kreuzer Road

Kreuzer Road is adjacent to the southern boundary of the tracts of land that are being added to the PUD. Construction of Kreuzer Road shall not be required to the west of the westernmost entrance to any subdivision of these tracts.

Legend

- Major Thoroughfare
- Collector
- Neighborhood Collector
- Esplanade Opening

SH 6
SH 288
MANVEL
IOWA COLONY
ALVIN
CR 75
CLAY ROAD
ORANGE GROVE
ROAD
MASTERS ROAD
SHADYPORT MEADOWBAY

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Exhibit 6: Circulation Plan

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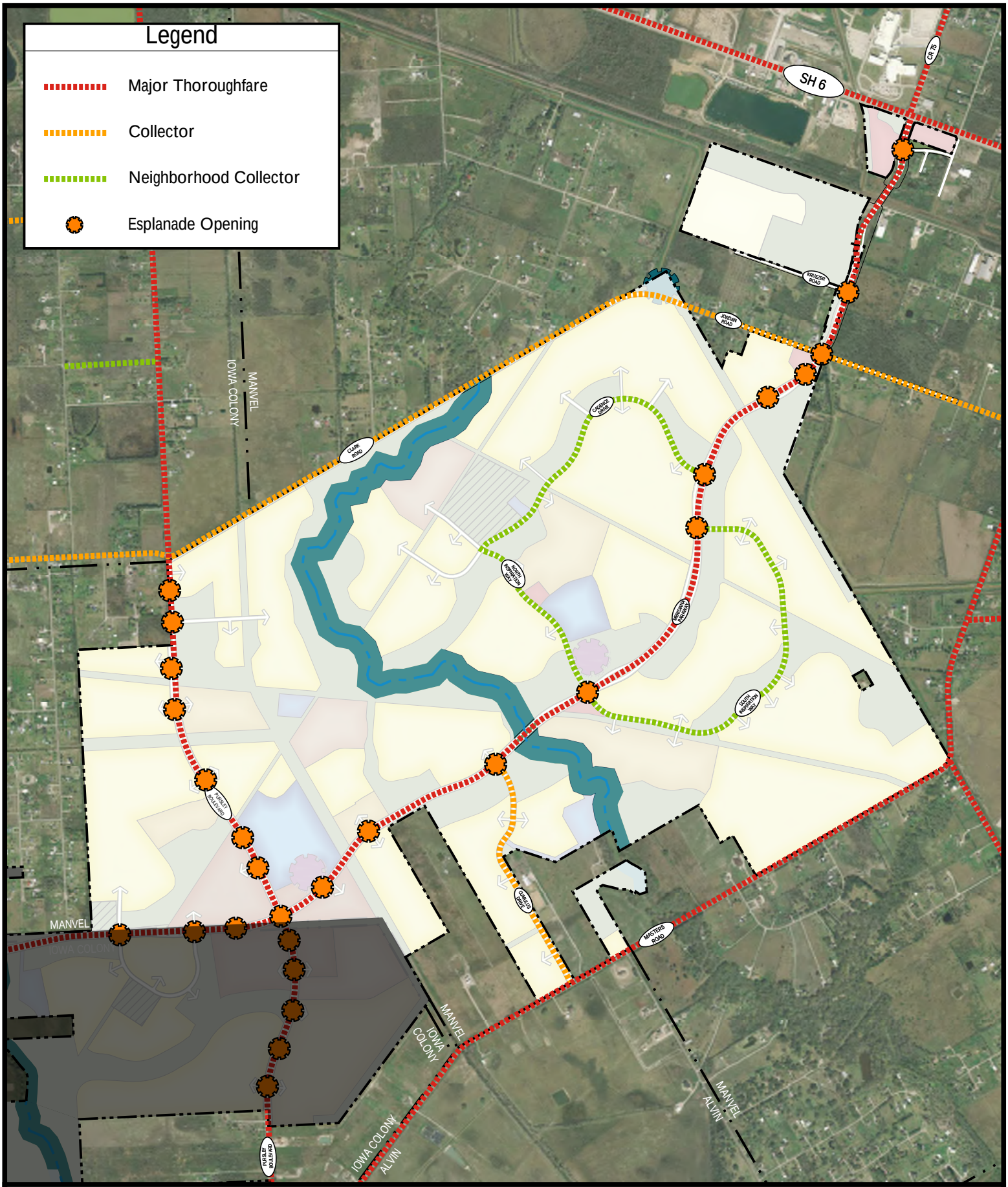


Exhibit 7: Circulation Plan - Manvel

Brazoria County, Texas

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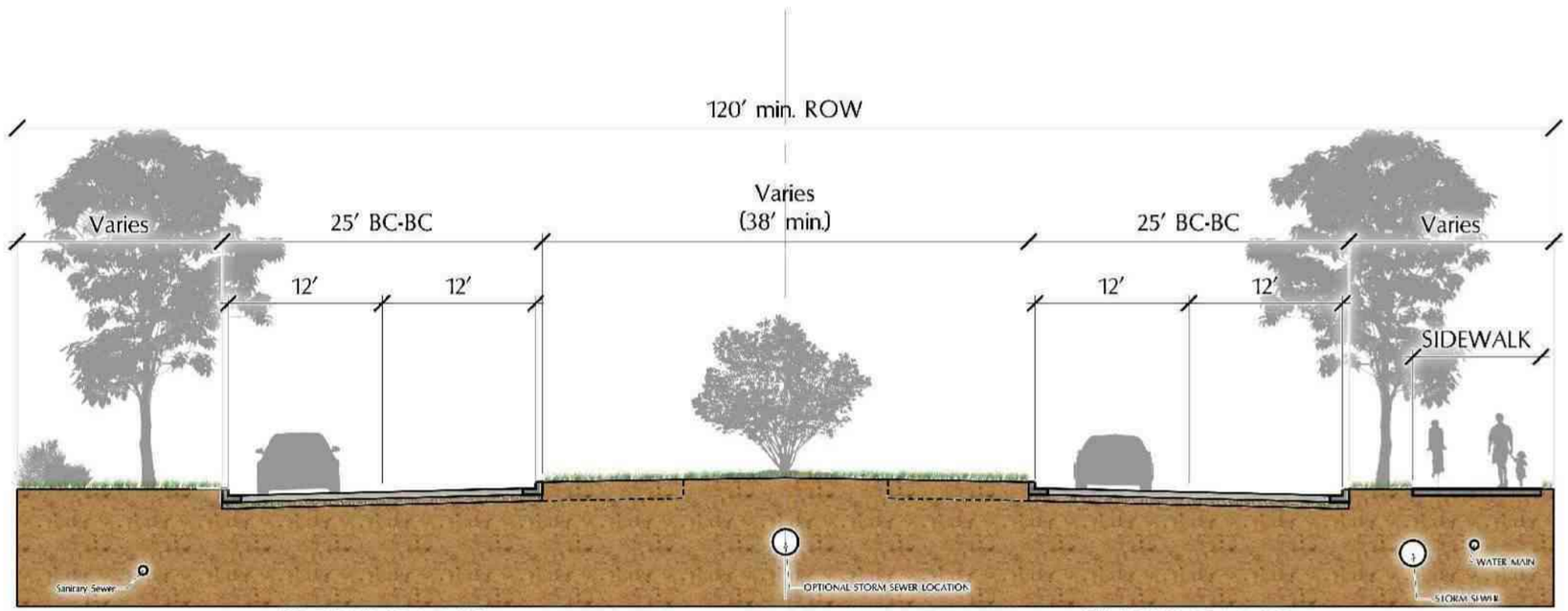
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. Sidewalk may be located as 6' sidewalk on both sides of ROW or as 10' sidewalk on one side of ROW.
3. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
4. Median openings shall be located in conformance with the Circulation Plan.
5. Median width may be reduced to 16 feet to accommodate left turn lanes.
6. Driving lanes may meander within the right-of-way as right-of-way widens greater than 120' minimum.
7. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
8. Proposed trees within median will be planted a minimum of 5' from utility lines.

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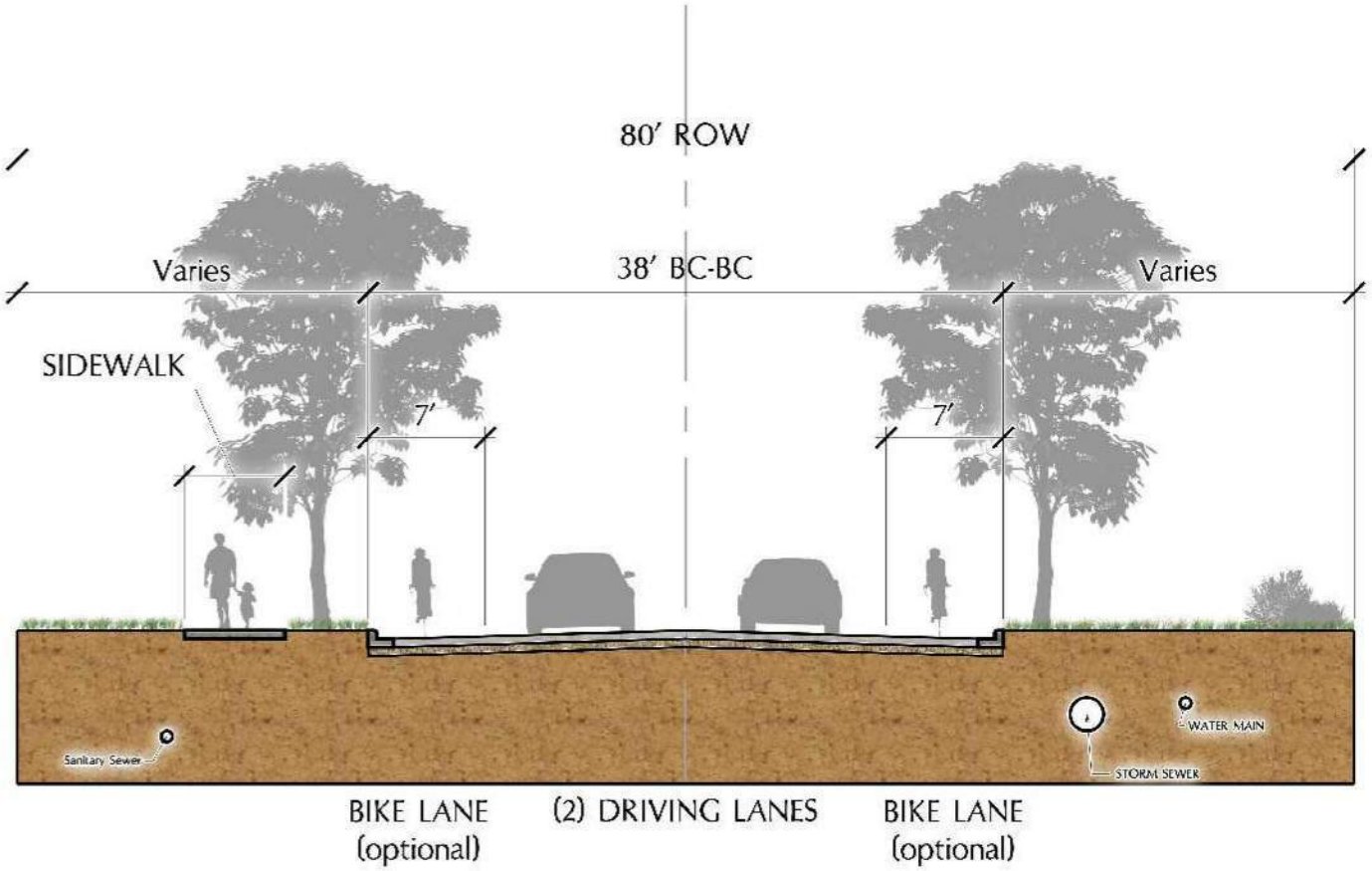
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Exhibit 8: Street Section - Major Thoroughfare

Brazoria County, Texas

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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. Sidewalk may be located as 4' sidewalk on both sides of ROW or as 6' sidewalk on one side of ROW.
3. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
4. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.

Exhibit 8: Street Section - Collector

Brazoria County, Texas

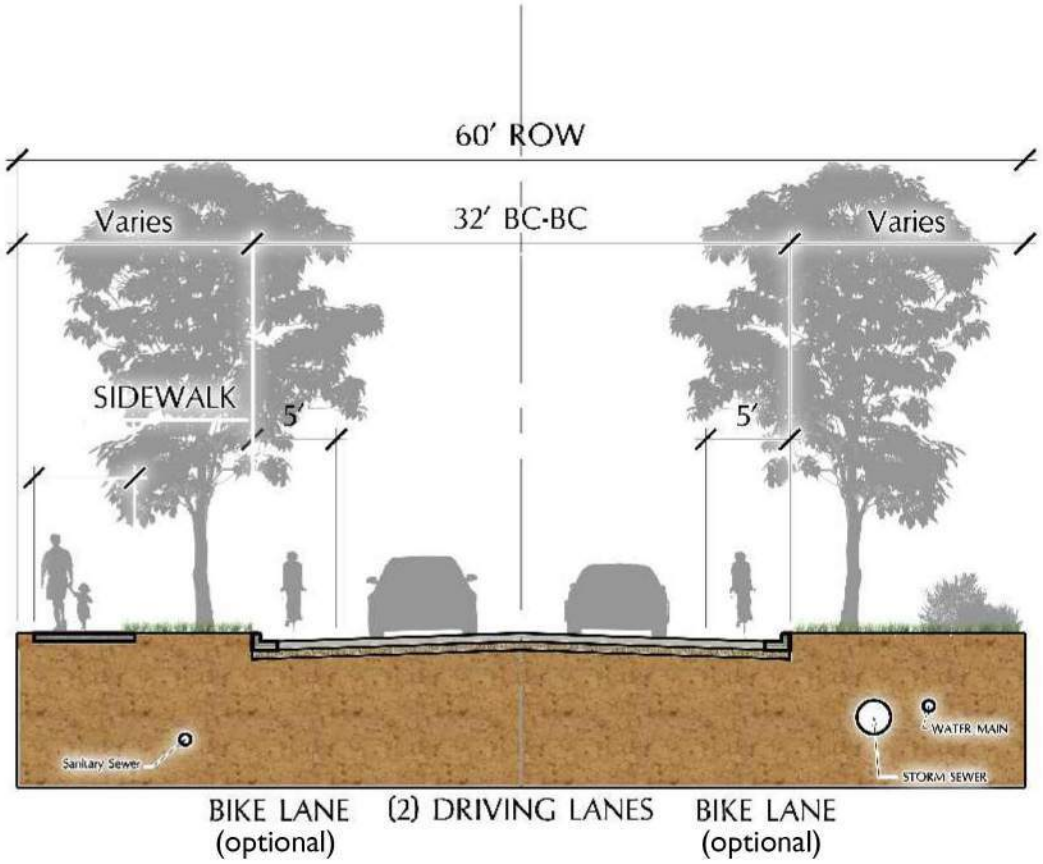
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Sidewalk may be located as 4' sidewalk on both sides of ROW or as 6' sidewalk on one side of ROW.
4. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.

Exhibit 8: Street Section - Neighborhood Collector

Brazoria County, Texas

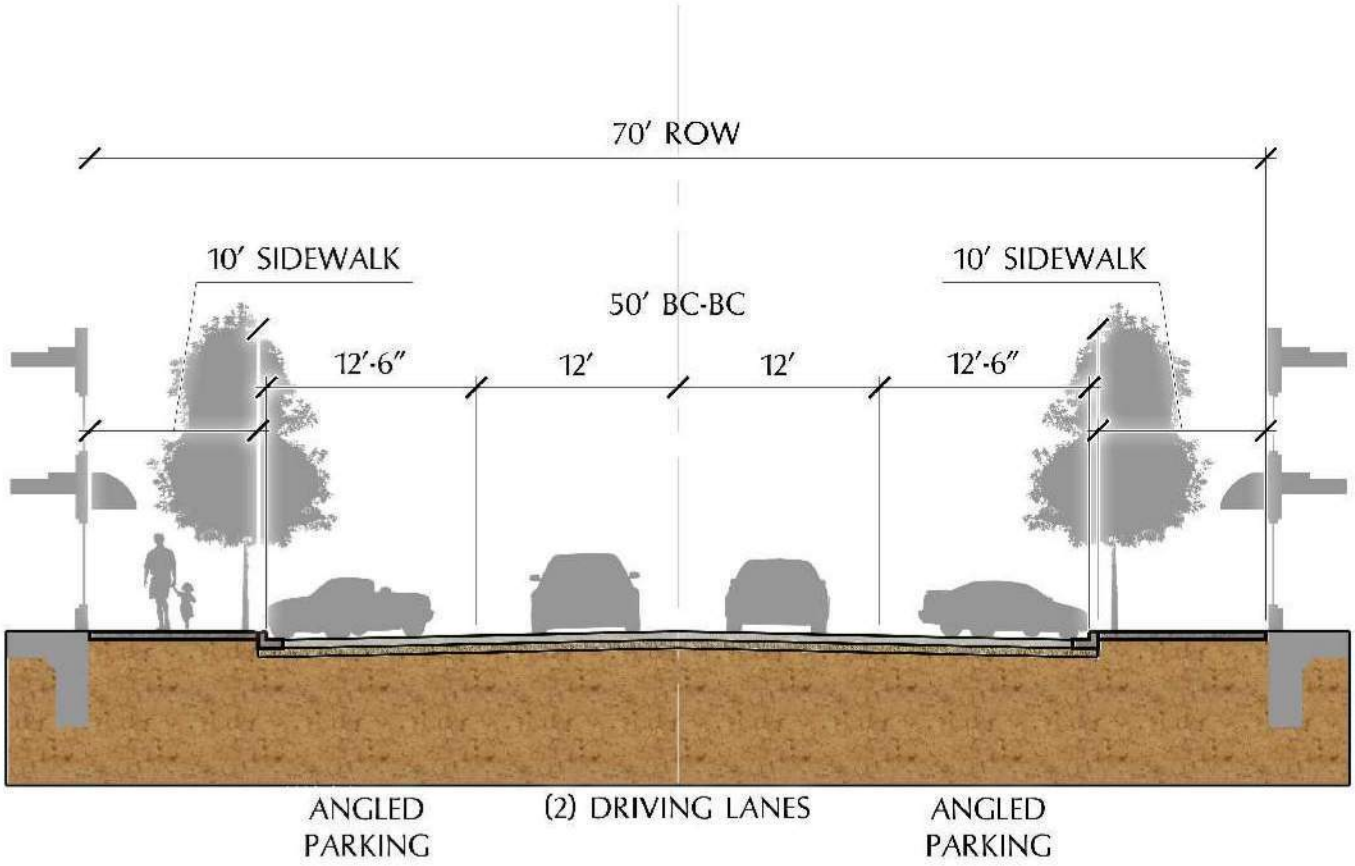
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. Minimum sidewalk width is 6' on both sides of right-of-way.
3. Where buildings have a 0' setback from the right-of-way, sidewalks shall be provided between the building and edge-of-pavement.
4. The Village Center Local section may only be located within the Village Center area.
5. Center turn lane may be provided when necessary at intersections with Major Thoroughfares.
6. Architectural features of buildings may encroach into the right-of-way a maximum of five (5) feet.
7. When angled on-street parking is not desired, the standard 50' Local street section shall apply.

Exhibit 8: Street Section - Village Center Local

Brazoria County, Texas

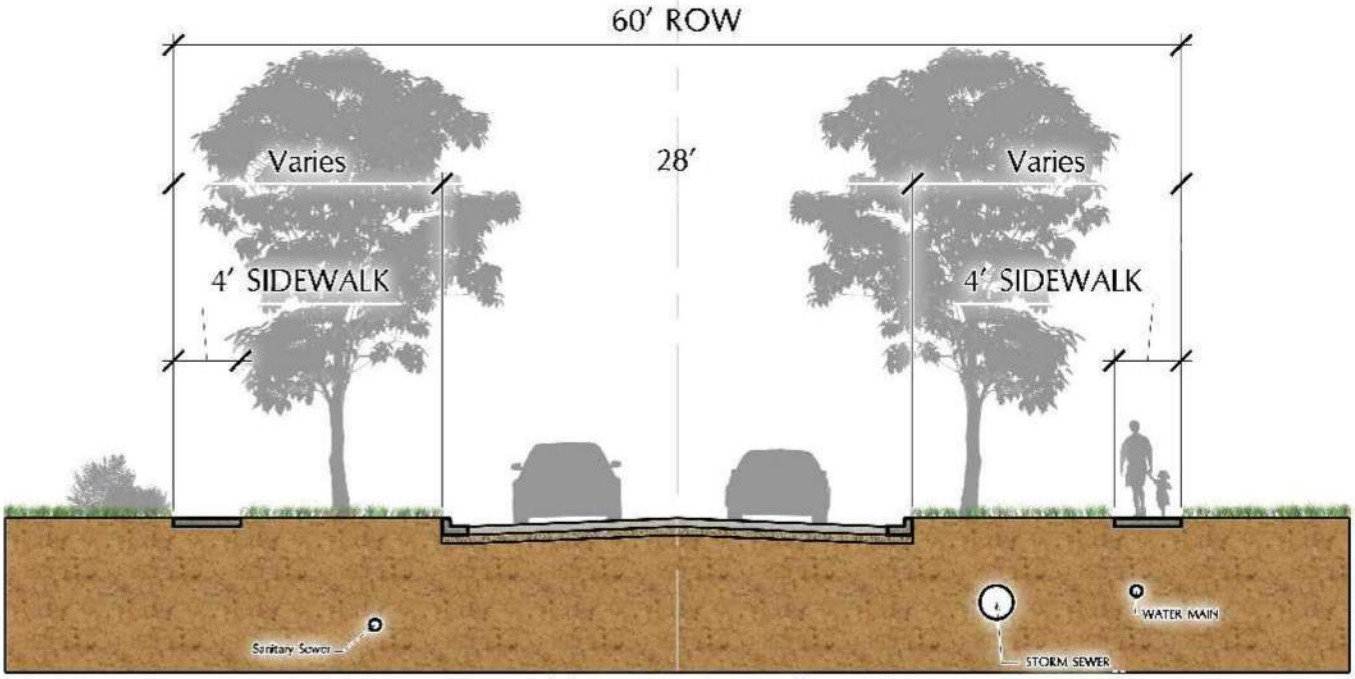
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.

Exhibit 8: Street Section - 60' Local

Brazoria County, Texas

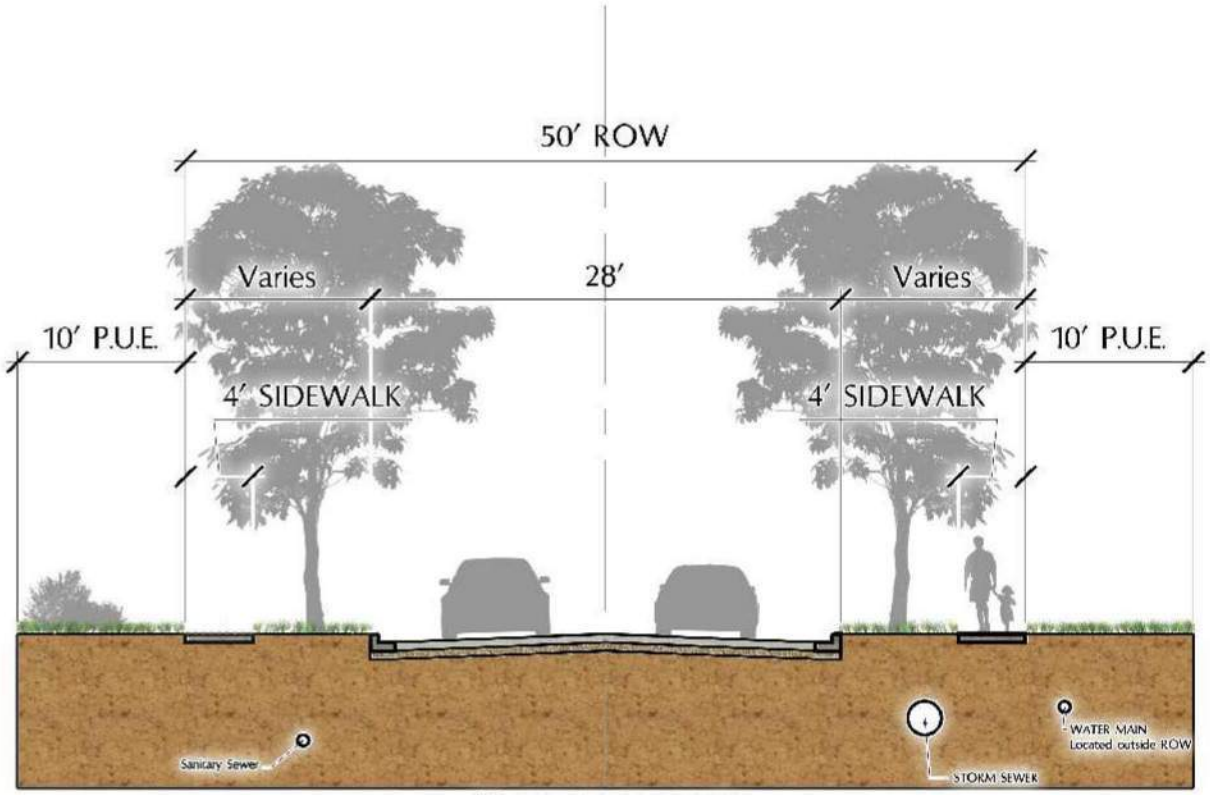
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(2) DRIVING LANES

Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
4. P.U.E. shall mean public utility easement.

Exhibit 8: Street Section - 50' Local

Brazoria County, Texas

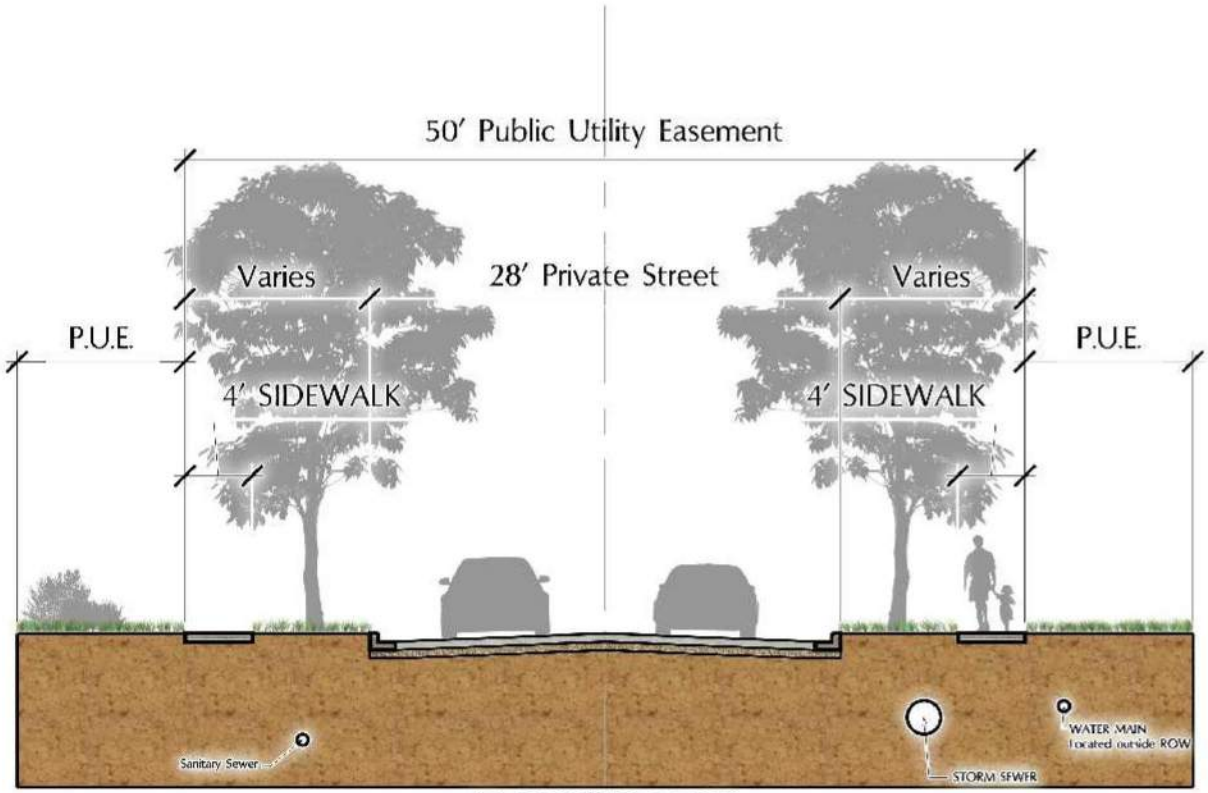
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Notes:

1. Sidewalk(s) may be located outside of Public Utility Easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
4. Any publicly owned or publicly maintained utility line shall not be located under street pavement with the exception of utility crossings or service line connections.

Exhibit 8: Street Section - Private Street (Type 1)

Brazoria County, Texas

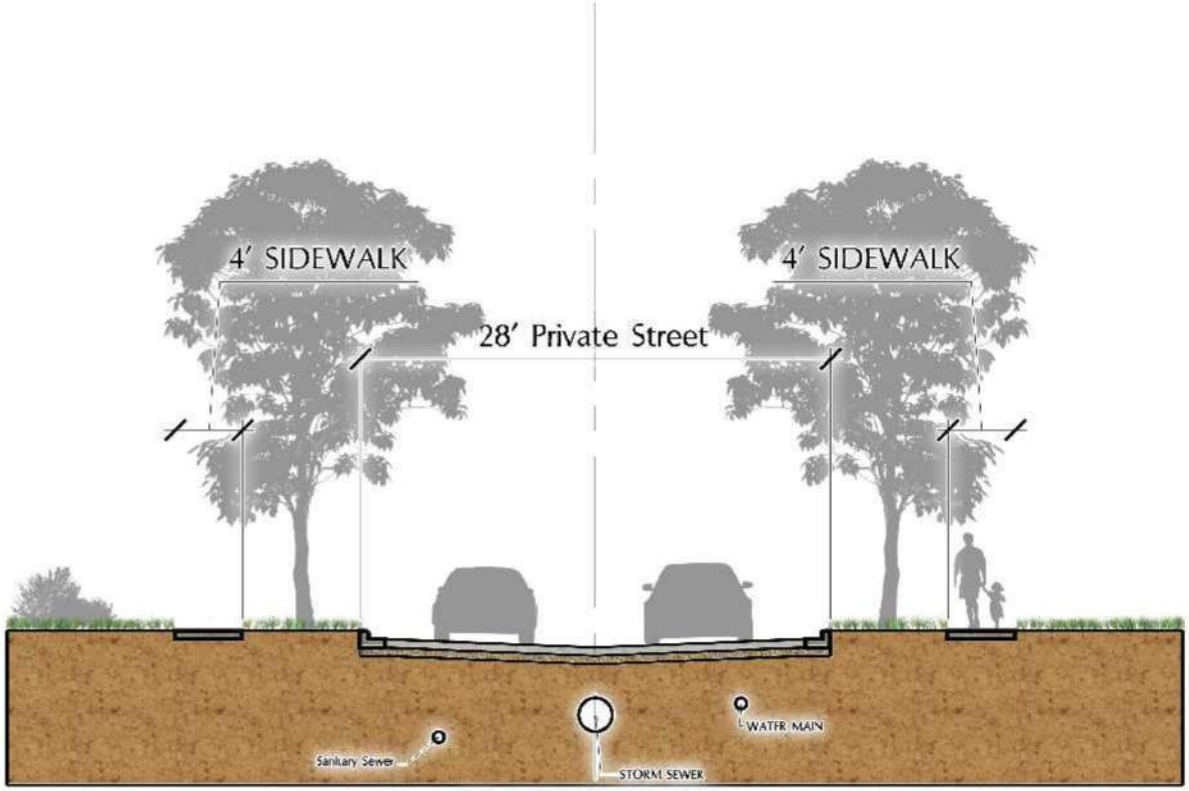
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(2) DRIVING LANES

Notes:

1. Private sidewalk(s) may be located on adjacent property within ten feet (10') of the private drive.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
4. Any utilities located underneath private street shall be privately owned and maintained.

Exhibit 8: Street Section - Private Street (Type 2)

Brazoria County, Texas

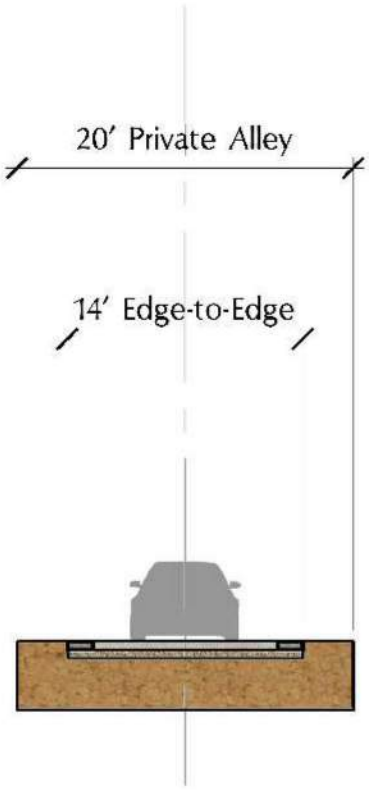
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Notes:

1. Private Alleys shall be privately owned and maintained.
2. Private Alleys shall be identified as one-way only.
3. No public water or sanitary sewer utilities shall be allowed in private alleys.

Exhibit 8: Street Section - Private Alley

Brazoria County, Texas

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8. Street Design Criteria

Streets within Meridiana shall conform to the following standards:

Cul-de-sacs: Cul-de-sacs within residential areas shall be measured along the centerline of the street from the nearest intersecting street to the center of the terminus bulb. The maximum length of cul-de-sacs in residential areas shall be determined by the number of vehicle trips generated per day, which shall not exceed 350. For the purposes of this requirement, the following standard shall apply:

Detached Units – 10 vehicle trips per day per unit (35 units)

Attached units – 8 vehicle trips per day per unit (44 units)

In no case shall cul-de-sacs exceed 1,200 feet in length.

Landscape "islands" having a maximum radius of sixteen (16) feet shall be permitted within cul-de-sac bulbs.

Cul-de-sacs in non-residential areas shall be considered on a case-by-case basis by the City's Designated Official.

Intersections: Intersections of local streets shall be spaced at a minimum of 125 feet apart, as measured from centerline to centerline.

Streets and alleys shall be designed to intersect as nearly as possible to right angles.

No street or alley shall intersect any other street at less than 70 degrees.

Property lines at intersections of major thoroughfares and collector streets shall transition with a 25 foot minimum radius curve. Property lines at intersections of neighborhood collector streets, local streets, type 1 private streets and type 2 private streets shall transition with a 15 foot minimum radius curve. Property lines that intersect at less than 90 degrees shall transition with a 25-foot minimum radius curve.

Where alleys intersect with local streets, type 1 private streets or type 2 private streets, property lines shall transition with a 15 foot

minimum radius curve with a 20 foot minimum radius paving transition.

Curves: Curves along major thoroughfares shall be designed to meet or exceed minimum ASHTO standards. International Transportation Engineers (ITE) Context Sensitive Solutions shall be allowed.

Curves along collector streets shall have a minimum centerline radius of 300 feet. Reverse curves shall be separated by a tangent distance of not less than 100 feet.

Curves along local streets shall have a minimum centerline radius of 100 feet. Reverse curves shall be separated by a tangent distance of not less than 50 feet. This standard shall not apply to "L type" intersections. These types of intersections shall have a minimum centerline radius of 50 feet.

Block Length: Major thoroughfares shall have a maximum block length of 2,600 feet with the following exception:

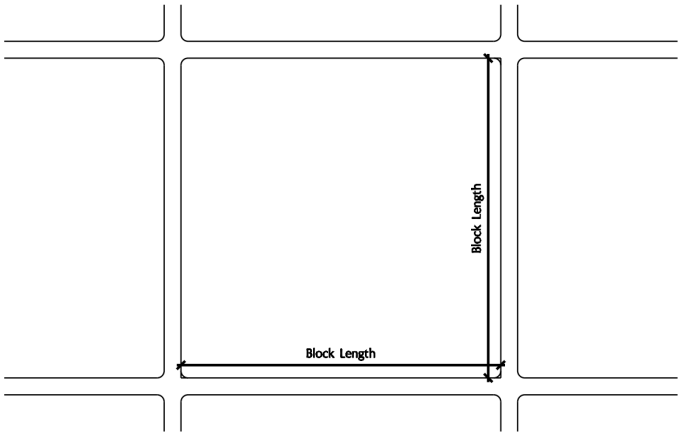
Major thoroughfares that run parallel to drainage features having a minimum width of fifty (50) feet shall have a maximum block length of 4,000 feet.

Collectors and neighborhood collectors shall have a maximum block length of 1,800 feet and local streets shall have a maximum block length of 1,200 feet with the following exceptions:

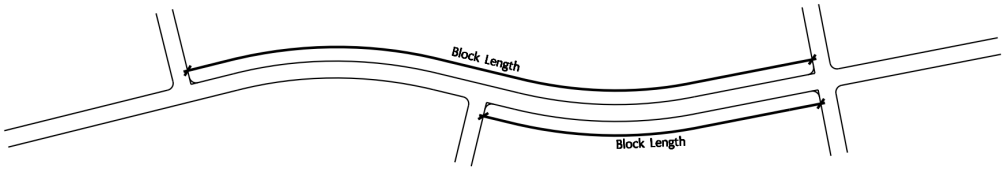
Crossings of bayous or canals shall only be required by streets that are identified as major corridors on the City's Thoroughfare Plan.

The maximum block length along pipeline easements or drainage features having a minimum width of 50 feet shall be 2,000 feet.

Block length shall be measured between intersections from edge of right-of-way to edge of right-of-way.



Traditional Block Length Measurement



Curvilinear Block Length Measurement

In cases where multiple blocks may exceed 2,400 feet and pedestrian connections are not provided, the City's Designated Official may require that a reserve, having a minimum width of twenty (20) feet, be provided in order to accommodate such a connection if it would significantly improve overall pedestrian circulation within the development.

Points of Access: All subdivisions shall provide a minimum of two points of access. 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 acceptable in all circumstances and shall be considered two points of access for these purposes provided that the divided paving section extends to the first intersecting street that is not a cul-de-sac and continues to provide two points of access to all other parts of the subdivision except cul-de-sac streets. Parking along the divided entry shall be prohibited.

Lot Frontage: Each single family, garden home, patio home, and townhome lot shall have frontage on a neighborhood collector, local street, type 1 private street, type 2 private street or common area.

Lots may not front onto Neighborhood Collectors within 500 feet of any intersection with a Major Thoroughfare.

Lots that front on a common area must have vehicular access provided by a local street, type 1 private street or type 2 private street. In addition, the common area must have a minimum dimension of 20 feet.

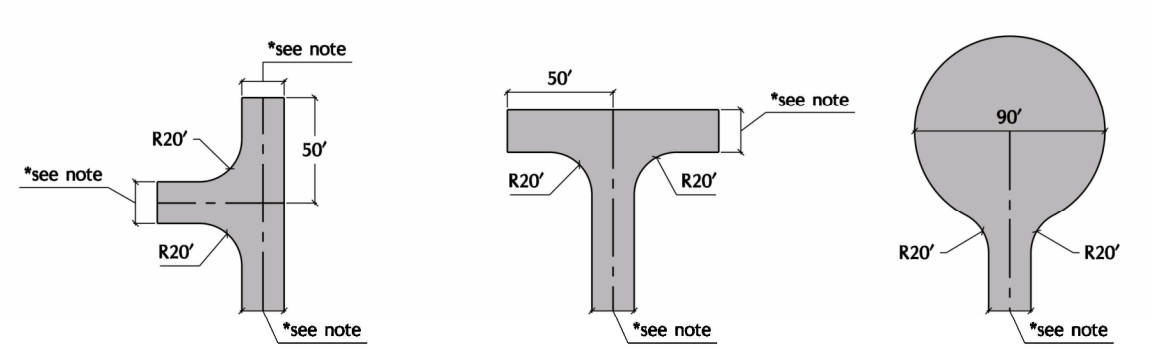
Lots in sections in which 50% or more of the lots are 70 feet wide or greater must front on a neighborhood collector or local street having a minimum right-of-way of 60 feet.

Lots may not have direct vehicular access to a major thoroughfare or collector street unless the lot is one acre or greater in size and provides a turnaround that prohibits vehicles from backing onto the major thoroughfare or collector.

Dead-End Streets: Type 2 private streets may extend up to 150 feet without a turnaround. Dead end Type 2 private streets that exceed 150 feet in length shall provide a turnaround in accordance with the diagram shown below. Dead end streets other than Type 2 Private Streets shall be terminated with a cul-de-sac. A cul-de-sac with a 40-foot pavement radius shall be provided for Bissell Road to the east of Meridiana Parkway. Kreuzer Road shall not be terminated with a cul-de-sac because its connection to the street pattern of the subdivision directly to the north will provide a loop therefore providing adequate circulation.

Dead-End Alleys: Alleys may extend up to 150 feet without a turnaround. Dead end alleys that exceed 150 feet in length shall provide a turnaround in accordance with the diagram shown below.

TYPE 2 PRIVATE STREET & ALLEY TURNAROUND OPTIONS



*Dimension shall match the corresponding paving width

Any deviation from this section shall be considered on a case by case basis and shall require written approval from the City's Designated Official.

9. Street Sidewalks

Sidewalks shall be provided in accordance with the following schedule:

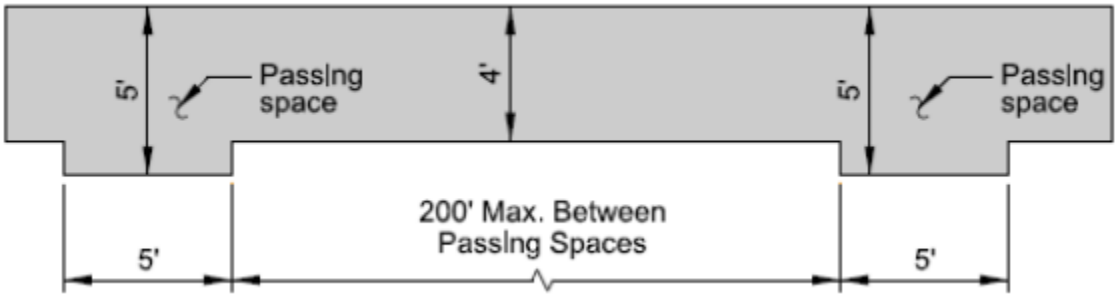
TABLE 3
Sidewalk Requirements

Street Type	Minimum Requirement		
Major Thoroughfare	6 foot sidewalks shall be provided on both sides of the street	**OR**	A 10 foot sidewalk shall be provided on one side of the street
Collector	4 foot sidewalks shall be provided on both sides of the street	**OR**	A 6 foot sidewalk shall be provided on one side of the street
Neighborhood Collector	4 foot sidewalks shall be provided on both sides of the street	**OR**	A 6 foot sidewalk shall be provided on one side of the street
Local Street	4 foot sidewalks shall be provided on both sides of the street		
Village Center Local Street	Where buildings have a zero (0) foot setback, ten (10) foot sidewalks with landscaping shall be provided. Where buildings have a setback greater than zero (0), 6 foot sidewalks shall be provided.		
Private Street (Type 1)	4 foot sidewalks shall be provided on both sides of the street		
Private Street (Type 2)	4 foot sidewalks shall be provided on both sides of the street		

Generally, sidewalks should be constructed within the right-of-way. However, sidewalks along Type 2 Private Streets shall be constructed on private property within a sidewalk easement located within 10 feet of the edge of paving. Sidewalks adjacent to open space areas may meander between the right-of-way and open space when desired. When trails exist or are proposed on an adjacent reserve of open space area, sidewalks shall not be required provided that the trail is constructed of concrete. If a sidewalk is provided on only one side of the street and it meanders outside of the right-of-way, it must return to the right-of-way at least every 1,400 feet. All sidewalks shall be constructed to meet ADA standards and shall provide passing spaces if less than 5 feet in width as shown in the figure below.

Deviations from the above schedule will be considered on a case by case basis, subject to approval by City's Designated Official.

4 FOOT WIDE SIDEWALK WITH PASSING SPACES PROVIDED



F. Parks Open Space & Trails

1. Parks & Open Space

Parks and Open Space will be the central feature of the community and its identity. Meridiana will celebrate and draw upon the natural beauty of Chocolate Bayou by establishing a "bayou greenbelt" system that stretches throughout the community. At the heart of this system will be Chocolate Bayou itself. The Bayou will be preserved to the greatest extent possible. There will be no clear cutting and the introduction of concrete structures will be minimized. In addition to Chocolate Bayou, several man-made detention basins will be created that will extend out into the community from Chocolate Bayou. These detention basins will be contoured and landscaped to resemble natural bayous forming the backbone of the open space system and providing a common "thread" that binds the community together both physically as well as socially.

In addition to the bayou greenbelt, many active recreational facilities will be developed and built within Meridiana, ranging from small pocket parks to the larger neighborhood parks which will be connected through an extensive pedestrian trail system. This will be the backdrop for many leisure activities. If needed, school playgrounds and athletic fields, when not servicing educational needs are anticipated to be available to community residents for informal or organized use. The Parks and Open Space Plan illustrates the proposed parks and open space areas within Meridiana.

The City of Manvel requires that one acre of open space is provided for every 100 dwelling units. Based on the maximum allowed number of units per this PUD, the park and open space requirement for Meridiana is 40.6 acres.

Approximately 450 acres of land within the Manvel portion of Meridiana are planned to be designated as parks and open space. The following table indicates the amount of open space to be provided relative to the standard requirement.

TABLE 4
Open Space

	Required		Proposed	
Land Use	**% of Gross Acreage**	**Acreage**	**% of Gross Acreage**	**Acreage**
Parks & Open Space (POS)	2%	40.4	23%	450.2

The recreation and open space areas, besides providing areas for neighbor interaction, will provide physical separation, buffer zones, and transitions between areas of development. The undeveloped open space portion of the project is preserved to provide the communities with "passive" recreational opportunities and to maintain a visual barrier between adjacent uses.

With the exception of any park areas that the city may choose to accept, parks and open space located within Meridiana will be owned and maintained by the municipal utility districts or the home owner's association. Other than a few private areas, such as recreation centers and pools, all parks and open space areas will allow general public use. A minimum of 40.4 acres shall be considered "unencumbered open space." Unencumbered open space shall be free from pipeline and utility easements, drainage ways, and wet and dry detention areas. If a reserve has easements in it, the reserve must be a maximum of 20% encumbered by such easements to be considered unencumbered open space. Based on calculations for plats previously recorded, Meridiana has already met the minimum acreage for unencumbered open space.

The Parks and Open Space Plan is preliminary in nature. The specific location of individual parks or open spaces may be moved or combined as the design and development of Meridiana moves forward however, all residential units will be located within 1,400 feet of an open space area. The city will be notified of any changes to the Parks and Open Space Plan.

The park and open space component of Meridiana will help achieve the vision established by the City's Comprehensive Plan by preserving natural drainage areas and allowing for growth while maintaining the "open" feeling that residents value so greatly.

2. Trails

In addition to the required street sidewalks, Meridiana will feature an extensive trail system that will extend throughout the community providing access to the various destination centers, including the village center, commercial areas, recreation centers, schools, and parks. This system may be comprised of both paved and unpaved trails and will be linked to the required sidewalks throughout the community. It will also feature distinctive signage that will assist residents with way finding. The trail system within Meridiana will be maintained by the Municipal Utility District or Home Owner's Association.

Pedestrian underpasses are located at strategic locations along Meridiana Parkway to allow residents to safely access areas of the community on both sides of the parkway by avoiding pedestrian/auto conflicts. This helps to create a unified community that is walkable and promotes healthy lifestyles.

The Preliminary Trail Plan identifies the proposed location of trails within Meridiana. Trails may be paved or unpaved and constructed of materials that are appropriate for the specific application. The Preliminary Trail Plan is preliminary in nature. The specific location of individual trails may be moved or combined as the design and development of Meridiana moves forward. The city will be notified of any such changes.

Legend

Use	Area
Open Space	721.5 AC.
Parks	33.3 AC.
Neighborhood Parks	25.1 AC.
Community Park	102.1 AC.
PARKS/OS TOTAL	882.0 AC.
Schools	147.5 AC.
Rec Center	12.5 AC.

SH 6
SH 288
MANVEL
IOWA COLONY
ALVIN
CLAY ROAD
ORANGE GROVE ROAD
MASTERS ROAD
MORELAND ROAD
MALONE ROAD
DAVENPORT PARKWAY
REC CENTER
P
NP
CP

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Exhibit 9: Parks & Open Space Plan

Brazoria County, Texas

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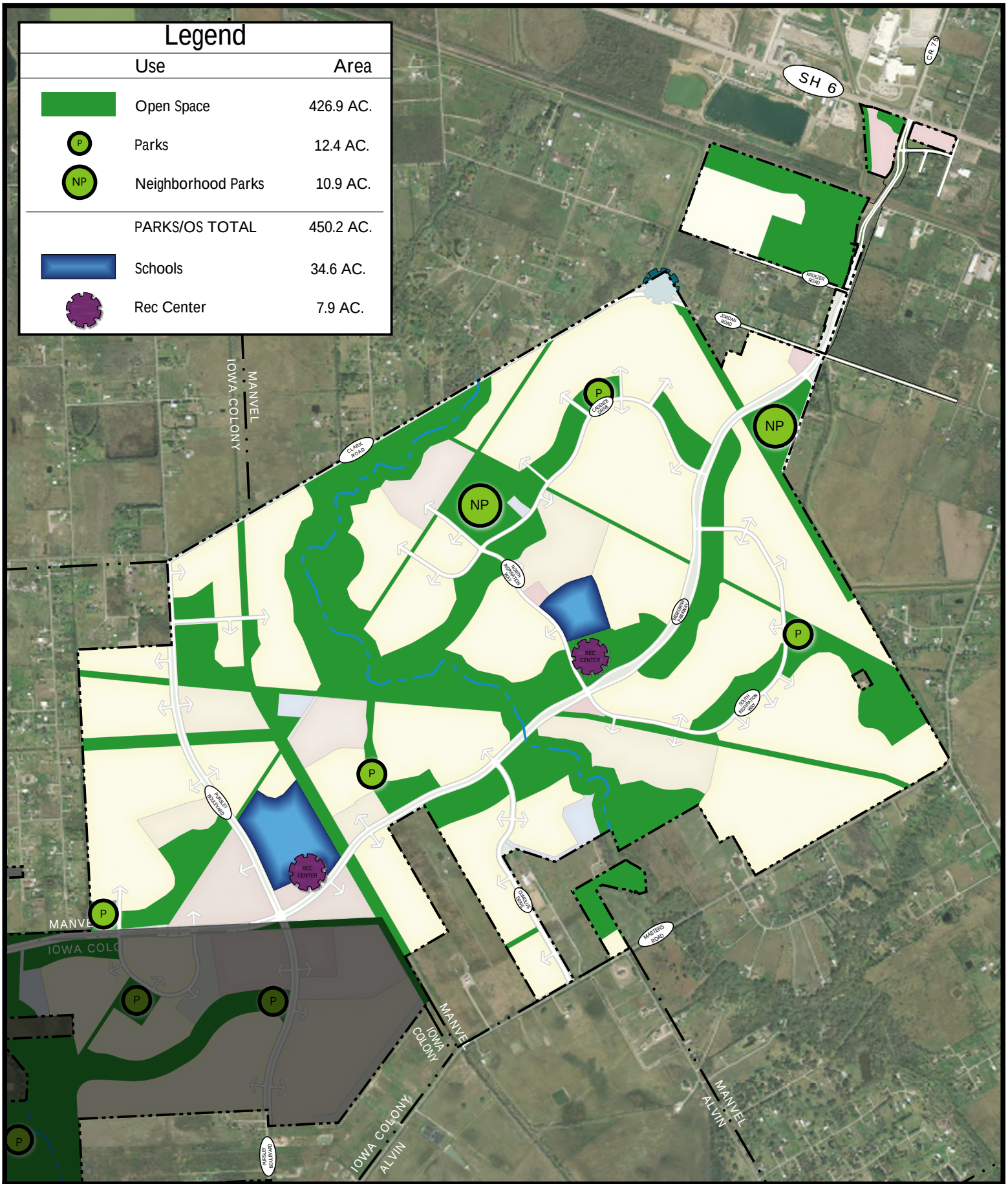


Exhibit 10: Parks & Open Space Plan - Manvel

Brazoria County, Texas

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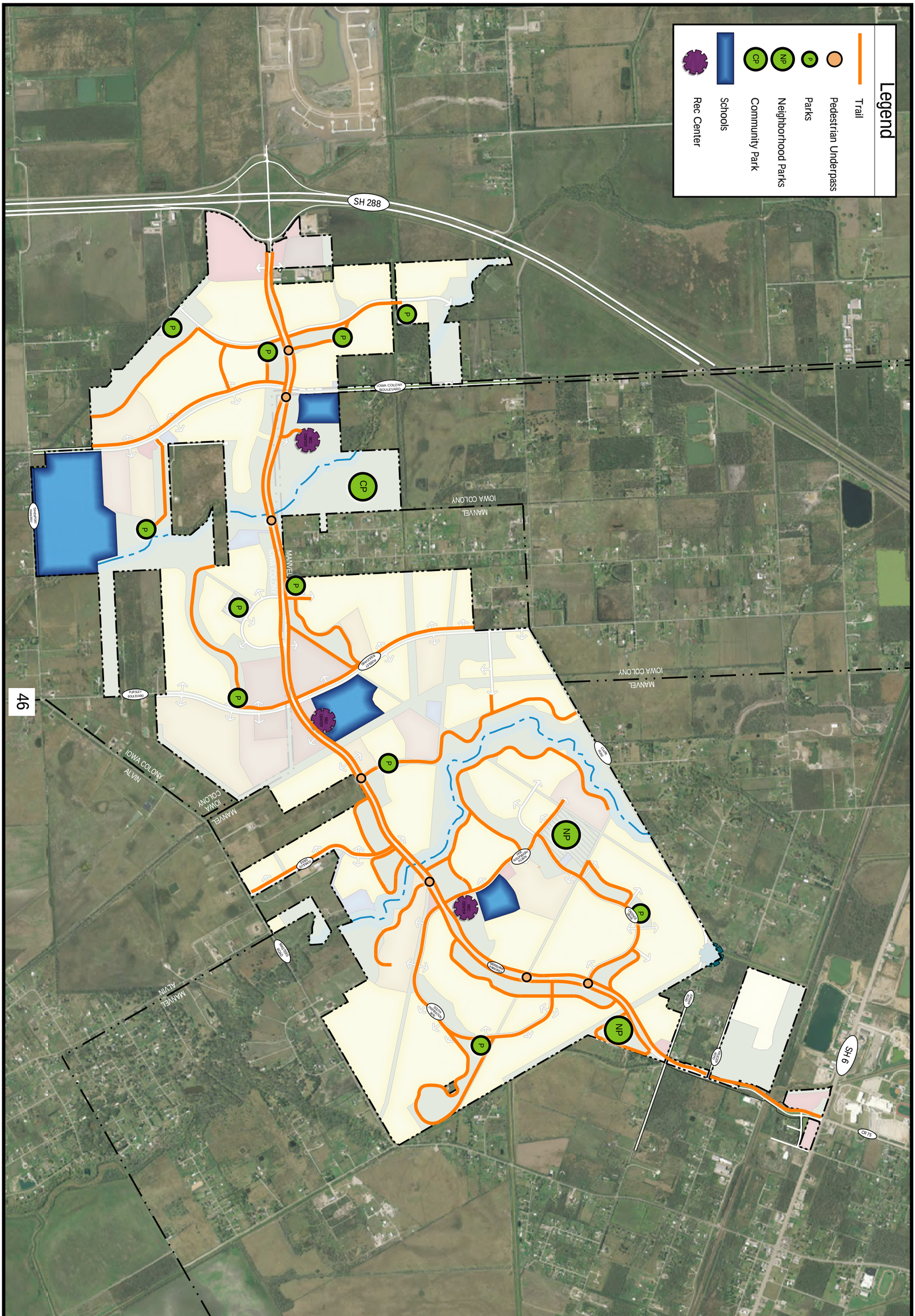


Exhibit 11: Trails Plan

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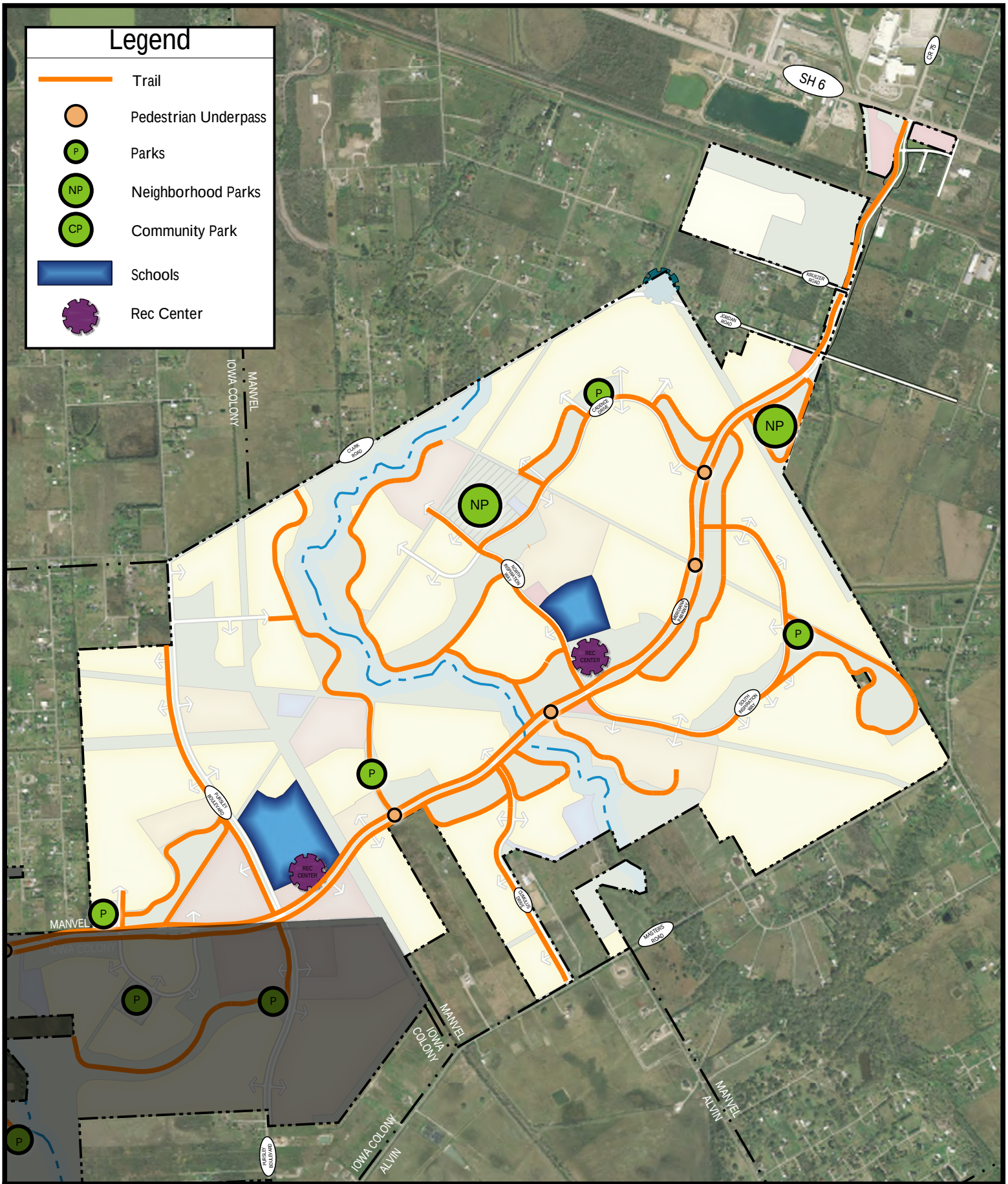


Exhibit 12: Trails Plan - Manvel

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G. Infrastructure

1. Municipal Utility Districts

Meridiana is served by a total of three municipal utility districts. Two of these districts are within the City of Manvel, they are: Brazoria County MUD #56 and #57. The third district, Brazoria County MUD #55, is located within the City of Iowa Colony. These districts are responsible for providing public utility service to the project, except for any acreage lots that front on County Road 67 (Masters Road). These acreage lots may be served by private water wells and septic systems provided that they meet any applicable City of Manvel and TCEQ regulations. The commercial tracts at the corner of State Highway 6 and Meridiana Parkway are temporarily served by the City for water and wastewater and will be served by MUD #57 at a later date. Ownership of all MUD utility facilities within the City of Manvel will be transferred to the City, who will be responsible for maintenance and operation of the facilities. The specific terms, conditions, and timing of the transfer of MUD facilities to the City will be the subject of a separate utility agreement to be executed between the appropriate MUD and the City. The MUD boundaries for Meridiana are illustrated on the MUD exhibit. MUD boundaries may change and/or MUDs may be combined subject to TCEQ regulations.

2. Water

The water distribution system within Meridiana will be designed to meet or exceed the City of Manvel and TCEQ requirements. At least one water plant is anticipated in Manvel and one in Iowa Colony. These plants will have an emergency interconnect to form a cohesive system. Furthermore, pursuant to a separate agreement between the City and Developer, an interconnect will be built along Meridiana Parkway to connect the City's water system to the MUD #57 water system in Meridiana. Water wells, ground storage tanks, pressure tanks, and booster pumps will be constructed as necessary to meet demand.

The size of water distribution lines will vary based on the ultimate needs of the community. The City of Manvel may choose to participate in the cost of facilities to be oversized in order to serve other areas outside of the boundaries of Meridiana.

3. Wastewater

The wastewater collection and distribution system within Meridiana will be designed to meet or exceed the City of Manvel and TCEQ requirements. Wastewater

generated within the development, except for any acreage lots that front on County Road 67 (Masters Road), will be collected by an internal network of gravity flow lines and lift stations and treated at one of two wastewater treatment plants which serve the development. One plant is located within the City of Manvel and one in the City of Iowa Colony.

The size of wastewater collection lines will vary based on the ultimate needs of the community. The City of Manvel may choose to participate in the cost of facilities to be oversized in order to serve other areas outside of the boundaries of Meridiana.

4. Storm Drainage & Detention System

The drainage plan and storm sewer system will be designed in accordance with City of Manvel, Drainage District #5, and Conservation & Reclamation District #3 regulations. The storm water runoff within Meridiana, except for any acreage lots that front on County Road 67 (Masters Road), will be routed through a curb and gutter street system to storm sewer lines that will outfall into detention basins contoured and landscaped to resemble natural bayous throughout the community. The internal detention basins will provide storage volume for the increased storm water runoff resulting from development of the property, but will also be incorporated as amenity features and open space integrated into the theme of the community. The storm water from the detention basins will outfall in a controlled fashion into Chocolate Bayou, the West Fork of Chocolate Bayou, or the C-12 drainage ditch at a rate no greater than the pre-development rate of storm water runoff.

The drainage collection systems will be designed to convey the 100-year sheet flow either in the collection system near the outfall point or by sheet flow drainage through the curb and gutter streets with maximum ponding per agency requirements. The proposed internal detention basin system will be sized to contain the excess run-off resulting from a 24 hour 100-year frequency rainfall event for developed and undeveloped conditions with a minimum freeboard of one foot before out falling into the receiving stream. The storm sewer system will consist of reinforced concrete pipe and box culverts sized per agency requirements. Concrete channelization will be minimized.

5. Flood Plain Management

The Project will adhere to the respective FEMA Map Panels as published in 2020. City, county, and FEMA regulations require the elevations of building slabs to be at

or above certain minimum elevations to protect people and structures and to reduce the probability of flooding. When Meridiana is developed, portions of the property, including portions of the flood plain, will be filled with soil in order to meet those minimum elevation requirements. When a flood plain area is filled, the volume of storm water storage displaced from the flood plain by the new fill must be replaced. This replacement volume is known as "flood plain mitigation". Flood plain mitigation is accomplished by excavating a nearby area within the same watershed as the area of fill with a volume equal to the volume of fill placed in the flood plain. This requirement ensures that the available flood plain storage volume is not decreased and that surrounding properties are not adversely affected. Meridiana will construct the required floodplain mitigation volume in accordance with city, county, and FEMA requirements and will prepare a LOMR to reflect the adjusted flood plain areas that will occur internal to the property as a result of development. No habitable structures shall be constructed within the floodway. The FEMA floodplain will be modified from time to time.

The Meridiana drainage system, including storm water detention and flood plain mitigation, will comply with applicable agency requirements to ensure no adverse impacts will result upstream or downstream due to development of Meridiana.

6. Other Utilities

Electricity, natural gas, telecommunications, and cable services will be provided to Meridiana through agreements with private utility companies as development occurs.

The location of above ground utility lines along Meridiana Parkway and collector roads will be minimized to the extent possible.

7. Schools

Meridiana is located within the Alvin Independent School District. Currently in Manvel there is one junior high school within the Project, Jackie Doucet Caffey Junior High School, and an elementary school site under construction. An additional elementary school, Meridiana Elementary, is located within Iowa Colony.

8. Home Owner's Association & Architectural Review Committee

A Home Owner's Association (HOA) exists to promote community involvement, maintain common areas, and to enforce deed restrictions and covenants. Copies of

these restrictions and covenants have been provided to the city for their review and comment prior to being recorded with the county clerk. The City of Manvel is in no way responsible for the enforcement of these private covenants.

In addition to the HOA, an Architectural Review Committee (ARC) exists to ensure conformance to the development standards contained within the PUD and enforce design guidelines which have been established separately.

Property Owner's Associations (POA) has been established for non-residential property owners for the same purposes as Homeowner' Associations.

City of Manvel and Alvin I.S.D. properties are not subject to the POA/HOA/ARC review.

H. Project Phasing

The phasing strategy for Meridiana provides a balanced approach relative to anticipated market demands. The Project Phasing Plan illustrates the proposed phasing plan for Meridiana and indicates the estimated construction timing of each phase. This plan is subject to change based on market demands, availability of infrastructure, physical encumbrances, or legal limitations. The city will be notified of any changes to the Phasing Plan.

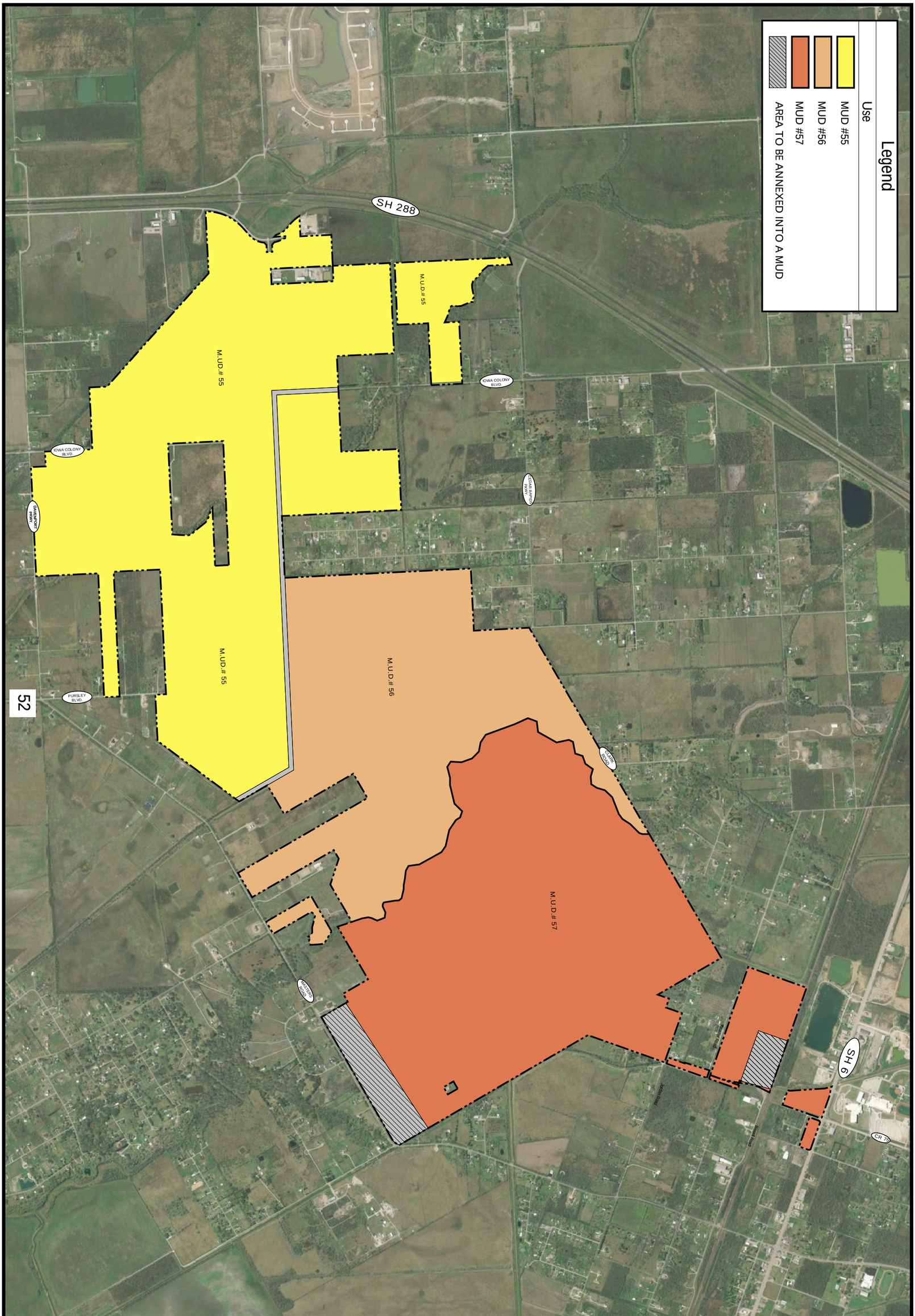


Exhibit 13: MUD Map

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA JOB NO.
081-011-150

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

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ENGINEERING THE FUTURE
SINCE 1936

10011 MEADOWGLEN LANE
HOUSTON, TEXAS 77042
713.784.4500
EHRA.TEAM
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TBPLS No. 10092300

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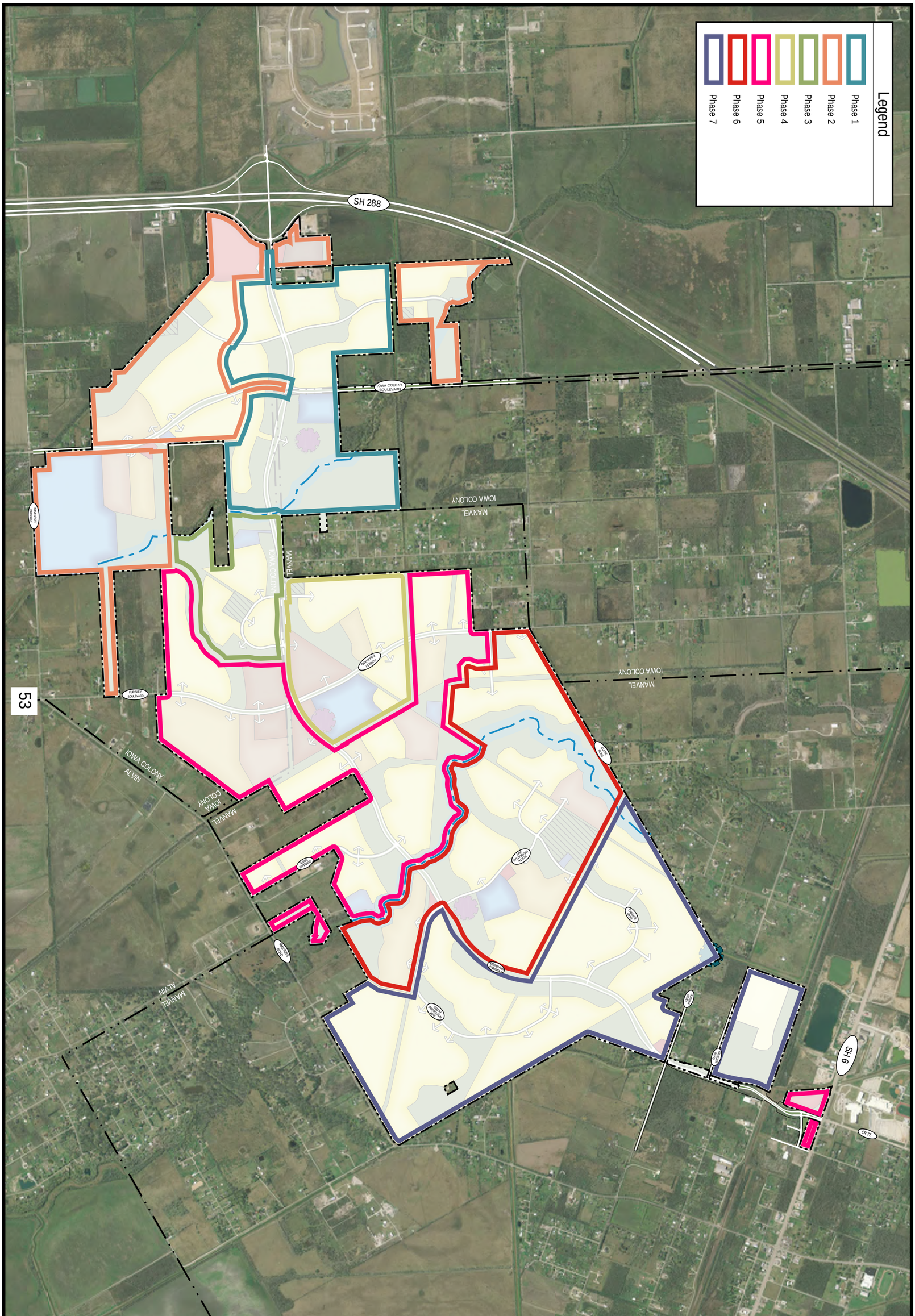


Exhibit 14: Phasing Plan

Brazoria County, Texas

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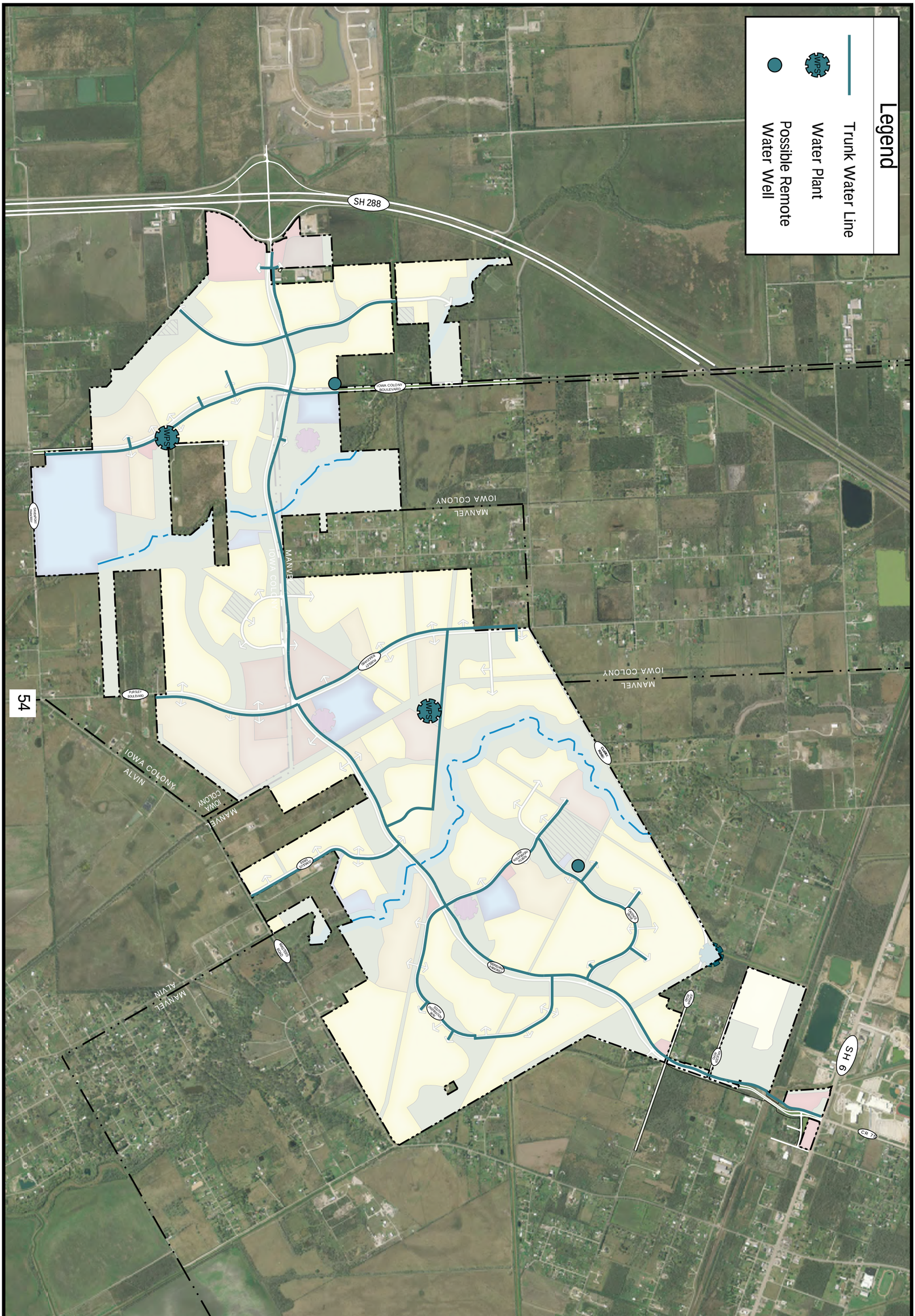


Exhibit 15: Water Supply & Distribution Plan

Brazoria County, Texas

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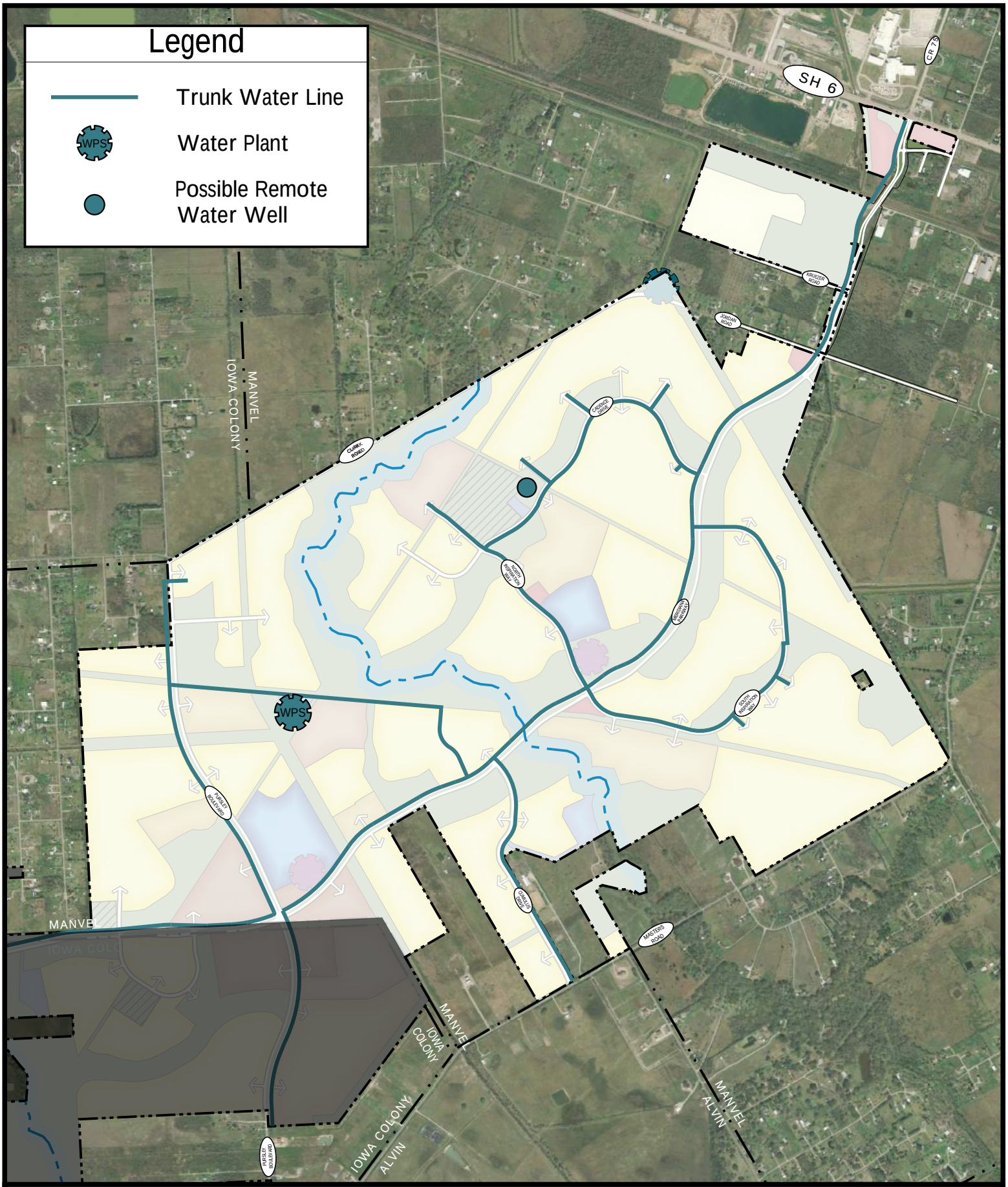


Exhibit 16: Water Supply & Distribution Plan - Manvel

Brazoria County, Texas

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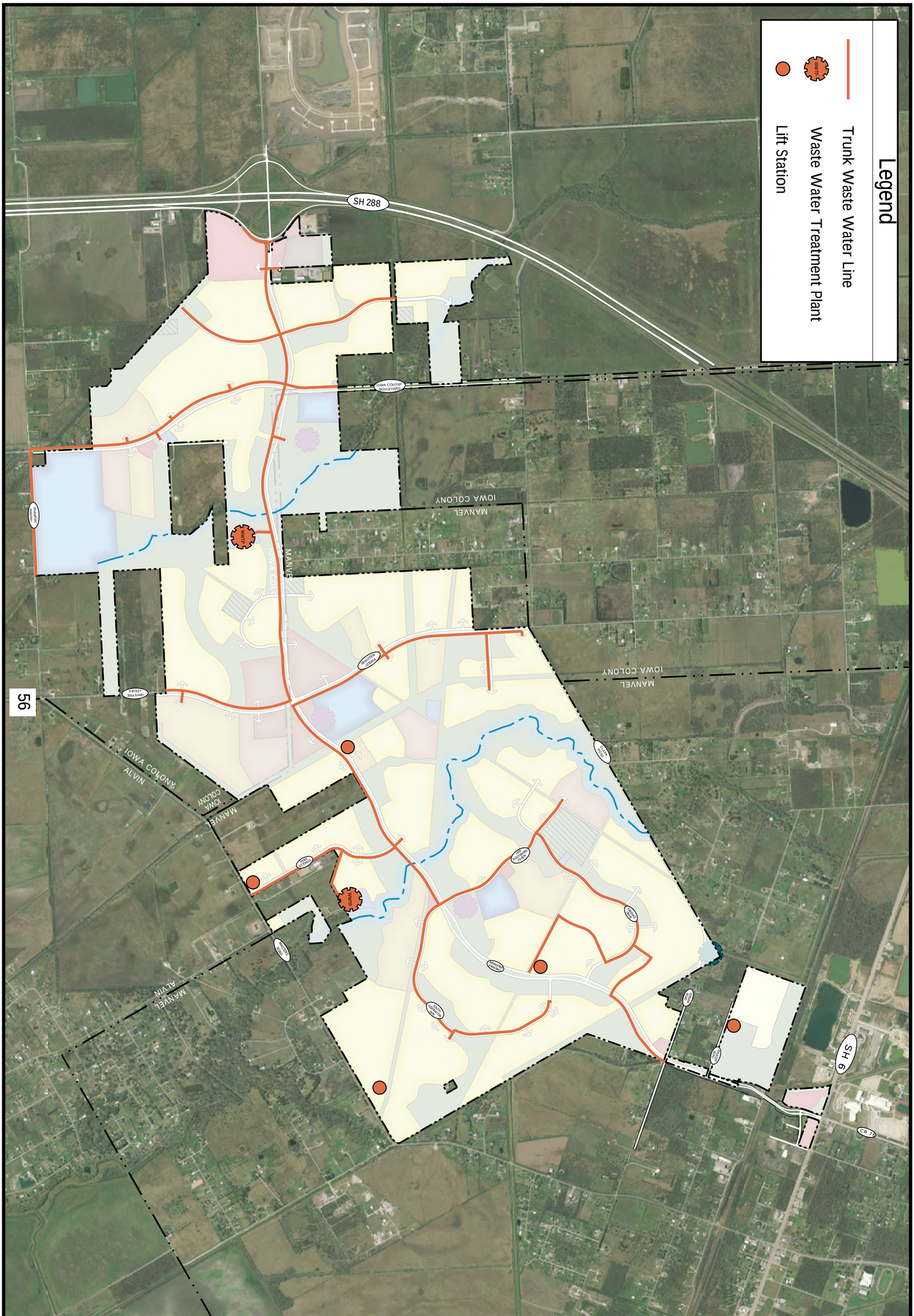


Exhibit 17: Sanitary Sewer Collection & Treatment Plan

Brazoria County, Texas

NOT TO SCALE

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081-011-150

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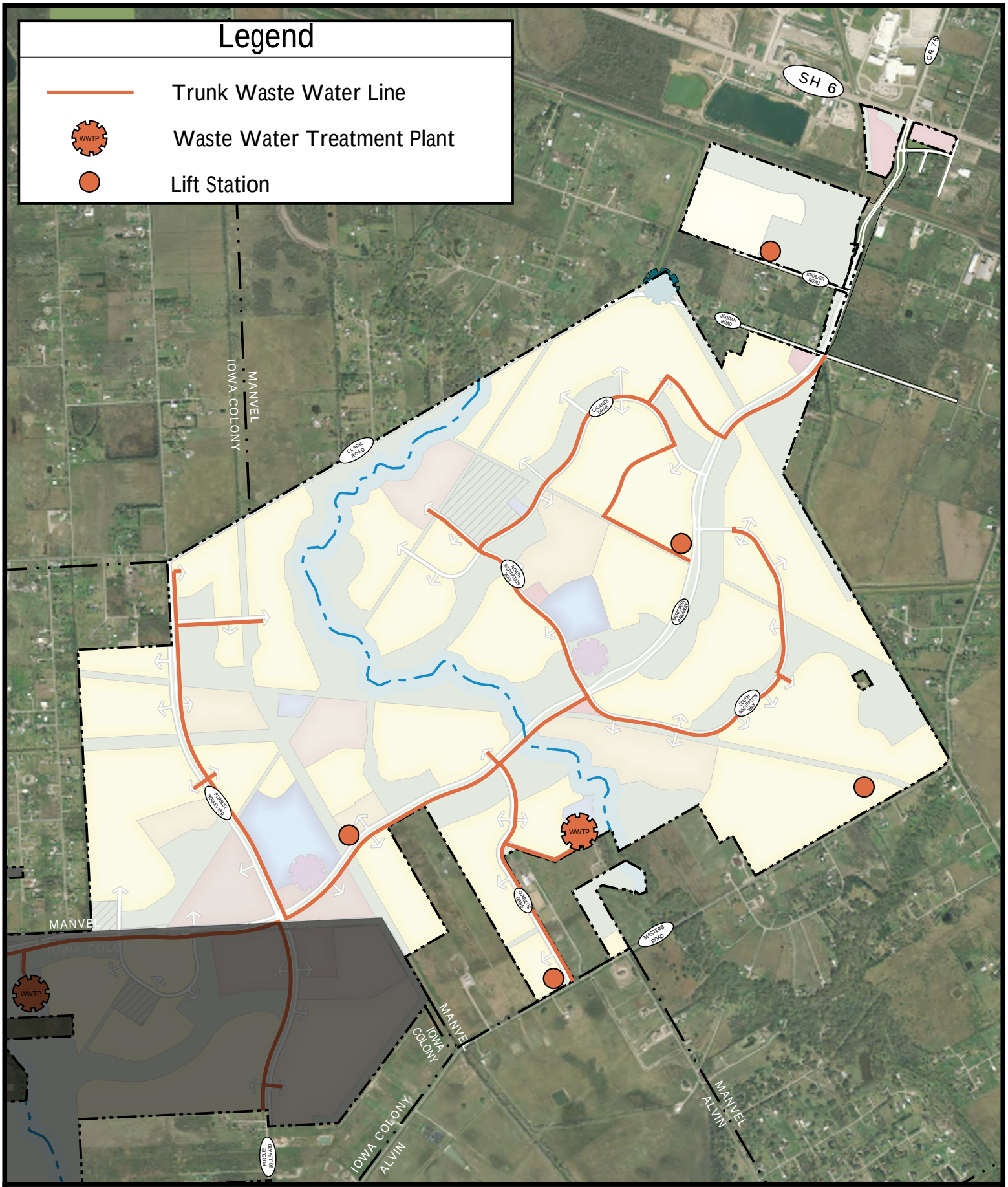


Exhibit 18: Sanitary Sewer Collection & Treatment Plan - Manvel

Brazoria County, Texas

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

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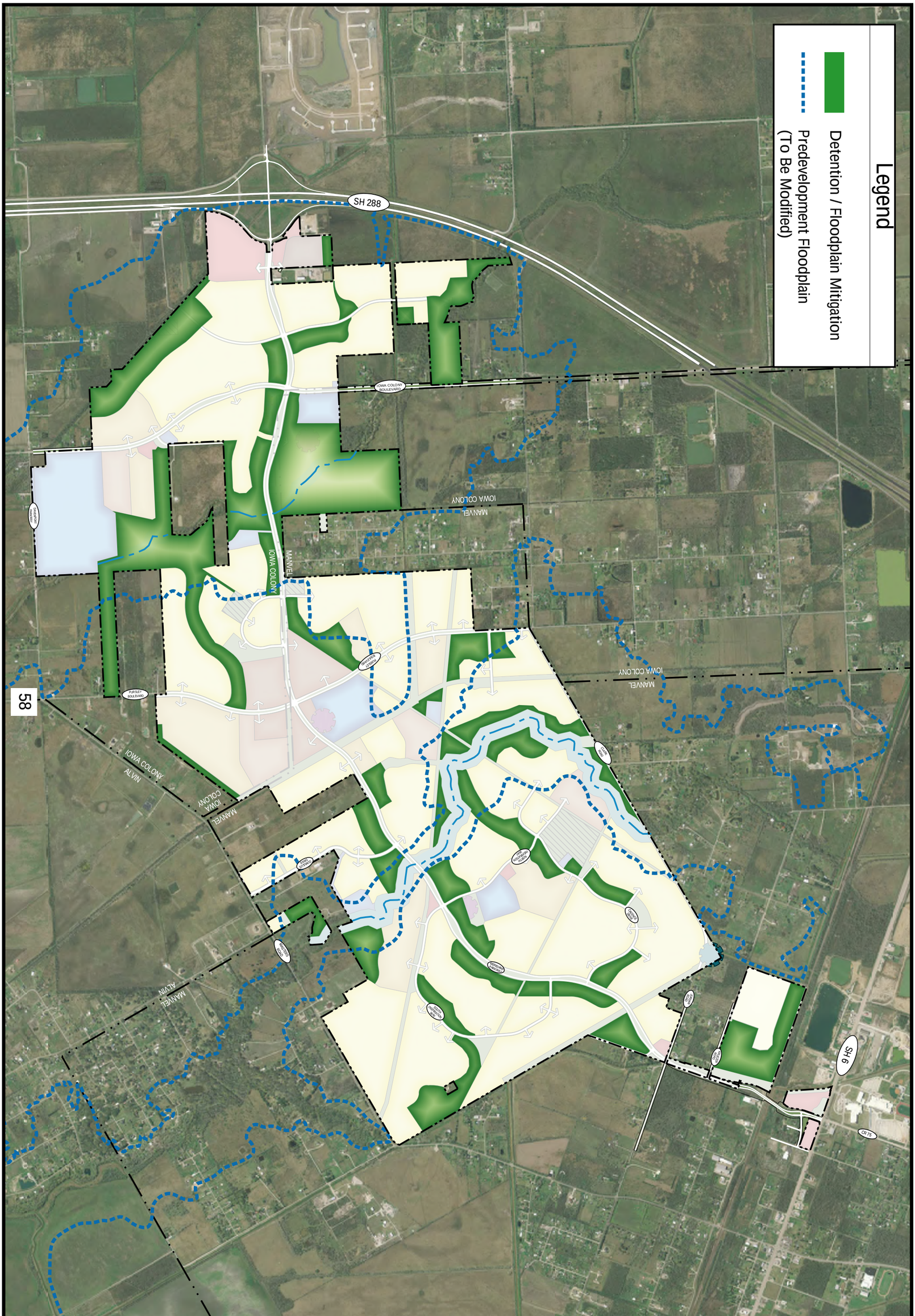


Exhibit 19: Detention & Floodplain Mitigation Plan

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA JOB NO.
081-011-150

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TBPLS No. 10092300

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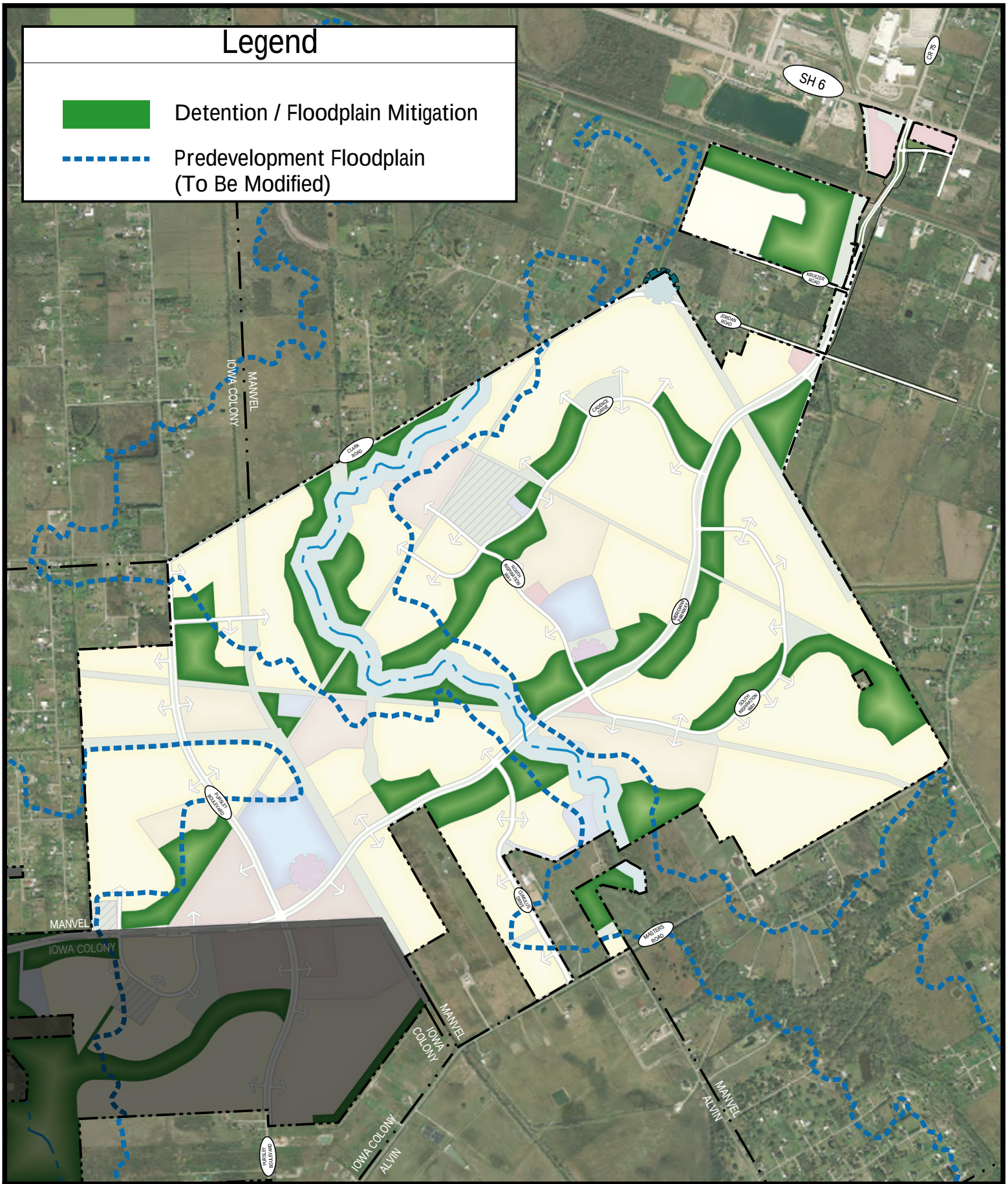


Exhibit 20: Detention & Floodplain Mitigation Plan - Manvel

Brazoria County, Texas

NOT TO SCALE

NORTH

P:\081-011-150\LandPlan\PUD\Graphics_COM\19 & 20 - Storm Water Detention & Floodplain Mitigation Plan.dwg Feb 28, 2024-11:07am Edited by: PLipetska

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EHRA JOB NO. 081-011-150

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EHRATEAM
TBPE No. F-726
TBPLS No. 10092300

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.

III. DEVELOPMENT REGULATIONS

A. Purpose & Intent

The purpose of the development regulations is to serve as the primary means of achieving the goals and objectives of the Development Plan.

They are designed to establish clear minimum development standards while providing a reasonable amount of flexibility in order to accommodate future needs.

B. General Provisions

1. Applicability

The regulations contained herein shall apply to all property located within the boundaries of Meridiana PUD. Appendix 1 contains the legal description of the property.

All construction and development within the PUD area shall comply with applicable provisions of the City of Manvel codes and ordinances as they exist on the date of adoption of this PUD and the laws of the State of Texas, except as modified within this PUD.

If specific development standards are not established or if an issue, condition, or situation arises or occurs that is not clearly addressed or understandable in the PUD, then those regulations and standards of the City of Manvel codes and ordinances that are applicable for the most similar issue, condition, or situation shall apply as determined by the City's Designated Official. Appeal of any determination regarding applicability may be made to the Zoning Board of Adjustments.

This PUD may be amended by the same procedure as it was adopted, by ordinance. Each amendment shall include all sections or portions of the PUD that are affected by the change.

2. Additional Uses

In the event that a proposed use has not specifically been listed as being a permitted use in a particular land use category within the PUD, it shall be the duty of the City's Designated Official to determine if said use is: 1) consistent with the intent of the zone; and 2) compatible with other listed permitted uses.

3. Non-Conforming Land Uses

Where, at the adoption of this PUD, a lawful use of land exists which would not be permitted by the regulations imposed by this PUD, such use may continue so long as it remains otherwise lawful, provided:

- No non-conforming use shall be enlarged, increased or extended to occupy a greater area of land than was originally occupied at the date of adoption of this PUD.
- No non-conforming use shall be moved, in whole or in part, to any lot or parcel within the PUD.
- If any non-conforming use ceases for a period of more than 180 days, any subsequent use of the land shall conform to the regulations established by this PUD.
- No additional structures shall be erected in connection with any non-conforming use that does not conform to the regulations established by this PUD.

4. Non-Conforming Structures

Where, at the adoption of this PUD, a lawful structure exists which would not be permitted by the regulations imposed by this PUD, such structure may continue to exist so long as it remains otherwise lawful, provided:

- No non-conforming structure shall be enlarged, increased or extended beyond its size at the date of adoption of this PUD.
- In the event that any non-conforming structure or non-conforming portion of a structure is destroyed by any means to an extent of more than 50 percent of its replacement cost at the time of destruction, it shall not be reconstructed except in conformity with the regulations established by this PUD.
- No non-conforming structure shall be moved, in whole or in part, to any lot or parcel within the PUD.

5. Existing Utilities

Existing utilities and all uses allowed by existing easements shall continue to be permitted in all designations within the PUD.

6. Drill Sites

Two drill sites currently exist within the Manvel portion of Meridiana. Drilling activities on these sites shall be permitted provided that such activities comply with any and all state and local regulations.

7. General Development Plan

A general development plan that illustrates the portion of Meridiana located within the City has been approved and amended multiple times by the Planning, Development and Zoning Commission. The General Development Plan shows the following:

- The alignment of any major thoroughfares and collector streets in accordance with the City's Thoroughfare Plan and Overall Circulation Plan
- All recorded easements over 20 feet in width
- Proposed land uses and public facilities
- Roadways necessary to demonstrate access to residential areas if not adjacent to a major thoroughfare, collector, or neighborhood collector street

This approval shall satisfy the requirement of a master preliminary plat set forth in Section 62-39 of the City of Manvel's Subdivision Ordinance. Preliminary plats shall be required for each section of development with the exception of minor plats as defined by state law. Preliminary plats should generally conform to the General Development Plan. Any significant change, as determined by the City's Designated Official shall require the submittal of a revised general development plan for approval by the Planning, Development & Zoning Commission.

8. Grading

The developer shall be permitted to commence grading of the property, including clearing and grubbing, in preparation of development upon preliminary plat approval. For road construction, grading may commence upon the submittal of construction drawings. However, prior to any grading activity a Storm Water Pollution Plan must be submitted and any required City of Manvel grading permits must be obtained. The City may issue the necessary permits prior to the approval of construction plans and plat recordation with the understanding that any grading performed under these circumstances shall be at the risk of the developer.

9. Temporary Uses

Temporary uses conducted in connection with the development of the property shall not require zoning permits from the city, but will require health and safety permits (electrical, plumbing, structural, HVAC, etc.). However, all temporary uses must be approved by the developer or the Architectural Review Committee. These uses may include, but are not limited to:

- Sales office
- Construction office
- Construction/storage yards
- Construction roads
- Fencing
- Water pumps and ponds
- Concrete batch plants or rock crushing operations and equipment for the processing of on-site materials provided such operations:

  a.) Maintain a 1,000 foot separation between all operations or storage and the nearest occupied residence;

  b.) Limit hours of operation to between 7:00 a.m. and dusk, Monday through Friday;

  c.) Do not include the import or export of materials except as to be used on the property or for off-site improvements related to the project.

  d.) Are enclosed by a fence having a minimum height of six (6) feet.

10. Design Guidelines

Design guidelines address site and building design within Meridiana. The purpose of these guidelines is to preserve the character of Meridiana by establishing high quality design standards for development. Copies of these guidelines have been provided to the city.

11. Signage

Signage is a critical component of all master planned communities. A uniform signage program has been developed for Meridiana that establishes an integrated visual character for the various components of the project. The standards established by this program are implemented through the project design guidelines.

"Flag signs" shall be permitted on bridges within the development. The City of Manvel may change out the flag signs provided that 30 days' notice is provided to the Developer/Homeowners Association (maintenance of said "flag signs" shall be provided by the City in that circumstance).

All signage within the development will be in accordance with the criteria below and the Manvel City Sign Ordinance. If there is a conflict between the criteria below and the sign ordinance; the criteria listed below will take precedent.

- Primary Entry Monument: Primary entry monument signs shall not exceed twenty-five feet (25') in height above the surrounding finish grade level, thirty-six feet (36') in length and 216 square feet in sign area. Two primary entry monument signs are permitted: one (1) at the intersection of Meridiana Parkway/State Highway 6 and one (1) at the intersection of Jordan Road/Meridiana Parkway. Primary entry monument signs are not permitted elsewhere in the development.

- Secondary Entry Monument: Two secondary entry monument signs are permitted- one at the intersection of Pursley Boulevard/Clark Road and one at the intersection of Cumulus Drive/Masters Road. The total sign square footage shall not exceed 80 square feet of sign area and ten feet in height above the surrounding finished grade level.

- Section Monument: A section monument sign may be located at each ingress/egress of a section. The sign shall not exceed six feet (6') in height above the surrounding finished grade level by forty feet (40') in width. The total sign area shall not exceed 32 square feet.

- Commercial Monument Signs: Commercial monument signs shall be freestanding, double-sided monument signs perpendicular to the public street right-of-way. The maximum commercial monument sign length shall be thirteen feet (13') and six feet (6') in height above the surrounding finished grade level. The maximum sign area shall be 45 square feet.

Commercial monument signs shall be located a minimum one hundred feet (100') between signs with one monument sign per one single tenant commercial tract, unless located on a corner, then one monument sign shall be located on each public street.

- Temporary Builder Signs: Temporary builder signs are used to direct potential home buyers to model homes. These signs may remain for three months after the last single-family certificate of occupancy within the project is issued. The temporary builder signs shall be a maximum of ten feet (10') tall by six feet (6') wide.

12. Lighting

All lighting within Meridiana is subject to standards established in the project design guidelines. These standards help to ensure that attractive, high-quality lighting is provided throughout the community. The Meridiana Homeowners Association shall pay for operations and maintenance of streetlights in the development. The following is a list of minimum requirements that shall be followed:

Within Sections/Neighborhoods

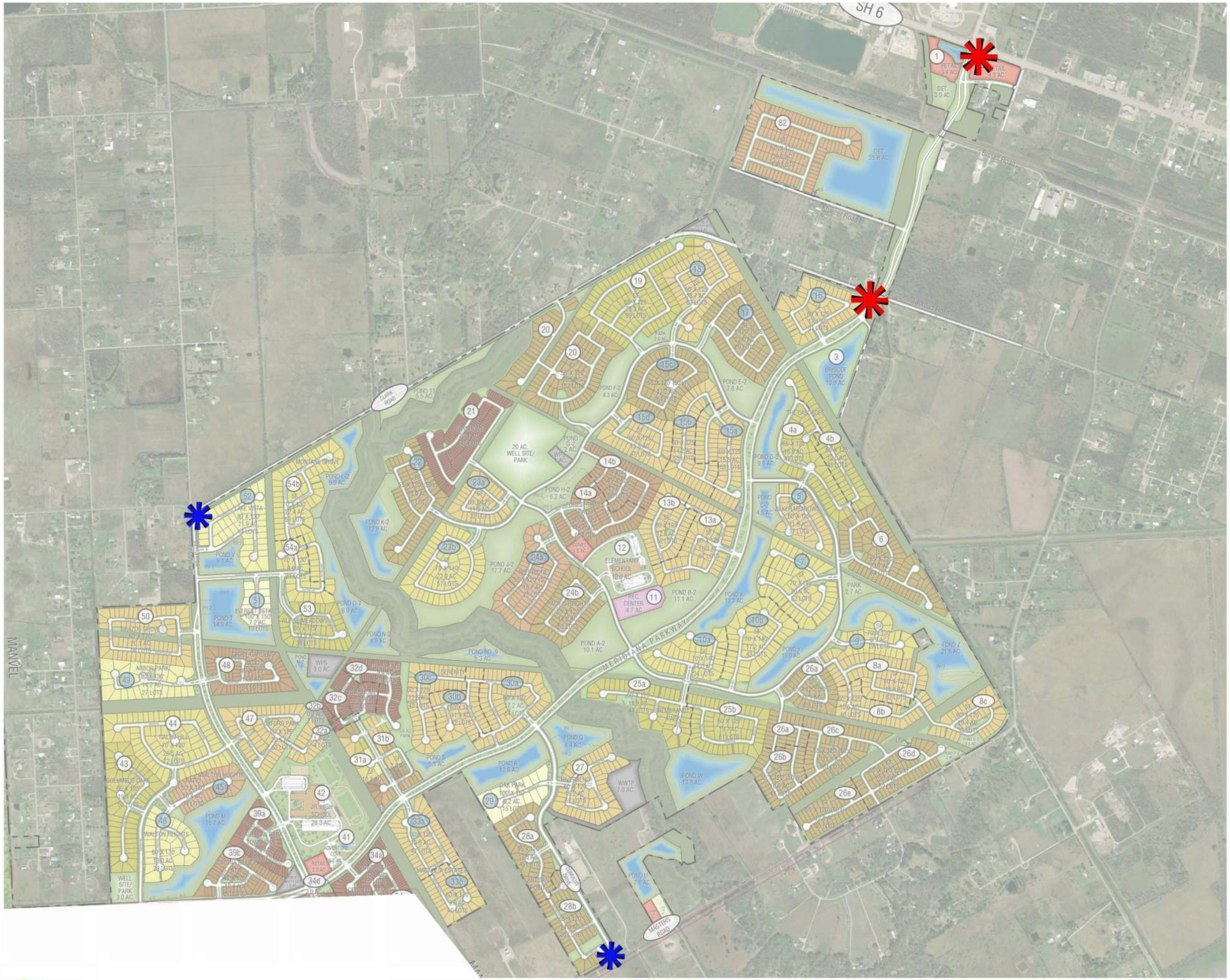
- One streetlight at each intersection, 90-degree turn, and cul-de-sac
- Maximum of 800 feet between streetlights

Collector and Neighborhood Collector (i.e. Discovery Drive, Cumulus Drive, Inspiration Way)

- One streetlight at each T-intersection
- One streetlight at each subdivision entrance (installed with subdivision)
- Maximum of 1,500 feet between streetlights

Major Thoroughfare (i.e. Meridiana Parkway, Pursley Boulevard)

- One streetlight on each corner of intersection with other major thoroughfare/collector
- Two (2) streetlights on opposite corners of intersection with neighborhood collector
- One streetlight at each subdivision entrance (installed with subdivision)
- Maximum of 1,500 feet between streetlights



LEGEND

PRIMARY ENTRY MONUMENT

SECONDARY ENTRY MONUMENT

Meridiana

Primary and Secondary Entry Monuments

Master Signage Plan

scale: 1:600

date: 10.02.23

anderson
1201 main street, suite 1340
dallas, tx 75202

Bridges

- If bridges have lighting incorporated as part of the construction, no additional streetlights are required
- If bridges do not have lighting incorporated as part of the construction, streetlight at the entry to each bridge

13. Site Development Standards

Development standards will be created for all residential and commercial development within Meridiana. Due to the scale of the project, it is not feasible to determine the specific details required by Section (7) (D) (6), (7), (8), (9), (10), (11), (12), (13) and (17) of the zoning ordinance adopted on June 28, 2001. Therefore, prior to building permit approval for commercial developments, detailed site plans shall be submitted to the City for review and approval to ensure compliance with the zoning ordinance including those sections indicated above.

14. Design Criteria Manual

The Project shall abide by the version of the City of Manvel Design Criteria Manual dated December 15, 2008. Since a large portion of the Project has already been constructed to these standards, this will provide compatibility of infrastructure and be helpful to the City/MUD for future repairs. Below is a list of exceptions to this requirement:

- Raven lining/coating shall be required inside of all sanitary manholes.
- Water and sanitary lines shall be cased across existing and future major corridors and minor corridors. City shall be given the opportunity to specify the water meter brand and model installed by operator.
- Two year warranty period as noted on plats.
- All sanitary sewer manholes shall have stainless steel inflow protectors.

C. Development Standards

1. Single Family Residential (SFR)

Purpose: The Single Family Residential category is intended for the development of detached, single family dwelling units and compatible uses. This district is designed to allow a variety of housing choices in order to create a viable community while allowing for a reasonable amount of flexibility to accommodate ever-changing market demands.

Permitted uses: Accessory structures

Community centers

Drill sites

Entry features & monuments

Institutional uses

Minor utilities

Open space

Parks

Recreational facilities

Religious assembly

Single family homes

Temporary uses

Tree farms

Minimum Lot Area: 6,300 square feet

Minimum Lot width: 55 feet at the front building setback line

Minimum Setbacks:

Front: 20 feet for lots in sections in which 50% or more of the lots are 60 feet or less in width*

25 feet for lots in sections in which more than 50% of the lots are greater than 60 feet in width*

20 feet on cul-de-sacs and knuckles regardless of lot width

5 feet for lots that front on a common area

Rear: 15 feet**

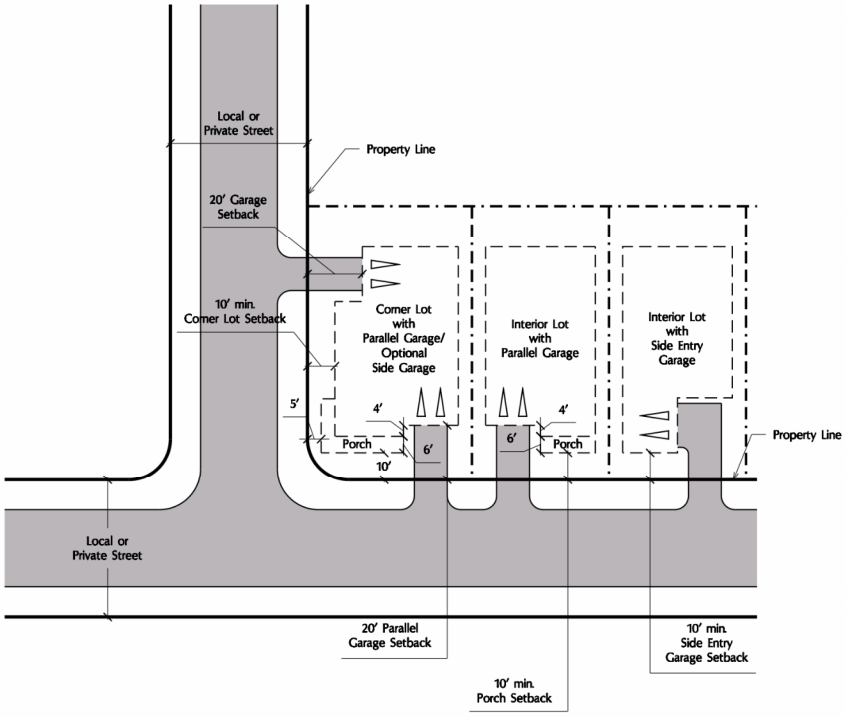
20 feet for lots that front on a common area

Side: 5 feet**

Corner: 10 feet*

* Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of six (6) feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (see lot diagram below)

SINGLE FAMILY LOT DIAGRAM



**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

2. Garden Homes (GH)

Purpose: The Garden Homes category is intended for the development of detached, single family dwelling units and compatible uses on the perimeter of the overall Project boundary.

Permitted uses:

Accessory structures

Community centers

Drill sites

Entry features & monuments

Garden homes

Institutional uses

Minor utilities

Open space

Parks

Recreational facilities

Religious assembly

Single family homes

Temporary uses

Tree farms

Minimum Lot Area: 6,300 square feet

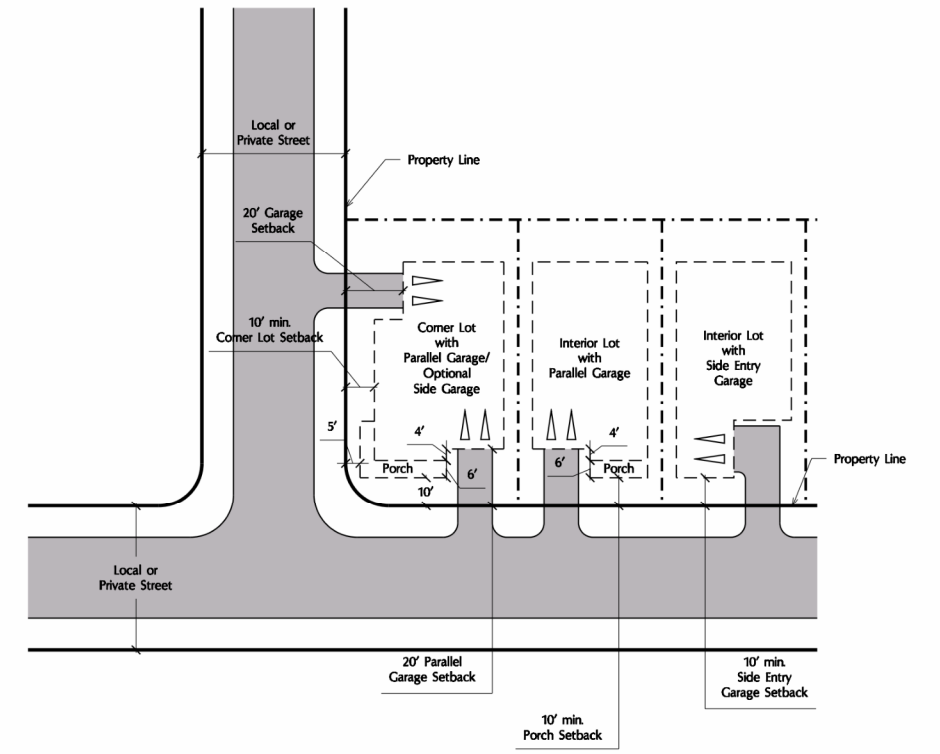
Minimum Lot width: 50 feet at the front building setback line

Minimum Setbacks:

Front:	20 feet*
Rear:	15 feet**
Side:	5 feet**
Corner:	10 feet*

* Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of six (6) feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (see lot diagram below)

GARDEN HOME LOT DIAGRAM



**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

3. Patio Home (PH)

Purpose: The Patio Home category is intended for the development of detached, single family dwelling units that may have a zero (0) foot side setback on one side and compatible uses.

Permitted uses: Accessory structures

Community centers

Entry features & monuments

Institutional uses

Minor utilities

Open space

Parks

Patio homes

Recreational facilities

Religious assembly

Temporary uses

Tree farms

Minimum Lot Area: 4,500 square feet ~~for one-story "cottage" structures~~

~~5,000 square feet for two-story structures~~

Minimum Lot width: 45 feet at the building setback line

~~50 feet for two story structures~~

Minimum Setbacks:

Front: 20 feet*

5 feet for lots that front on a common area

Rear:	10 feet**
	20 feet for lots that front on a common area
Side:	Zero (0) feet on one side provided that there is a minimum of 10 feet between structures. A minimum of fifteen (15) feet is required between one (1) and three (3) story structures.
Corner:	10 feet*

*Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of 6 feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (See lot diagram)

**Accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

4. Townhome (TH)

Purpose: The Townhome category is intended for the development of attached single family dwelling units that are platted on individual lots and are owned fee simple.

Permitted uses: Attached single family dwelling units

Detached single family dwelling units

Entry features & monuments

Minor utilities

Open space

Parks

Patio homes

Recreational facilities

Religious assembly

Temporary uses

Tree farms

Minimum Lot Area: ~~2,500 square feet~~

Attached Single Family Dwelling Units: 2,500 square feet

Detached Single Family Dwelling Units: 4,400 square feet

Minimum Lot Width: ~~25 feet at the front building setback line~~

Attached Single Family Dwelling Units: 25 feet at the building setback line

Detached Single Family Dwelling Units: 40 feet at the building setback line

Minimum Setbacks:

~~Front: 20 feet if front loaded (see lot diagram below)~~

~~10 feet if rear loaded (see lot diagram below)~~

~~Rear: 5 feet~~

~~Side: Zero (0) feet~~

~~Corner: 10 feet~~

Attached Single Family Dwelling Units:

Front: 20 feet if front loaded (see lot diagram below)

10 feet if rear loaded (see lot diagram below)

Rear: 5 feet

Side: Zero (0) feet

Corner: 10 feet

Detached Single Family Dwelling Units:

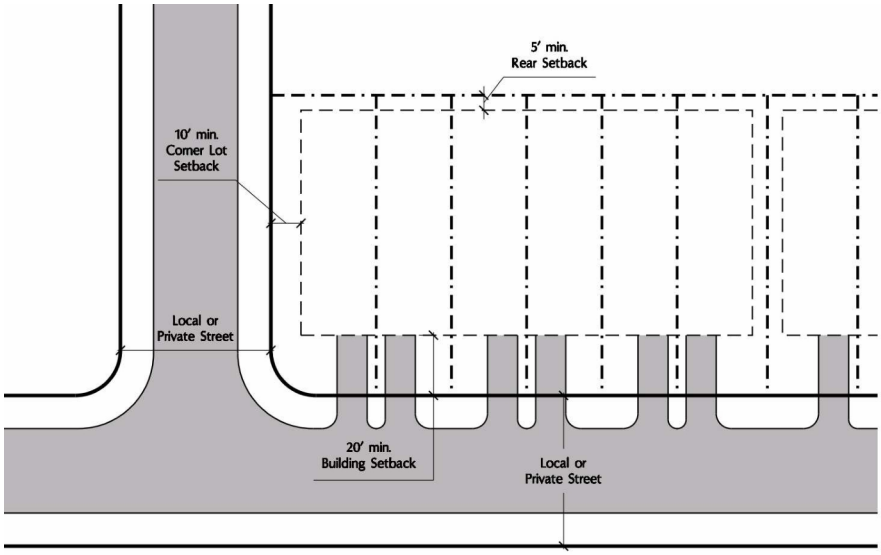
Front: 20 feet

Side: 5 feet

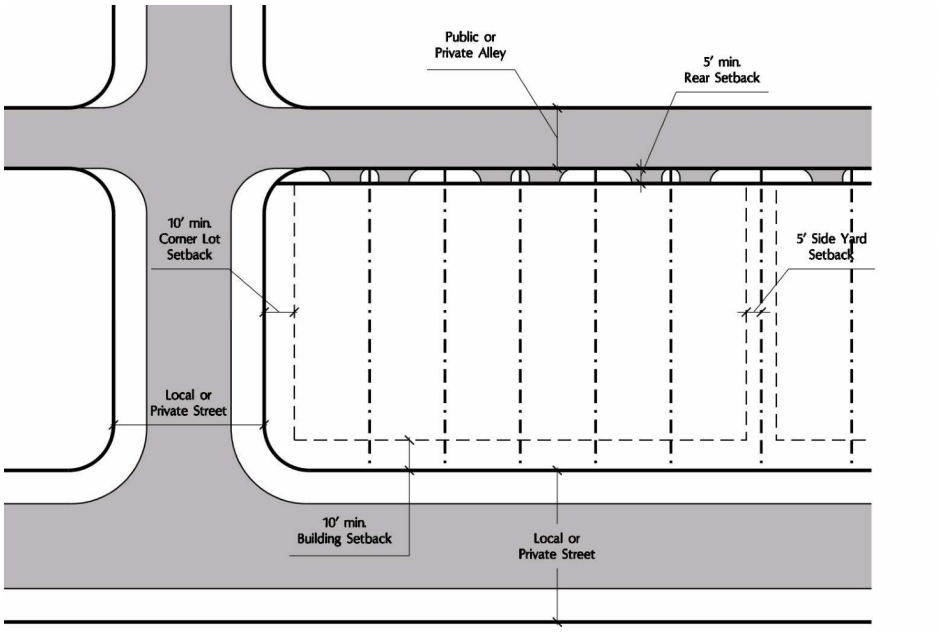
Rear: 10 feet

Corner: 10 feet”

TOWNHOME LOT DIAGRAM (Front Loaded)



TOWNHOME LOT DIAGRAM (Rear Loaded)



Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section. Sections containing only detached single family dwelling units are not required to provide off street guest parking.

Additional Requirements: ~~Buildings~~ Attached single family dwelling units shall consist of a minimum of two (2) units with a maximum of four (4) units.

Buildings shall be separated by a minimum of ten (10) feet.

Each dwelling unit shall be platted on an individual lot.

Front loaded townhomes shall provide 0.25 off-street guest parking spaces per dwelling unit. Guest spaces may not be on townhome lots or streets and should be located within 300 feet of units.

Patio homes shall comply with the standards established in their respective categories.

5. Village Center (VC)

Purpose: The Village Center District is intended to help establish a community core by combining civic and retail uses in a pedestrian friendly environment.

Permitted uses:

Abstract or title company

Advertising agency

Antique store

Art gallery

Arts and crafts store

Bakery

Banks and financial institutions, including drive-through and outdoor ATM facilities

Barber or beauty shop

Bookstore

Candy store

Catering

Cellular phone sales and repair store

Child care facility

Clothing store (no re-used clothing)

Computer sales and repair store

Community centers

Convenience store, with or without gasoline, liquor or beer and wine sales

Dance studio

Delivery service

Dental clinic

Drafting service

Drug store, with or without liquor or beer and wine sales

Dry cleaning storefront, but not dry cleaning plant

Electronic sales and repair store

Entry features & monuments

Florist shop

Furniture store

Gift shop

Grocery store

Hardware store

Home appliance store

House wares and linens store

Institutional uses

Insurance agency

Jewelry store

Laundry storefront, but not laundry plant

Locksmith

Medical clinic

Medical supply store

Minor utilities

Mixed use

Mortgage company

Motels and hotels

Motion picture theater, but not drive-in theater

Musical instrument store

Open space

Optician or optometrist

Parks

Patio homes

Personal services

Personal storage

Pharmacy

Professional office

Public facilities

Public safety site

Radio sales and repair

Record and tape store

Recreational facilities

Religious assembly

Restaurants and taverns, with or without drive-through facilities

Schools (public & private)

Single family homes

Shoe store and repair shop

Sporting goods store

Studio (art, music or photo)

Tailor

Telecommunication towers

Temporary uses

Townhomes

Toy store

Travel agency

Tree farms

Video arcade

Non-Permitted uses: Auction

Auto repair

Billboards

Cemeteries

Feed store

Kennel (commercial)

Pawn shop

Self service car wash

Sexually oriented businesses

Swap meet

Tattoo shops

Taxidermist

Upholstery shop

Minimum Lot Area: None

Minimum Lot width: None

Minimum Setbacks:

Front: Zero (0) feet along village center local streets with on-street parking

10 feet along major thoroughfares or local streets without on-street parking

Rear: Zero (0) feet if adjacent to non-residential uses

10 feet if adjacent to residential uses

Side: Zero (0) feet if adjacent to non-residential uses

10 feet if adjacent to residential uses

Architectural features may encroach into the setback area a maximum of three (3) feet.

Architectural features along village center local streets may encroach the public right-of-way a maximum of five (5) feet.

Maximum Building Height: Fifty-six (56) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Single family homes, patio homes and townhomes shall comply with the standards established in their respective categories.

Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

Additional Conditions: Outdoor Display of Merchandise shall be allowed within 10 feet of the primary building, but shall be limited to merchandise that is customarily sold inside the establishment.

6. Commercial (C)

Purpose: The Commercial District is intended for the development of service-oriented retail that meets the daily needs of the community.

Permitted uses:

Abstract or title company

Advertising agency

Antique store

Art gallery

Arts and crafts store

Automobile repair, minor, no outside work or storage

Bakery

Banks and financial institutions, including drive-through and outdoor ATM facilities

Barber or beauty shop

Bookstore

Cafeteria

Candy store

Catering

Cellular phone sales and repair store

Child care facility

Clothing store (no re-used clothing)

Collection agency

Computer sales and repair store

Community centers

Convenience store with or without gasoline, liquor or beer and wine sales

Dance studio

Delivery service

Dental clinic

Department store

Drafting service

Drug store, with or without liquor or beer and wine sales

Dry cleaning storefront, but not dry cleaning plant

Electronic sales and repair store

Entry features & monuments

Filling station or service station, including oil change and inspection services

Florist shop

Furniture store

Gift shop

Gun shop

Grocery store

Hardware store

Home appliance store

House wares and linens store

Ice retail distributing, but not manufacturing

Institutional uses

Insurance agency

Jewelry store

Laundry storefront, but not laundry plant

Locksmith

Maintenance facility

Medical clinic

Medical supply store

Minor utilities

Mixed use

Mortgage company

Motels and hotels

Motion picture theater (with or without food service), but not drive-in theater

Musical instrument store

Office supply and machinery store and repairs

Open space

Optician or optometrist

Parks

Personal services

Personal storage

Pharmacy

Professional office

Public facilities

Public safety site

Radio sales and repair

Radio studio (excluding tower)

Record and tape store

Recreational facilities

Religious assembly

Restaurants and taverns, with or without drive-through facilities

Shoe store and repair shop

Sporting goods store

Studio (art, music or photo)

Tailor

Telecommunication towers

Temporary uses

Toy store

Travel agency

Tree farms

Video arcade

Non-Permitted uses: Auction

Auto repair

Billboards

Cemeteries

Feed store

Kennel (commercial)

Pawn shop

Self service car wash

Sexually oriented businesses

Swap meet

Tattoo shops

Taxidermist

Upholstery shop

Minimum Lot Area: 6,000 square feet

Minimum Lot width: 60 feet

*Max. Lot coverage***:** 85 percent

Minimum Setbacks:

Front: 25 feet

Rear: 10 feet

Side: 10 feet

Corner: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Maximum Building Height: Sixty (60) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed eighty (80) feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

Additional Conditions: Outdoor Display of Merchandise shall be allowed within 10 feet of the primary building, but shall be limited to merchandise that is customarily sold inside the establishment.

7. Institutional (I)

Purpose: The Institutional category is intended to provide for the development of public facilities.

Permitted uses: Major utilities

Minor utilities

Open space

Parks

Public facilities

Public safety site

Recreational facilities

Religious assembly

Schools (Public & Private)

Telecommunication towers

Temporary uses

Tree farms

Minimum Lot Area: 5,000 square feet

Minimum Lot width: Fifty (50) feet

Minimum Setbacks:

Front: 25 feet

Rear: 10 feet

Side: 5 feet

Corner: 5 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Maximum Building Height: Sixty (60) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

8. Parks & Open Space (P-OS)

Purpose: The Parks & Open Space category is intended to provide for the development of recreation and open space areas within the community.

Permitted uses:

Community centers

Drill site

Entry features & monuments

Institutional uses

Maintenance facility

Minor utilities

Open space

Parks

Public facilities, excluding major utilities

Recreational facilities

Telecommunication towers

Temporary uses

Tree farms

Minimum Lot Area: None

Minimum Lot width: None

Minimum Lot depth: None

Minimum Setbacks:

Along Major Thoroughfares: 25 feet

Along other streets: 10 feet

Rear: 10 feet

Side: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Max. Building Height: 34 feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

9. Parking

Parking within Meridiana shall be provided according to the following schedule:

TABLE 5
Parking Requirements

Land Use	Minimum Requirement
Single family residential	2 enclosed spaces per unit
Garden home	2 enclosed spaces per unit
Patio home	2 enclosed spaces per unit
Townhome	2 enclosed spaces per unit 0.25 guest spaces per unit
Office (non-medical)	1 space per 200 square feet of gross floor area
Medical office	1 space per 300 square feet of gross floor area
Retail	1 space per 250 square feet of gross floor area Maximum 1.5 spaces per 250 square feet of gross floor area
Restaurant	2 spaces per 250 square feet of gross floor area
Tavern	2 spaces per 200 square feet of gross floor area
Hotel/Motel	.5 spaces per room and 1 space per 200 square feet of gross floor area
Theater/Auditorium/Church/Assembly hall	.25 spaces per seat

Deviations from the above requirements shall be considered by the City's Designated Official on a case by case basis. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

The City's Designated Official shall determine the minimum number of parking spaces required for any use not specified above. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

Shared parking should be encouraged where appropriate. Adjustment of the minimum number of parking spaces required to serve a combination of occupancies shall be determined according to the following formula:

1) Determine the parking requirement for each occupancy as though it were a separate use;

2) Multiply each amount by the corresponding percentage for each applicable time period shown in the following schedule:

TABLE 6
Shared Parking Schedule

	Weekdays			Weekends	
Use	**Night Midnight – 6 a.m.**	**Day 9 a.m. – 4 p.m.**	**Evening 6 p.m. - Midnight**	**Day 9 a.m. – 4 p.m.**	**Evening 6 p.m. - Midnight**
Retail	5%	50%	90%	100%	70%
Hotel/Motel	80%	80%	100%	80%	100%
Office	5%	100%	10%	10%	5%
Restaurant / Tavern	10%	50%	100%	50%	100%
Entertainment / Recreation	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

3) Calculate the column total for each time period;

4) The column with the highest value shall be the parking requirement

D. Definitions

Accessory structure – any above ground structure that is (1) incidental to and customarily associated with the main structure on the site, and (2) located on the same lot as the principle building. Accessory structures may include, but are not limited to detached garages and gazebos, but does not include utility or storage sheds.

Acreage lot – a single family lot that is at least one acre in area

Alley – a private right-of-way that provides vehicular access to buildings or properties that front on an adjacent street.

Architectural feature – an ornamentation or decorative feature attached to or protruding from the exterior wall of a building. Architectural features may include, but are not limited to windows (e.g. bay windows), chimneys, columns, awnings, marquees, façade or facia.

Attached housing – a building containing two or more dwelling units.

Banking or financial institution – a chartered financial institution that engages in deposit banking and closely related functions such as making loans, investments and other

fiduciary activities. Drive-up windows and drive-thru automated teller machines (ATM) are permitted as an accessory use.

Block length – the distance measured along a street between two intersecting streets.

Building – a structure used for or supporting any use or occupancy that requires a building permit.

Child care facility – a commercial or non-profit facility that provides shelter, care, activity, and supervision of children for periods of less than 24 hours a day and is licensed by the state.

Collector street – a public street designated as a "minor corridor" on the City's Major Thoroughfare Plan.

Community center – a meeting place used by the community in which community members may gather for social, educational, recreational, or cultural activities. Uses include recreation, fitness center, meeting areas, and restaurants with or without alcohol sales. Community center use may be restricted to dues paying members.

Convenience store – Any retail establishment offering for sale gasoline and a limited line of groceries and household items intended for the convenience of the neighborhood. Automotive washing is permitted as an accessory use. The sale of alcohol is permitted as an accessory use.

Council – Shall mean the City Council of the City of Manvel.

Cul-de-sac - Any street with only one outlet that terminates in a vehicular turnaround.

Designated Official – The individual authorized by the City of Manvel to provide direction and oversight and personally perform duties related to a comprehensive program to protect the health and safety of citizens and the quality of life by ensuring that planning activities meet appropriate codes, standards, and city ordinances.

Detached housing – A site-built building containing only one dwelling unit.

Drill site – A tract of land designated for the purpose of extracting oil or gas comprising a "spacing unit "or "proration unit" as determined by the State Railroad Commission.

Dwelling unit - Any building or portion thereof which is designed or used exclusively for residential purposes.

Entry features – Primary points of vehicular entry into the property that are enhanced with landscaping, water features, architectural treatments, and lighting.

Front loaded – Any dwelling unit that takes vehicular access from the street on which it fronts.

Frontage – Frontage shall mean that portion of any lot or tract that abuts a street or approved common area. A lot or tract abutting more than one street shall have frontage on only one street which shall be deemed to be the side having the shortest dimension unless otherwise indicated on the subdivision plat.

*Garden home – D*etached, single family dwelling units on the perimeter of the overall Project boundary. Lots shall have a minimum lot width of 50 feet and a minimum lot area of 6,300 square feet.

General development plan – A plan that illustrates the portion of Meridiana located within the City, which identifies the major thoroughfares and collector streets that are proposed in the property and any recorded easements over 20 feet in width that affect the property and proposed land use.

Grocery store – A retail establishment primarily selling prepackaged and perishable food as well as other convenience and household goods. The sale of alcohol is permitted as an accessory use.

Gross acreage – Gross acreage shall mean the total area of land inclusive of all encumbrances, including, but not limited to rights-of-way, drainage ways, pipeline and utility easements, detention facilities, parks and open space areas.

Gross density – A measurement of density based on the calculation of the total gross acres within a subdivided area divided by the total number of dwelling units within that area.

Home occupation – An occupation or activity which is clearly incidental and secondary to use of the premises as a dwelling and which is carried on wholly or in part within a main building or accessory building by a member of the family who resides on the premises. A home occupation use shall not change the residential character of the property or the neighborhood and shall meet all applicable legal requirements. A home occupation may not display signage on the property. No more than one (1) employee may reside off-premises.

Home owner's association (HOA) – A non-profit corporation, established for the purpose of managing and maintaining community property and services within a subdivision. All residential property owners within the subdivision shall be a member of the HOA for that subdivision.

Institutional use – A use designated for public facilities including, but not limited to major and minor utilities, public safety sites, libraries, schools (both public and private) and other civic uses.

Knuckle – The projection toward the outside corner of a bend in the right-of-way of that allows for adequate turning movements for emergency and other vehicles.

Landscaping – Planting and related improvements for the purpose of beautifying and enhancing a portion of land and for the control of erosion and the reduction of glare, dust and noise. Rocks and/or gravel, by itself shall not constitute landscaping.

Laundry services (including dry cleaning) – A facility that launders or dry cleans articles dropped off on the premises directly by the customers or where articles are dropped off, sorted, and picked up, but where laundering is done elsewhere.

Local street - A public street that is not a major thoroughfare, collector, or neighborhood collector street and conforms to the criteria established in this PUD.

Lodging facilities – A building in which lodging is offered for compensation for a period of less than seven (7) days. This use includes hotels, motels, inns, and bed and breakfast residences, but does not include group homes and boarding houses.

Lot – An undivided tract of land having frontage on a public or private street which is designated as a separate and distinct tract and identified by numerical identification on a duly and properly recorded subdivision plat.

Maintenance facility – A facility intended to store equipment related to the maintenance, upkeep, or repair of the parks, open space, and detention/drainage areas inside the Project.

Major thoroughfare - A public street designated as a "major corridor" on the City's Major Thoroughfare Plan.

Major utility – Uses or structures providing utility services that have a potential major impact by virtue of appearance, noise, size, traffic generation, or other operational characteristics, which include, but are not limited to, transmission substations,

wastewater treatment facilities, water reservoirs and pump stations, and power plants. This use does not include private individual water supplies or septic tanks. *See Minor Utilities.*

Minor utility – Small scale facilities that are necessary to support development and that involve only minor structures. Minor utilities include, but are not limited to facilities such as power lines, water and sewer lines, storm drainage facilities, transformers, hydrants, switching boxes, wastewater lift stations, and similar structures.

Mixed-use – A tract of land, building, or structure developed for two or more different uses such as, but not limited to, residential, office, retail, public, or entertainment. The mix of uses may occur either on the same tract of land, but compartmentalized into separate buildings, or located within the same building (e.g. retail on the first floor and office or residential on the floors above the retail).

Neighborhood – A collection of compatible subdivisions.

Neighborhood collector – A public street that is not a major thoroughfare, or collector street and is designed to help distribute traffic within residential areas.

Open space – A portion of land designated as open space on the Preliminary Land Use Plan. Open space areas shall include pipeline and utility easements, drainage ways, and wet and dry detention areas.

Overall project - The approximately 2,906 acres of land that constitutes the entire Meridiana project.

Patio home - A detached, single-family residence which has a zero (0) foot side setback on one of the side lot lines.

Personal services – Establishments providing non-medical related services generally related to personal needs, including beauty and barber shops, day spas, garment and shoe repair shops, laundry services (including dry cleaning), photographic studios, dance studios, and health clubs. These uses may include the accessory retail sales of products related to the services provided.

Personal storage – An area used or intended for the storage of materials, vehicles or equipment not in service.

Private – Elements of the development that are not intended for public use and are operated and maintained by a private entity.

Private street - A street that is privately owned and maintained. Private streets may be gated.

Private utilities – Utilities other than water and wastewater. Other utilities may be public and/or private in nature and may include, but are not limited to electrical power, gas, telephone, wireless communication, internet, and cable television.

Professional office- A room or group of rooms used for conducting the affairs of a business, medical, professional or service industry.

Project – The approximately 1,735 acres of land which is the subject of this PUD, the legal description of which is contained in the appendix of this document.

Property owner's association (POA) – A non-profit corporation, established for the purpose of managing and maintaining community property and services within a commercial development.

Public facilities – Any non-commercial land use (whether publicly or privately owned) which is to be used and/or allocated for the general good of the public. These uses include, but are not limited to governmental offices, libraries, parks, and major and minor utilities.

Public safety site – A building or structure that is designated for police, fire, or emergency services.

Public utilities – Any utilities that are provided by the city, county or municipal utility district which may include, but are not limited to water and wastewater.

Recreational facilities – Any structure or building intended for active recreational use. Recreational uses shall include, but are not limited to clubhouses, tennis courts, basketball courts, sports fields, pools, playground equipment, bleachers, etc.

Religious assembly – A building or group of buildings used or proposed to be used for conducting organized religious services and accessory uses directly associated with the use.

Restaurant (including carry-out and drive-thru) – A commercial establishment where food and beverages are prepared for consumption either on or off the premises. The sale of alcohol is permitted.

Retail – Retail sales of any article, substance, or commodity within a building or structure.

School (public or private) – An institution for the teaching of children or adults including primary and secondary schools, colleges, professional schools, art schools, trade schools, and similar facilities.

Shared parking – The use of the same off-street parking stall or stalls to satisfy the off-street parking requirements for two or more individual land uses without significant conflict or encroachment.

Subdivision – The division of a lot, tract, or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose of residential, industrial, office, and business development or other uses.

Telecommunication tower – A structure on which there are electronic facilities for receiving or transmitting communication signals.

Temporary use – Any use allowed for a specific period of time. A use that is not of a permanent nature.

Theater – An outdoor or indoor area or building used for dramatic, operatic, motion pictures, or other performances.

Townhome - One (1), of a group of attached single family residences separated by a fire rated wall. Each dwelling unit shall be platted on an individual lot.

Wastewater treatment facilities – Any facility used for the treatment of commercial and residential wastewater for sewer systems and for the reduction and handling of solids and gasses removed from such wastes.

Water plant facilities – Any facility used for the collection, treatment, testing, storage, pumping, or distribution of water for a public water system.

IV. GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose

This section establishes guidelines regarding the administration and future amendments to the PUD.

B. Changes to the Zoning Ordinance

The Development Regulations section of the PUD addresses only those areas that differ from the City of Manvel Zoning Ordinance. In the event that an issue, condition, or situation arises that is not specifically addressed in the PUD, the City of Manvel Zoning Ordinance in place at the time of the adoption of this document shall be used by the City's Designated Official as the basis to resolve the issue.

C. Variances from the Subdivision Ordinance

The criteria established in this PUD require variances from the City of Manvel Subdivision Ordinance as adopted on June 23, 2008. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 7 describes the requested variances and their corresponding section of the subdivision ordinance. These variances shall apply to all property within the PUD.

D. Variances from the Design Manual

The criteria established in this PUD require variances from the City of Manvel Design Manual as adopted on December 15, 2008. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 8 describes the requested variances and their corresponding section of the design manual. These variances shall apply to all property within the PUD.

TABLE 7

Meridiana Subdivision Variances

Ordinance reference	Requirement	Proposed	Difference	Justification
Sec. 62-38 Preliminary plat process (e)	Upon action by the planning commission, city staff shall schedule the preliminary plat for action at a regular city council meeting, which meeting shall be held within 30 days of the planning commission's meeting date at which action was taken on such preliminary plat.	In accordance with the current Manvel sudivision ordinance (Ordinance #2019-O-24), preliminary plats shall be acted on by the Planning, Development, and Zoning Commission. No final action shall be required by City Council.	No final action shall be required by City Council.	This is in accordance with the current Manvel subdivision ordinance (Ordinance #2019-O-24).
Sec. 62-39 Master preliminary plat procedure for a large tract (a)	Where the proposed subdivision constitutes a large tract consisting of a minimum of 100 acres or more in size, and which is intended to be subsequently subdivided as additional units of the same subdivision, the subdivision plat shall be accompanied by a master preliminary plat showing the tentative proposed layout of the streets, blocks and drainage of the entire area. The over-all layout, if approved by the council, shall be attached to and filed with a copy of the approved subdivision plat in the permanent files of the city. Thereafter, fractional final plats of subsequent units of each subdivision may be submitted without additional preliminary plat approval, provided no significant changes are made to the master preliminary plat. Any request to change the over-all layout must be submitted according to the procedures prescribed in Section 62-38.	A general development plan illustrating all contiguous property under one ownership shall be submitted for approval of the Planning and Zoning Commission prior to or simultaneously with the application for the first preliminary subdivision plat. The General Development Plan shall show the alignment of any major thoroughfares and collector streets in accordance with the City's Thoroughfare Plan, all recorded easements, other proposed streets that are necessary to demonstrate an overall circulation system for the development and proposed land uses and public facilities. This approval shall eliminate the requirement of a master preliminary plat set forth in Section 62-39 of the City of Manvel's Subdivision Ordinance. Preliminary plats shall be required for each section of development with the exception of minor plats as defined by state law. Preliminary plats should generally conform to the General Development Plan. Any significant change shall require the submittal of a revised general development plan.	Rather than submit one "master" preliminary plat, a general development plan will be submitted which will establish the general framework for the development. Preliminary plats will be submitted for each section of development.	It is not feasible to provide the level of detail necessary to submit a preliminary plat for tract of land of this size. The proposed General Development Plan meets the intent and general purpose of the requirement and by submitting preliminary plats for each section of the development, the city will be provided with the same level of detail with less chance for error.
Sec. 62-41 Final plat procedure (a)	No final plat shall be considered unless and until a preliminary plat has been submitted and approved, unless the minor plat procedure is used, and a set of final construction plans has been approved by the city engineer for the public infrastructure improvements.	Final plat submittal shall be permitted if the respective drainage district has approved construction plans and that was the only outstanding construction plan comment from the City of Manvel.	In this scenario, a final plat may be submitted to the City without construction plan approval by the City engineer.	In order for plat submittals to occur in a timely manner, consistent with the City's platting schedule, final plat submittals may occur if all outstanding construction plan comments have legitimately been addressed.
Sec. 62-41 Final plat procedure (b) (29)	Upon action by the planning commission, city staff shall schedule the final plat for action at a regular city council meeting to be held within the 30 days of date the planning commission took action on the final plat.	In accordance with the current Manvel sudivision ordinance (Ordinance #2019-O-24), final plats shall be acted on by the Planning, Development, and Zoning Commission. No final action shall be required by City Council.	No final action shall be required by City Council.	This is in accordance with the current Manvel subdivision ordinance (Ordinance #2019-O-24).
Sec. 62-41 Final plat procedure (b) (32)	In the event the tract of land being subdivided fronts on a street or road that does not meet the city's design specifications, the subdivider shall be required to improve such street or road to meet those specifications from the point where such street or road does meet the city's requirements, to the farthermost boundary of the subdivision.	The developer would dedicate any additional right-of-way required for County Road 67 and County Road 72, but shall not be required to make any paving, drainage, or utility improvements along said roads.	Additional right-of-way will be dedicated for these facilities, but no improvements will be made at this time.	The cost to bring these roads up the city's specifications would not be proportionate to the impact that this development will have on these facilities. In addition, it is not practical to only improve a small segment of a road. The necessary right-of-way will be dedicated so that these facilities may be improved at the appropriate time.

Sec. 62-44 (a) Replatting without vacating preceding plat	A replat of a subdivision or any part of a subdivision may be recorded and is controlling over a preceding plat, without vacation of such preceding plat, if the replat: (3) Does not attempt to amend or remove any covenants or restrictions.	Rules governing partial replats of certain property. (a) The rules in this section govern partial replats of subdivision plats recorded in the real property records and shall apply to each subsequent replat as though it were the first replat of the original subdivision plat. These rules do not apply to a replat of all the property in the original subdivision plat by all of the current owners thereof. For purposes of this section, "original subdivision plat" means the first recorded subdivision plat in which a plat restriction was included, and a "partial replat" means a replat of part of a recorded subdivision plat. (b) Property within a subdivision plat that does not contain lots restricted to single-family residential or residential use may be replatted to amend any plat restriction/note contained on the preceding subdivision plat, subject to the procedure of Texas Local Government Code § 212.014. (c) For the purposes of Sec. 62-44(c) and Texas Local Government Code § 212.014(3), a “restriction” shall not include a plat restriction or note that designates a public safety site that is contrary to the land use shown in the PUD.	The term “restriction” does not include a plat restriction or note that designates a public safety site that is contrary to land use shown in the PUD.	The true land use restriction is what the property is zoned as, and a face of plat restriction cannot change that.
Sec. 62-44 (c) Replatting without vacating preceding plat	Notice of the hearing required under section 62-42 hereof shall be given before the 15th day before the date of the hearing by:	In accordance with the current Manvel sudivision ordinance (Ordinance #2019-O-24) and Texas State Law, a replat of a tract of land that is not associated with a previously recorded single family deed restriction shall not be required to establish a public hearing.	A replat of a tract of land that is not associated with a previously recorded single family deed restriction shall not be required to establish a public hearing.	This is in accordance with the current Manvel subdivision ordinance (Ordinance #2019-O-24) and Texas State Law.
Sec. 62-69 Extension of water mains, wastewater mains, or stormwater drainlines to developments and within developments (b)	Developers shall bear the entire costs of water and wastewater main extensions within their developments, except that on any mains larger than 12 inches, the city may elect to participate in the cost and refund the difference between the cost of the oversized main and the 12 inch main. The city shall determine the adequate size of such water and wastewater mains, and its decision will be final.	The developer shall bear the cost of all water, wastewater, and storm sewer lines. The entire cost of which shall be eligible for reimbursement by the MUD or TIRZ.	The developer will build all necessary infrastructure and the city will not have to participate in the cost of "oversizing" of any lines that will benefit areas outside of Meridiana.	The TIRZ allows for the construction of infrastructure that will benefit areas outside of Meridiana without any out-of-pocket expense by the city.
Sec. 62-104 Streets, Minimum right-of-way (Clarification)	The minimum right-of-way for collector streets shall be 80 feet.	In addition to collector streets, Meridiana will feature Neighborhood Collectors that are designed to help distribute traffic through residential areas. Neighborhood collectors shall have a minimum right-of-way of 60 feet.	Clarification that Neighborhood Collectors shall not be considered collectors as defined by the subdivision ordinance.	N/A
Sec. 62-104 Streets, Minimum right-of-way	The minimum right-of-way for residential streets shall be 60 feet.	Residential streets shall have a minimum right-of-way width of 50 feet within single family sections in which more than 50% of the lots are less than 70 feet wide.	10 foot reduction in right-of-way width. 10 foot utility easements will provide 5 additional feet on both sides for utility purposes. Paving section shall remain 28 feet	The street paving section shall remain 28 feet and thus will have no affect on traffic circulation. The 10 foot utility easements provide more area for utility maintenance than a 60 foot right-of-way in addition to allowing for the preservation of more open space.

Sec. 62-104 Streets, Subsection 5 Multiple Access Points (clarification)	All subdivisions, except those with single dead-end streets, shall have a minimum of two access points to existing (or future) public streets. A boulevard shall be acceptable where a second access is not available.	All subdivisions shall provide a minimum of two points of access. A divided or boulevard entry shall be considered two points of access for these purposes provided that the divided paving section extends to the first intersecting street.	Clarification that a boulevard entry shall be considered two points of access in all cases.	N/A
Sec. 62-104 Streets (15) *Street Design* (Clarification)	The details of all street designs shall conform to the city's engineering standards and standard details	The O-PUD has established certain street criteria that will apply to streets within Meridiana in addition to the city's standards.	Clarification that streets within Meridiana shall be designed to meet both sets of criteria. In the event of a conflict, the standards within the O-PUD shall govern.	N/A
Sec. 62-105 Alleys (b)	The width of alleys within commercial and industrial districts shall be at least 20 feet. The width of alleys within residential districts shall be at least 20 feet where possible; however, a minimum width of 16 feet may be allowed.	Meridiana may contain private alleys. Private alleys shall have a minimum right-of-way width of 20 feet with a 14 foot paving section. Private alleys are for residential use only.	16 feet wide private alleys are not allowed.	Private alleys shall be privately maintained.
Sec. 62-106 Alleys (d) (clarification)	Dead-end alleys shall be avoided where possible but when unavoidable, adequate turnaround facilities at such dead end shall be provided.	Dead-end alleys will be avoided, but may be necessary or more desirable in certain circumstances. Dead-end alleys greater than 150 feet in length shall provide an adequate turnaround.	Clarification that a dead-end alley may be avoidable, but undesirable and therefore permitted provided that the dead-end does not exceed 100 feet in length.	The fire code allows for dead-end access without a turnaround up to 150 feet in length.
Sec. 62-107 Lengths, widths and shapes of blocks (4)	No block shall exceed 1,200 feet in length within residential or commercial developments.	The maximum block length for major thoroughfares, collectors and neighborhood collectors shall be 2,600 feet except where the thoroughfare runs parallel to a drainage feature having a minimum width of 50 feet in which case the maximum block length shall be 4,000 feet. The maximum block length for collectors and neighborhood collectors shall be 1,800 feet and the maximum block length for local streets shall be 1,200 feet. Crossings of bayous or canals shall only be required by streets that are identified as major corridors on the City's Thoroughfare Plan. The maximum block length along pipeline easements and drainage features having a minimum width of 50 feet shall be 2,000 feet.	1,400 feet for major thoroughfares 2,800 feet for major thoroughfares that run parallel to drainage features that are a minimum of 50 feet in width 600 feet for collectors and neighborhood collectors 800 feet along pipelines and drainage features	Generally, intersections along major thoroughfares and collectors should be spaced farther apart than along local streets. This allows for more efficient traffic flow and limits pedestrian/auto conflicts. Pipelines and drainage features represent physical encumbrances that warrant additional spacing standards.
Sec. 62-108 Lots (b) *Lots smaller than one acre (1)*	The minimum front setback lines shall not be less than 25 feet. Each corner lot shall have at least the minimum front setback line on both streets.	The minimum front setback for single family lots in sections in which 50% or more of the lots are 60 feet or less in width, as well as all cul-de-sacs and knuckles shall be 20 feet. Corner lots shall have a minimum side setback of 10 feet. Porches may encroach into the front setback up to 10 feet provided they have a minimum depth of 6 feet. On corner lots, porches may encroach into the side setback up to 5 feet provided they have a minimum depth of 6 feet. Where garages face directly onto a street, the garage must be setback a minimum of 20 feet. Side-entry garages must be set back a minimum of 10 feet.	5 foot reduction for front setbacks for lots in sections in which 50% or more of the lots are 60 feet lor less in width, and on all cul-de-sacs and knuckles 10 foot reduction for porches having a minimum depth of 6 feet 15 foot reduction for side-entry garages 15 foot reduction for side setbacks on corner lots	Reduced setbacks foster a pedestrian friendly environment and encourage neighbor interaction. Porches and varying building lines create interest along the street and help to achieve a more attractive street scene.

Sec. 62-108 Lots (b) ***Lots smaller than one acre (2)***	Lot dimensions shall not be less than 60 feet in width at the building setback line and of a depth so as to provide an area of not less than 6,300 square feet.	The minimum lot width for single family lots shall be 55 feet at the front building setback line with a minimum area of 6,300 s.f. The minimum lot width for garden homes shall be 50 feet at the front building setback line with a minimum area of 6,300 s.f. The minimum lot width for patio home lots shall be 45 feet with a minimum area of 4,500 s.f. The minimum lot width for townhome lots shall be 25 feet at the front building setback line with a minimum area of 2,500 s.f.	5 foot reduction in width 10 foot reduction in width 15 foot reduction in width and 1,800 s.f. reduction in area 35 foot reduction in width and 3,800 s.f. reduction in area	Allowing reductions in minimum lot width and area is necessary in order to achieve a variety of housing products which is an essential component of healthy and sustainable communities.
Sec. 62-111 Additional street requirements (b)	The developer shall be responsible for construction of all roadways within the development in accordance with the city's minor street standards. Where the major thoroughfare plan requires street widths over and above the local street requirements, the developer shall dedicate the amount of right-of-way required for the larger street and shall construct such street with a pavement width of up to 38 feet. If the city requires a pavement width of more than 38 feet, the city shall provide funding for such increased width, subject to the availability of funds and within legal limitations.	The developer shall bear the cost of all streets within Meridiana. The entire cost of thoroughfares, collectors and neighborhood collectors, but not local or private streets shall be eligible for reimbursement by the MUD or TIRZ.	The developer will build all necessary streets within Meridiana and the city will not have to fund any street improvements.	The TIRZ allows for the construction of infrastructure that will benefit areas outside of Meridiana without any out-of-pocket expense by the city.
Sec. 62-111 Additional street requirements (c)	The developer shall be responsible for construction of necessary improvements on all perimeter streets in order to bring the pavement and curbing up to minor street standards for the one-half of the street abutting the development.	The developer would dedicate any additional right-of-way required for County Road 67 and County Road 72, but shall not be required to make any paving, drainage, or utility improvements along said roads.	Additional right-of-way will be dedicated for these facilities, but no improvements will be made at this time.	The cost to bring these roads up the city's specifications would not be proportionate to the impact that this development will have on these facilities. In addition, it is not practical to only improve a small segment of a road. The necessary right-of-way will be dedicated so that these facilities may be improved at the appropriate time.
Sec. 62-113 Sidewalks	In large subdivisions, sidewalks shall be constructed at a minimum of four feet wide and in accordance with the city's design criteria. If not constructed prior to issuance of a building permit, any sidewalks required by this article must be constructed as part of the issuance of a building permit for each tract.	Sidewalks adjacent to reserves or open space areas shall be constructed prior to the release of the construction maintenance bond for the appropriate section.	Sidewalks will be constructed prior to acceptance by the city rather than the issuance of building permits.	Sidewalks are frequently damaged during the home construction process. Allowing sidewalks to be put in after permitting is more efficient, avoids unnecessary damage and achieves the desired result.
Sec. 62-115 Drainage and drainage structures	The subdivider shall furnish and install all necessary drainage improvements in accordance with the "Brazoria County Drainage Criteria Manual" and the appropriate county drainage district's drainage criteria. All drainage improvements shall be dedicated or turned over for maintenance to the appropriate drainage district. If maintenance is rejected by the drainage district for any reason, the subdivider must provide for maintenance of all improvements, in a form satisfactory to the city, prior to the filing of the final plat.	Drainage structures and improvements may be dedicated to the appropriate drainage district or municipal utility district for maintenance.	Allows a municipal utility district to assume responsibility for drainage structures and improvements.	The MUDs created to serve Meridiana will have the responsibility and financial capability to maintain the required improvements

TABLE 8

Meridiana Design Manual Variances

Design Manual reference	Requirement	Proposed	Difference	Justification
Section 3 - Water 1.05 G	New Section - Criteria Manual is silent on topic of reclaimed water	Any reclaimed water shall comply with TECQ requirements.	Additional option for use of reclaimed water for irrigation purposes.	Use of reclaimed water conserves natural resources.
Section 4 - Paving 1.04 B.1	The minimum ROW width for all streets in the city of Manvel and its ETJ is 60 feet.	The minimum ROW width for local residential streets is 50 feet with a 10-foot utility easement on each side.	A reduction of 10 feet of ROW width, but an overall increase in area available for the street and utilities from 60 feet to 70 feet.	The pavement width would remain unchanged at 28 feet, so there is no impact on vehicular accessibility. The ROW reduction allows additional property to be on the tax rolls rather than in non-taxable ROW.
Section 4 - Paving 1.04 B.7	The minimum ROW for major arterials in the city of Manvel and its ETJ is 120 feet. The minimum pavement width for major arterials is two divided traffic lanes of 34 feet B/B of curb (four lane divided).	{Note: The 34 foot width may be a typo; normal section for four lane divided is 25 feet.} The minimum ROW width for McCoy Parkway and Manvel Parkway (CR 786) is 120 feet except within the Village Center area, where the minimum width may be 80 feet. The pavement width for McCoy Parkway and Manvel Parkway is 25 feet B/B of curb (four lane divided). Median widths and other related standards are to conform to the street sections provided in this O-PUD.	ROW: 40' reduction within Village Center area only. Pavement Width: Clarification of standard pavement width for standard four lane divided roadway.	The traffic model prepared by Wilbur Smith Associates that analyzes the transportation system through year 2035 indicates that the proposed ROW and paving sections are more than adequate. The reduced ROW section in the Village Center promotes a pedestrian-friendly environment that provides improved walkability and accommodation of other non-motorized forms of transportation. This concept is consistent with the land use and transportation goals of the comprehensive plan.
Section 4 - Paving 1.04 G.7	The radius for cul-de-sac pavement shall be 50 feet in a 60-foot radius ROW.	Add: Islands within cul-de-sacs are allowed provided minimum fire apparatus turning radius requirements are provided. Islands shall have a maximum radius of 16 feet.	Clarification to be clear that cul-de-sac islands are allowed.	A 50-foot pavement radius is a large expanse of paving that creates excess storm water run off, increases heat effects, and promotes unsafe driving and parking practices. An island is an esthetic solution to all of these problems, while still preserving the fire department access requirements.
Section 5 - Drainage 1.04 F.4	Wet detention ponds may be connected by a submerged pipe.	Add: Storm sewers discharging into wet detention ponds may be submerged from the last manhole to the outfall.	The Criteria Manual allows submerged storm sewer pipe between two wet ponds. This addition allows a similar submerged outfall for storm sewers.	The submerged outfall is more esthetic. By limiting the submerged portion to the last run of pipe, maintenance access problems are minimized.
Section 5 - Drainage 1.04 G.4	Detention Pond Structural Requirements (subsections a-g will be unchanged)	Add: h. The maintenance berm shall be 30 feet in width at a slope not to exceed a 10:1 (10%) slope. i. No back slope swales are required for areas of the detention basin where there are 5:1 or flatter side slopes and no more than 1/2 of the adjacent lot depth (or a maximum of 50 feet in nonresidential areas) draining over the side slope. Areas with side slopes steeper than 5:1, or areas draining more than 1/2 of the adjacent lot (or more than 50 feet in nonresidential) must have back slope swales.	Additional criteria for detention ponds.	Provides clarity for detention pond design.
Section 5 - Drainage 1.04 G.6.b	Excess detention capacity may not be used for mitigation of fill in the flood plain. {refers to offsite, regional detention facilities}	Excess detention capacity may be used for mitigation of fill in the flood plain, as authorized by the GR-M1 agreement to purchase capacity in the City of Manvel (Haddock) regional detention pond.	Purchased capacity in the "Haddock" pond may be used for flood plain fill mitigation.	The agreement, by which the volume has already been purchased, allows the volume to be used for flood plain fill mitigation. Additionally, due to the location of the pond, it is adjacent to the C-12 ditch and the Meridiana project, so the pond functions more like an "on-site" pond, in which flood plain mitigation is allowable.

Section 5 - Drainage 1.06 C	New Section	C. Conceptual drainage plans, master drainage plans, storm water and drainage routing models shall be submitted for review and approval by the appropriate drainage district; courtesy copies will be provided to the city. Submittals to FEMA related to CLOMR's, LOMR's, LOMR-F's, or similar documents requiring approval of the flood plain administrator shall be submitted to the city's flood plain administrator; courtesy copies will be provided to the appropriate drainage district.	Clarification of jurisdiction and responsibility.	The proposed process eliminates duplicate plan reviews and review fees from multiple jurisdictions and clarifies the respective responsibilities of each entity.
New Requirement	New Section	Maintenance bonds shall be for two (2) years, not one (1) year as is defined in the 2008 Design Criteria Manual.	New Section	Requested by City staff.
New Requirement	New Section	"Click 2 Enter" emergency access systems shall be required for all gated sections and installed during initial construction of gates.	New Section	Requested by City staff.

E. Interpretation

The City's Designated Official shall be responsible for interpreting the provisions of the PUD. Appeals to the Designated Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the interpretation. Appeals shall be heard by the Zoning Board of Adjustments a maximum of sixty (60) days after receipt by City staff.

F. Administrative Approval

Certain changes to the provisions may be made administratively by the City of Manvel Designated Official, provided such changes are consistent with the intent and general purpose of the PUD and do not result in the reduction of open space by more than ten (10) percent within the project or exceed the maximum number of dwelling units permitted.

Decisions by the Designated Official regarding administrative changes shall be subject to appeal by the Zoning Board of Adjustments. The following categories shall be considered administrative changes, but are not limited to:

- The addition of new information to the PUD, including maps or text that does not change or affect any of the regulations or guidelines contained therein.
- Changes to the community infrastructure phasing and alignment, such as roads, drainage, water and sewer systems, excluding water and sewer plant locations.
- Changes in land use plan boundaries within the PUD, division of areas or combinations of areas provided there is not a net loss of open space and no net increase in the total of units allowed.
- Changes or modifications in lot sizes and/or configuration, provided that the lots meet the minimum requirements established in the development standards for their respective land use.
- Changes to development regulations that are in the interest of the community and do not affect health or safety issues.
- Placement and/or construction of community identity or character features not addressed in the City of Manvel Sign Ordinance, such as entry monuments, neighborhood signage, community art, mailboxes, etc.

- Relocation or modification of school or park sites.
- The creation of gated neighborhoods, private residential streets, or other modifications in common area assets to be maintained by a group of residential homeowners, provided the overall circulation of the project is maintained.
- The determination that a use may be allowed which is not specifically listed as a permitted use, but may be determined to be analogous and/or accessory to a permitted use as determined by the City's Designated Official.

The City's Designated Official shall have the authority to make a determination whether an administrative approval is appropriate regarding any situations or circumstances that are not specifically listed here.

G. Substantial Change

The PUD may be substantially amended by the procedure outlined in the City of Manvel Zoning Ordinance, Section 7 of the City of Manvel Zoning Ordinance. If additional tracts of land are added to the PUD through a rezoning process with the intention to be designated as Garden Home, this specific document shall not be required to be updated and re-approved by City Council.

H. Fees

All fees associated with the entitlement process shall be assessed as indicated by the City's adopted fee schedule that is in place at the time of Council approval. All fees shall be fair and reasonable.

Appendix 1

Metes & Bounds Description and Boundary Map

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 7
BEING 72.47 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 72.47 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64 AND THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 72.47 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the intersection of the westerly right-of-way line of Meridiana Parkway Phase 7 (based on a variable width at this location) with the southwesterly right-of-way of the B. N. & S. F. Railroad (called 100-feet wide);

THENCE, along the westerly right-of-way line of Meridiana Parkway the following five (5) courses:

(1) S 26°58'03" W, for a distance of 228.59 feet to a point for curvature;

(2) In a southerly direction along the arc of a curve to the left having a radius of 780.00 feet, an angle of 14°44'09", an arc length of 200.61 feet, and a chord bearing S 19°35'59" W for a distance of 200.05 feet to a point for compound curvature;

(3) In a southerly direction along the arc of a compound curve to the left having a radius of 500.00 feet, an angle of 08°39'46", an arc length of 75.60 feet, and a chord bearing S 07°54'01 W for a distance of 75.52 feet to a point for tangency;

(4) S 03°34'08" W, for a distance of 111.22 feet to a point for curvature;

(5) In a southerly direction along the arc of a curve to the right having a radius of 1,000.00 feet, an angle of 03°08'11", an arc length of 54.74 feet, and a chord bearing S 05°08'14" W for a distance of 54.73 feet to a point for corner

(6) **THENCE**, N 70°26'36" W, for a distance of 55.08 feet to a point for corner;

(7) **THENCE**, S 15°13'36" W, for a distance of 20.05 feet to a point for corner;

(8) **THENCE**, S 70°26'31" E, for a distance of 57.92 feet to a point for corner in arc of a curve in the westerly right-of-way line of Meridiana Parkway;

THENCE, along the westerly right-of-way line of Meridiana Parkway the following two (2) courses:

(9) In a southerly direction along the arc of a curve to the right having a radius of 1,000.00 feet, an angle of 04°22'20", an arc length of 76.31 feet, and a chord bearing S 10°03'51" W for a distance of 76.29 feet to a point for tangency;

(10) S 12°15'01" W, for a distance of 213.65 feet to a point for corner;

(11) **THENCE**, S 19°33'24" W, for a distance of 353.58 feet to a point for corner;

(12) **THENCE**, N 70°26'36" W, for a distance of 2,441.13 feet to a point for corner;

(13) **THENCE**, N 19°33'24" E, for a distance of 1,319.69 feet to a point for corner;

(14) **THENCE**, S 70°29'03" E, for a distance of 2,367.15 feet to the point of **POINT OF BEGINNING** and containing 72.47 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC. dba EHRA, Inc. TBPELS No. 10092300

Robert L Boelsche



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10011 Meadowglen Ln.
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713-784-4500

Date: October 19, 2023
Job No: 081-011-00
File No: R:\2008\081-011-00\documents\technical\PUD\08101100V-MANVELPUD TRACT-7-72.36 AC.doc

ORDINANCE NO. 2009-O-03

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND TOTALLING 1663.3 ACRES FROM OPEN SINGLE-FAMILY RESIDENTIAL DISTRICT (O-SFR), HEAVY COMMERCIAL DISTRICT (HC), AND LIGHT COMMERCIAL DISTRICT (LC) TO OPEN – PLANNED UNIT DEVELOPMENT DISTRICT (O-PUD), SAID TRACT BEING LOCATED IN THE OLIVER HALL SURVEY, ABSTRACT 203, THE MARY V. O'DONNELL SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.& B.R.R. CO. SURVEY ABSTRACT 282, SECTION 1, AND THE J.M.O'DONNELL SURVEY, ABSTRACT-470, IN THE CITY OF MANVEL, BRAZORIA COUNTY, TEXAS, WITHIN THE CITY LIMITS OF THE CITY; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; REPEALING ORDINANCE NO. 2007-O-22 PASSED, APPROVED, AND ADOPTED ON THE 21st DAY OF MAY, 2007; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * *

WHEREAS, GR-M1, Ltd. is the owner (the "Owner") of a certain 1663.3 acre tract of land presently zoned Open-Planned Unit Development District (O-PUD), Open Single-Family Residential District (O-SFR), Heavy Commercial District (HC), and Light Commercial District (LC) pursuant to the City's Zoning Ordinance, as amended; and

WHEREAS, the Owner has made application to the City to change the zoning classification of said 1663.3 acre tract, same being more particularly described in Exhibit "A" attached hereto and for all things made a part hereof, from Open-Planned Unit Development (O-PUD), Single-Family Residential District (O-SFR), Heavy Commercial District (HC), and Light Commercial District (LC) to Open - Planned Unit Development District (O-PUD); and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended approval of the application and the City Council deems it appropriate to grant such request, subject to certain regulations, restrictions, and conditions; now, therefore,

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

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

Section 2. The zoning classification of the 1663.3 acre tract, same being more particularly described in Exhibit "A," attached hereto and for all things made a part hereof, known as located in the Oliver Hall Survey, Abstract 203, the Mary V. O'Donnell Survey, Abstract 484, Section 62, the H.T. & B.R.R. Co. Survey, Abstract 483, Section 64, the H.T. & B.R.R. Co. Survey Abstract 283, Section 63, the H.T. & B.R.R. Co. Survey, Abstract 286, Section 55, J.M. O'Donnell Survey, Abstract 470, and the H.T. & B.R.R. Co. Survey, Abstract 282, Section 61, Brazoria County, Texas, and within the city limits of the City, is hereby changed from Open Single-Family Residential District to Open – Planned Unit Development District for use as permitted within such zone classification, subject to the regulations, restrictions, and conditions hereinafter set forth.

Section 3. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said 1663.3 acre tract, as described and as provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 4. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said 1663.3 acre tract as described above.

Section 5. Ordinance No. 2007-O-22 passed, approved, and adopted on the 21st day of May, 2007, together with any ordinances or parts of ordinances in conflict herewith, is hereby repealed.

Section 6. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 7. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 23rd day of Feb, 2009.

PASSED, APPROVED, AND ADOPTED on second and final reading this 2/14, 2009.

Delores M. Martin
Delores Martin, Mayor

ATTEST:

Tammy Bell, City Secretary

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 1
BEING 1632.3 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55
H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1632.3 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE OLIVER HALL SURVEY, ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 1632.3 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the point of intersection of the west line of the H.T. & B.R.R. Co. Survey, Abstract 282, Section 61and the projection of the Northwest line of the Oliver Hall Survey Abstract 203;

(1) **THENCE,** North 59°48'12" East, along the northwest line of the Oliver Hall Survey Abstract 203, generally along the centerline County Road 72 a distance of 8133.57 feet to the northeast corner of said Oliver Hall Survey Abstract 203;

(2) **THENCE,** South 30°06'57" East, along the northeast line of the Oliver Hall Survey Abstract 203 a distance of 1564.29 feet to a point;

(3) **THENCE,** North 19°31'28" East, a distance of 256.51 feet to a point;

(4) **THENCE,** South 70°42'13" East, a distance of 200.00 feet to a point;

(5) **THENCE,** North 19°31'28" East, a distance of 360.09 feet to a point in the southerly right-of-way of Jordan Road (60-feet right-of-way);

(6) **THENCE,** South 70°26'36" East, along the southerly right-of-way line of said Jordan Road, a distance of 1120.49 feet to the west right-of-way line of Peter's Road (60-feet wide);

(7) **THENCE,** South 19°33'24" West, along the west right-of-way line of said Peter's Road, a distance of 1738.16 feet to a point in the northeast line of said Oliver Hall Survey;

(8) **THENCE,** South 30°06'57" East, along the northeast line of said Oliver Hall Survey, a distance of 1513.49 feet to the northeast corner of Lulling Stone Section 1as recorded under Volume 21, Page 267-270, B.C.P.R.;

(9) **THENCE,** South 30°16'05" East, along the northeast line of said Lulling Stone Section 1, a distance of 3115.87 feet to a point in an arc of a non-tangent curve to the right in the northerly right-of-way line of County Road 67 (80-feet right-of-way);

(10) **THENCE,** in a southwesterly direction along the northerly right-of-way line of County Road 67 and with the arc of said non-tangent curve to the right having a radius of 260.00 feet, a length of 203.66 feet, a delta of 44°52'47" and a chord bearing South 37°30'48" West 198.49 feet to a point of tangency;

(11) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 3004.38 feet to a point;

(12) THENCE, North 30°02'46" West, a distance of 648.54 feet to a point in the common line of Lot 15 and Lot 16 of said Lulling Stone Section 1;

(13) THENCE, South 59°57'14" West, a distance of 200.00 feet to a point in the common line of Lot 16 and 17 of said Lulling Stone Section 1;

(14) THENCE, North 30°02'46" West, along the common line of Lot 16 and Lot 17 a distance of 612.84 feet to a point;

(15) THENCE, South 59°57'12" West, a distance of 1293.09 feet to a point in the centerline of Chocolate Bayou;

(16) THENCE, North 19°17'03" West, along the meanders of the centerline of said Chocolate Bayou a distance of 95.75 feet to a point;

(17) THENCE, North 18°46'45" West, along the meanders of the centerline of said Chocolate Bayou a distance of 225.19 feet to a point;

(18) THENCE, South 59°57'12" West, a distance of 916.87 feet to a point in the common line of Lot 8 and Lot 9 of Lulling Stone Section 3, Volume 22, Page 231, B.C.P.R.;

(19) THENC, North 71°59'30" West, a distance of 582.23 feet to a point;

(20) THENCE, South 59°53'05" West, a distance of 210.82 feet to a point in the common line of Lot 6 and Lot 7;

(21) THENCE, South 30°02'48" East, along the common line of Lot 6 and Lot 7 a distance of 2009.10 feet to a point in the northerly right-of-way line of said County Road 67;

(22) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67 a distance of 600.00 feet to the southerly common corner of Lot 4 and 5;

(23) THENCE, North 30°02'48" West, a distance of 3183.51 feet to the northerly common corner of Lot 4 and Lot 5;

(24) THENCE, South 59°53'03" West, along the North line of said Lulling Stone Section 3, a distance of 600.00 feet to the northerly common corner of Lot 2 and Lot 3;

(25) THENCE, South 30°02'48" East, along the common line of Lot 2 and Lot 3, a distance of 1704.88 feet to a point;

(26) THENCE, South 59°53'03" West, a distance of 701.91 feet to a point in the easterly line of the City of Alvin 100-foot Strip;

(27) THENCE, North 29°57'14" West, along the easterly line of said City of Alvin 100-foot Strip, a distance of 646.47 feet to an angle point;

(28) THENCE, South 87°19'17" West, along the northerly line of said City of Alvin 100-foot Strip, a distance of 4098.79 feet to a point:

(29) THENCE, North 02°52'03" West, a distance of 3966.65 feet to a point;

(30) THENCE, North 87°13'12" East, a distance of 1325.71 feet to a point in the west line of aforementioned H.T. & B.R.R. Co. Survey, Abstract 282, Section 61;

(31) THENCE, North 03°03'24" West, along the west line of H.T. & B.R.R. Co. Survey, Abstract 282, Section 61, a distance of 1179.10 feet to a the **POINT OF BEGINNING** and containing 1633.3 acres of land, SAVE and EXCEPT the following 1.000 acre tract of land being more particularly described as follows:

(32) COMMENCING at the southeasterly corner of Lot 3 of Lulling Stone Section 1;

(33) THENCE, North 30°02'46" West, along the common line of Lot 3 and Lot 2, a distance of 1,505.00 feet for corner;

(34) THENCE, South 59°57'21" West, a distance of 10.00 feet to the southeasterly corner and **POINT OF BEGINNING** of the herein described tract;

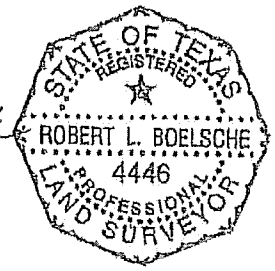
(35) THENCE, South 59°57'21" West, a distance of 180.00 feet to the southwesterly corner of the herein described tract;

(36) THENCE, North 30°02'39" West, a distance of 242.00 feet to the northwesterly corner of the herein described tract;

(37) THENCE, North 59°57'21" East, a distance of 180.00 feet to the northeasterly corner of the herein described tract;

(38) THENCE, South 30°02'39" East, a distance of 242.00 feet to the **POINT OF BEGINNING** of the SAVE and EXCEPT Tract resulting in Tract 1 containing a net area of 1,632.3 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, Icad revised December 16, 2008
Job No: 081-011-00
File No: R:\2008\081011100V-MANVELPUD TRACT-1-1632.3AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 2
BEING 3.123 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.123 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 3.123 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) **THENCE**, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 909.81feet to the intersection with the northerly right-of-way line of Jordan Road (50-feet wide as monumented);

(2) **THENCE**, North 70°26'30" West, along the northerly right-of-way line of said Jordan Road, a distance of 133.89 feet to a point;

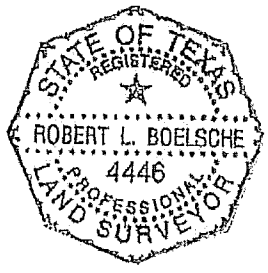
(3) **THENCE**, North 19°35'12" East, a distance of 364.31 feet to a point;

(4) **THENCE**, North 70°26'36" West, a distance of 16.30 feet to a point;

(5) **THENCE**, North 17°27'25" East, a distance of 545.87 feet to a point in the southerly right-of-way line of Kreuzer Street;

(6) **THENCE**, South 70°26'36" East, along the southerly right-of-way line of said Kreuzer Street, a distance of 170.00 feet to the **POINT OF BEGINNING** containing an area of 3.123 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



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Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-2-3.123AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 3
BEING 1.259 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1.259 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 1.259 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) **THENCE**, North 70°26'36" West, along the northerly right-of-way line of Kreuzer Street, a distance of 80.00 feet to a point;

(2) **THENCE**, North 19°33'24" East, a distance of 640.74 feet to a point;

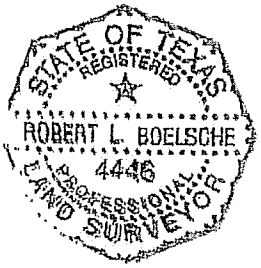
(3) **THENCE**, North 70°26'31" West, a distance of 97.67 feet to a point;

(4) **THENCE**, North 15°13'36" East, a distance of 20.05 feet to a point;

(5) **THENCE**, South 70°26'36" East, a distance of 179.19 feet to the westerly right-of-way line of Peter's Road;

(6) **THENCE**, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 660.74 feet to the point of **POINT OF BEGINNING** and containing 1.259 acres of land,

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



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Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-3-1.259AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 4
BEING 10.13 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 10.13 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 10.13 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of McCoy Road (called 60-feet wide);

(1) THENCE, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of said McCoy Road;

(2) THENCE, South 19°30'10" West, along the westerly right-of-way line line of McCoy Road, a distance of 854.45 feet to a point;

(3) THENCE, North 70°29'03" West, a distance of 327.45 feet to a point in the centerline of a ditch;

(4) THENCE, North 10°27'19" East, along the centerline of said ditch, a distance of 56.33 feet to an angle point;

(5) THENCE, North 03°46'29" West, along the centerline of said ditch, a distance of 736.28 feet to an angle point;

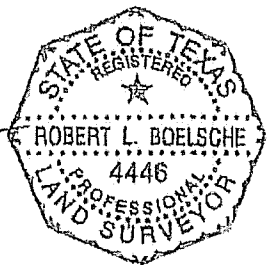
(6) THENCE, North 15°36'22" West, along the centerline of said ditch, a distance of 155.93 feet to a point in the southerly right-of-way line of SH-6;

(7) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 79.10 feet to a point;

(8) THENCE, South 81°47'41" East, along the southerly right-of-way line of SH-6, a distance of 101.98 feet to a point;

(9) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 512.86 feet to the POINT OF BEGINNING and containing 10.13 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



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Date: December 10, 2008, [cont], revised 12-16-08
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File No: R:\2008\08101100V-MANVELPUD TRACT-4-10.13AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 5
BEING 3.779 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.779 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 3.779 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of Wilson Road (called 60-feet wide);

(1) **THENCE**, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of Wilson Road;

(2) **THENCE**, South 19°30'10" West, along the westerly right-of-way line of Wilson Road, a distance of 225.57 feet to the intersection with the northerly right-of-way line of Rodger Road (called 60-feet wide);

(3) **THENCE**, North 70°26'14" West, along the northerly right-of-way line of Rodger Road, a distance of 660.23 feet to the intersection with the easterly right-of-way line of McCoy Road;

(4) **THENCE**, North 19°30'10" East, along the easterly right-of-way line of McCoy Road, a distance of 225.02 feet to a point in the southerly end of a cutback corner at the intersection with the southerly right-of-way line of SH-6;

(5) **THENCE**, North 64°30'32" East, along the cutback corner, a distance of 35.35 feet to a point in the southerly right-of-way line of SH- 6;

(6) **THENCE**, South 70°29'05" East, along the southerly right-of-way of SH-6, a distance of 610.23 feet to the **POINT OF BEGINNING** and containing 3.779 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



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Date: December 10, 2008, [cad], revised 12-16-08
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-5-3.779AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 6
BEING 12.68 ACRES, SITUATED IN THE
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 12.68 ACRE TRACT OF LAND BEING A PORTION OF LOT 9 OF LULLING STONE SECTION 3 AS RECORDED IN VOLUME 22, PAGE 23, B.C.P.R., SITUATED IN THE OLIVER HALL SURVEY ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 12.68 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of said Lot 9 in the northerly right-of-way line of County Road 67 (80-feet right of way);

(1) **THENCE,** North 30°02'48" West, a distance of 1100.30 feet to a point in the common line of Lot 9 and Lot 8;

(2) **THENCE,** North 59°57'12" East, a distance of 876.30 feet to a point in the centerline of Chocolate Bayou;

(3) **THENCE,** along the meanders of the centerline of Chocolate Bayou the following courses and distances:

South 56°42'47" East, a distance of 92.05 feet to an angle point;

South 62°15'15" East, a distance of 93.04 feet to an angle point;

South 56°44'16" East, a distance of 122.71 feet to an angle point;

South 08°14'48" East, a distance of 74.15 feet to an angle point;

South 04°03'51" East, a distance of 214.71 feet to a point in the common line of Lot 9 and Lot 10;

(4) **THENCE,** South 72°07'42" West, along the common line of Lot 9 and Lot 10, a distance of 103.07 feet to a point;

(5) **THENCE,** North 56°29'15" West, along the common line of Lot 9 and Lot 10, a distance of 66.57 feet to a point;

(6) **THENCE,** South 27°57'22" West, along the common line of Lot 9 and Lot 10, a distance of 53.41 feet to a point;

(7) **THENCE,** North 31°13'20" West, along the common line of Lot 9 and Lot 10, a distance of 46.16 feet to a point;

(8) **THENCE,** North 56°48'48" West, along the common line of Lot 9 and Lot 10, a distance of 72.96 feet to a point;

(9) **THENCE,** South 89°05'06" West, along the common line of Lot 9 and Lot 10, a distance of 110.48 feet to a point;

(10) **THENCE,** North 76°06'35" West, along the common line of Lot 9 and Lot 10, a distance of 252.57 feet to a point;

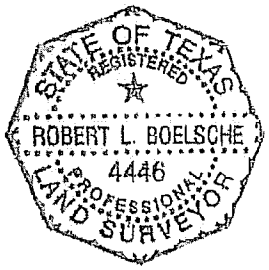
(11) **THENCE,** South 63°18'12" West, along the common line of Lot 9 and Lot 10, a distance of 40.82 feet to a point;

(12) **THENCE,** South 35°14'44" West, along the common line of Lot 9 and Lot 10, a distance of 79.36 feet to a point;

(13) **THENCE,** South 30°02'48" East, along the common line of Lot 9 and Lot 10, a distance of 930.41 feet to southerly common corner of said lots in the northerly right-of-way line of said County Road 67;

(14) **THENCE,** South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 300.00 feet to the **POINT OF BEGINNING** and containing 12.68 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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10555 Westoffice Drive
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713-784-4500

Date: December 10, 2008, (cad)
Job No: 081-011-00
File No: R:\2000\08101100\V-MANVELPUD TRACT-6-12.68AC..doc

ORDINANCE NO. 2009-O-04

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING ORDINANCE NO. 2001-14 PASSED, APPROVED AND OPTED ON THE 28TH DAY OF JUNE, 2001, SAME BEING THE ZONING ORDINANCE OF THE CITY, MAKING CERTAIN FINDINGS; APPROVING A DEVELOPMENT PLAN PURSUANT TO SECTION 7 OF SAID ZONING ORDINANCE FOR A CERTAIN TRACT OF LAND TOTALLING 1663.3 ACRES SAID TRACT BEING LOCATED IN THE OLIVER HALL SURVEY, ABSTRACT 203, THE MARY V. O'DONNELL SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.& B.R.R. CO. SURVEY ABSTRACT 282, SECTION 1, AND THE J.M.O'DONNELL SURVEY, ABSTRACT-470, IN THE CITY OF MANVEL, BRAZORIA COUNTY, TEXAS, WITHIN THE CITY LIMITS OF THE CITY; PLAN PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * *

WHEREAS, GR-M1, Ltd. is the owner (the "Owner") of a certain 1663.3 acre tract of land, more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference for all purposes (the "Property"); and

WHEREAS, the Property is presently zoned Open Planned Unit Development (O-PUD), pursuant to the City's Zoning Ordinance, as amended; and

WHEREAS, pursuant to Section 7 of the City's Zoning Ordinance, the Owner has prepared a development plan covering the Property; and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended approval of the development plan and the City Council adopt such development plan as an ordinance of the City, subject to certain regulations, restrictions, and conditions as set forth herein; now, therefore,

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

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

Section 2. The City Council has reviewed the development plan attached hereto as Exhibit "A" (the "Development Plan") and makes the following findings in accordance with Section 7.C of the City's Zoning Ordinance:

a. The Development Plan outlines development within the Open – Planned Unit Development ("O-PUD") District encourages pedestrian circulation between structures and open spaces;

b. The mixture of proposed uses contained within the O-PUD District is complimentary in function, encourage complimentary use, and are planned to pose minimal impact on each others quality of life;

c. Vehicular circulation within the O-PUD District is pedestrian friendly, emphasizing slow vehicular speeds, and safe crosswalks wherever necessary;

d. The development within the O-PUD District emphasizes professionally designed, constructed, and maintained landscape areas with shaded pedestrian gathering areas, landscaped parking lots, and landscaping which visually enhance all structures within the District;

e. Open space, either active or passive, has been included and is designed and located in a manner to best serve the prospective users;

f. Signage within the O-PUD District shall comply with all City regulations governing signs, shall not compete with view of buildings, shall not impede pedestrian or vehicular flow, and shall use natural products to the greatest extent possible; and

g. The development within the O-PUD District is visually and functionally compatible with surrounding developed property.

Section 3. The Development Plan attached to this Ordinance as Exhibit "A" is hereby adopted by the City as a part of this Ordinance, to have full force and effect as any other ordinance of the City. In adopting the Development Plan, the City Council specifically finds that the Development Plan does not fully satisfy the requirements of Section 7.D of the Zoning Ordinance and that the Owner must amend this Development Plan to provide the additional information required by Section 7.D prior to any building permit may be issued for construction of any structure on the Property. The additional information required from the Owner shall be approved in the manner set out in the Zoning Ordinance for the approval of a Development Plan for an O-PUD District.

Section 4. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except to approve the Development Plan for the Property, attached hereto as Exhibit "A."

Section 5. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 6. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 23rd day of Feb, 2009.

PASSED, APPROVED, AND ADOPTED on second and final reading this N/A, 2009.

Delores M. Martin
Delores Martin, Mayor

ATTEST:

Tammy Bell, City Secretary

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 1
BEING 1632.3 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55
H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1632.3 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE OLIVER HALL SURVEY, ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 1632.3 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the point of intersection of the west line of the H.T. & B.R.R. Co. Survey, Abstract 282, Section 61and the projection of the Northwest line of the Oliver Hall Survey Abstract 203;

(1) THENCE, North 59°48'12" East, along the northwest line of the Oliver Hall Survey Abstract 203, generally along the centerline County Road 72 a distance of 8133.57 feet to the northeast corner of said Oliver Hall Survey Abstract 203;

(2) THENCE, South 30°06'57" East, along the northeast line of the Oliver Hall Survey Abstract 203 a distance of 1564.29 feet to a point;

(3) THENCE, North 19°31'28" East, a distance of 256.51 feet to a point;

(4) THENCE, South 70°42'13" East, a distance of 200.00 feet to a point;

(5) THENCE, North 19°31'28" East, a distance of 360.09 feet to a point in the southerly right-of-way of Jordan Road (60-feet right-of-way);

(6) THENCE, South 70°26'36" East, along the southerly right-of-way line of said Jordan Road, a distance of 1120.49 feet to the west right-of-way line of Peter's Road (60-feet wide);

(7) THENCE, South 19°33'24" West, along the west right-of-way line of said Peter's Road, a distance of 1738.16 feet to a point in the northeast line of said Oliver Hall Survey;

(8) THENCE, South 30°06'57" East, along the northeast line of said Oliver Hall Survey, a distance of 1513.49 feet to the northeast corner of Lulling Stone Section 1as recorded under Volume 21, Page 267-270, B.C.P.R.;

(9) THENCE, South 30°16'05" East, along the northeast line of said Lulling Stone Section 1, a distance of 3115.87 feet to a point in an arc of a non-tangent curve to the right in the northerly right-of-way line of County Road 67 (80-feet right-of-way);

(10) THENCE, in a southwesterly direction along the northerly right-of-way line of County Road 67 and with the arc of said non-tangent curve to the right having a radius of 260.00 feet, a length of 203.66 feet, a delta of 44°52'47" and a chord bearing South 37°30'48" West 198.49 feet to a point of tangency;

(11) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 3004.38 feet to a point;

(12) THENCE, North 30°02'46" West, a distance of 648.54 feet to a point in the common line of Lot 15 and Lot 16 of said Lulling Stone Section 1;

(13) THENCE, South 59°57'14" West, a distance of 200.00 feet to a point in the common line of Lot 16 and 17 of said Lulling Stone Section 1;

(14) THENCE, North 30°02'46" West, along the common line of Lot 16 and Lot 17 a distance of 612.84 feet to a point;

(15) THENCE, South 59°57'12" West, a distance of 1293.09 feet to a point in the centerline of Chocolate Bayou;

(16) THENCE, North 19°17'03" West, along the meanders of the centerline of said Chocolate Bayou a distance of 95.75 feet to a point;

(17) THENCE, North 18°46'45" West, along the meanders of the centerline of said Chocolate Bayou a distance of 225.19 feet to a point;

(18) THENCE, South 59°57'12" West, a distance of 916.87 feet to a point in the common line of Lot 8 and Lot 9 of Lulling Stone Section 3, Volume 22, Page 231, B.C.P.R.;

(19) THENC, North 71°59'30" West, a distance of 582.23 feet to a point;

(20) THENCE, South 59°53'05" West, a distance of 210.82 feet to a point in the common line of Lot 6 and Lot 7;

(21) THENCE, South 30°02'48" East, along the common line of Lot 6 and Lot 7 a distance of 2009.10 feet to a point in the northerly right-of-way line of said County Road 67;

(22) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67 a distance of 600.00 feet to the southerly common corner of Lot 4 and 5;

(23) THENCE, North 30°02'48" West, a distance of 3183.51 feet to the northerly common corner of Lot 4 and Lot 5;

(24) THENCE, South 59°53'03" West, along the North line of said Lulling Stone Section 3, a distance of 600.00 feet to the northerly common corner of Lot 2 and Lot 3;

(25) THENCE, South 30°02'48" East, along the common line of Lot 2 and Lot 3, a distance of 1704.88 feet to a point;

(26) THENCE, South 59°53'03" West, a distance of 701.91 feet to a point in the easterly line of the City of Alvin 100-foot Strip;

(27) THENCE, North 29°57'14" West, along the easterly line of said City of Alvin 100-foot Strip, a distance of 646.47 feet to an angle point;

(28) THENCE, South 87°19'17" West, along the northerly line of said City of Alvin 100-foot Strip, a distance of 4098.79 feet to a point:

(29) THENCE, North 02°52'03" West, a distance of 3966.65 feet to a point;

(30) THENCE, North 87°13'12" East, a distance of 1325.71 feet to a point in the west line of aforementioned H.T. & B.R.R. Co. Survey, Abstract 282, Section 61;

(31) THENCE, North 03°03'24" West, along the west line of H.T. & B.R.R. Co. Survey, Abstract 282, Section 61, a distance of 1179.10 feet to a the POINT OF BEGINNING and containing 1633.3 acres of land, SAVE and EXCEPT the following 1.000 acre tract of land being more particularly described as follows:

(32) COMMENCING at the southeasterly corner of Lot 3 of Lulling Stone Section 1;

(33) THENCE, North 30°02'46" West, along the common line of Lot 3 and Lot 2, a distance of 1,505.00 feet for corner;

(34) THENCE, South 59°57'21" West, a distance of 10.00 feet to the southeasterly corner and POINT OF BEGINNING of the herein described tract;

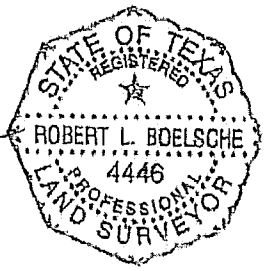
(35) THENCE, South 59°57'21" West, a distance of 180.00 feet to the southwesterly corner of the herein described tract;

(36) THENCE, North 30°02'39" West, a distance of 242.00 feet to the northwesterly corner of the herein described tract;

(37) THENCE, North 59°57'21" East, a distance of 180.00 feet to the northeasterly corner of the herein described tract;

(38) THENCE, South 30°02'39" East, a distance of 242.00 feet to the POINT OF BEGINNING of the SAVE and EXCEPT Tract resulting in Tract 1 containing a net area of 1,632.3 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, (and revised December 16, 2008
Job No: 081-011-00
File No: R:\2008\081011000V-MANVELFUD TRACT-1-1632.3AC. doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 2
BEING 3.123 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.123 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 3.123 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) THENCE, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 909.81feet to the intersection with the northerly right-of-way line of Jordan Road (50-feet wide as monumented);

(2) THENCE, North 70°26'30" West, along the northerly right-of-way line of said Jordan Road, a distance of 133.89 feet to a point;

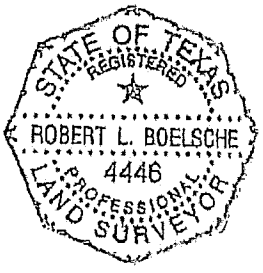
(3) THENCE, North 19°35'12" East, a distance of 364.31 feet to a point;

(4) THENCE, North 70°26'36" West, a distance of 16.30 feet to a point;

(5) THENCE, North 17°27'25" East, a distance of 545.87 feet to a point in the southerly right-of-way line of Kreuzer Street;

(6) THENCE, South 70°26'36" East, along the southerly right-of-way line of said Kreuzer Street, a distance of 170.00 feet to the POINT OF BEGINNING containing an area of 3.123 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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Date: December 10, 2008, [cad, revised 12-16-08
Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-2-3.123AC.doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 3
BEING 1.259 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1.259 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 1.259 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) THENCE, North 70°26'36" West, along the northerly right-of-way line of Kreuzer Street, a distance of 80.00 feet to a point;

(2) THENCE, North 19°33'24" East, a distance of 640.74 feet to a point;

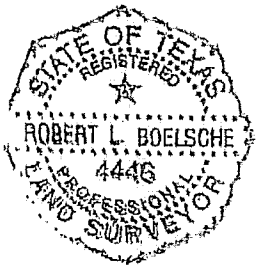
(3) THENCE, North 70°26'31" West, a distance of 97.67 feet to a point;

(4) THENCE, North 15°13'36" East, a distance of 20.05 feet to a point;

(5) THENCE, South 70°26'36" East, a distance of 179.19 feet to the westerly right-of-way line of Peter's Road;

(6) THENCE, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 660.74 feet to the point of POINT OF BEGINNING and containing 1.259 acres of land,

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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713-784-4500
Date: December 10, 2000, [csa] , revised 12-16-00
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-3-1.259AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 4
BEING 10.13 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 10.13 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 10.13 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of McCoy Road (called 60-feet wide);

(1) THENCE, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of said McCoy Road;

(2) THENCE, South 19°30'10" West, along the westerly right-of-way line line of McCoy Road, a distance of 854.45 feet to a point;

(3) THENCE, North 70°29'03" West, a distance of 327.45 feet to a point in the centerline of a ditch;

(4) THENCE, North 10°27'19" East, along the centerline of said ditch, a distance of 56.33 feet to an angle point;

(5) THENCE, North 03°46'29" West, along the centerline of said ditch, a distance of 736.28 feet to an angle point;

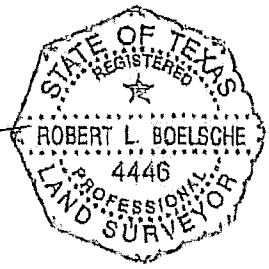
(6) THENCE, North 15°36'22" West, along the centerline of said ditch, a distance of 155.93 feet to a point in the southerly right-of-way line of SH-6;

(7) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 79.10 feet to a point;

(8) THENCE, South 81°47'41" East, along the southerly right-of-way line of SH-6, a distance of 101.98 feet to a point;

(9) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 512.86 feet to the POINT OF BEGINNING and containing 10.13 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-4-10.13AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 5
BEING 3.779 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.779 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 3.779 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of Wilson Road (called 60-feet wide);

(1) THENCE, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of Wilson Road;

(2) THENCE, South 19°30'10" West, along the westerly right-of-way line of Wilson Road, a distance of 225.57 feet to the intersection with the northerly right-of-way line of Rodger Road (called 60-feet wide);

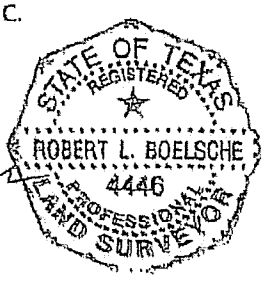
(3) THENCE, North 70°26'14" West, along the northerly right-of-way line of Rodger Road, a distance of 660.23 feet to the intersection with the easterly right-of-way line of McCoy Road;

(4) THENCE, North 19°30'10" East, along the easterly right-of-way line of McCoy Road, a distance of 225.02 feet to a point in the southerly end of a cutback corner at the intersection with the southerly right-of-way line of SH-6;

(5) THENCE, North 64°30'32" East, along the cutback corner, a distance of 35.35 feet to a point in the southerly right-of-way line of SH- 6;

(6) THENCE, South 70°29'05" East, along the southerly right-of-way of SH-6, a distance of 610.23 feet to the POINT OF BEGINNING and containing 3.779 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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10555 Westoffice Drive
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713-784-4500
Date: December 10, 2008, [cnal , revised 12-16-08
Job No: 001-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-5-3.779AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 6
BEING 12.68 ACRES, SITUATED IN THE
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 12.68 ACRE TRACT OF LAND BEING A PORTION OF LOT 9 OF LULLING STONE SECTION 3 AS RECORDED IN VOLUME 22, PAGE 23, B.C.P.R., SITUATED IN THE OLIVER HALL SURVEY ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 12.68 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of said Lot 9 in the northerly right-of-way line of County Road 67 (80-feet right of way);

(1) THENCE, North 30°02'48" West, a distance of 1100.30 feet to a point in the common line of Lot 9 and Lot 8;

(2) THENCE, North 59°57'12" East, a distance of 876.30 feet to a point in the centerline of Chocolate Bayou;

(3) THENCE, along the meanders of the centerline of Chocolate Bayou the following courses and distances:

South 56°42'47" East, a distance of 92.05 feet to an angle point;

South 62°15'15" East, a distance of 93.04 feet to an angle point;

South 56°44'16" East, a distance of 122.71 feet to an angle point;

South 08°14'48" East, a distance of 74.15 feet to an angle point;

South 04°03'51" East, a distance of 214.71 feet to a point in the common line of Lot 9 and Lot 10;

(4) THENCE, South 72°07'42" West, along the common line of Lot 9 and Lot 10, a distance of 103.07 feet to a point;

(5) THENCE, North 56°29'15" West, along the common line of Lot 9 and Lot 10, a distance of 66.57 feet to a point;

(6) THENCE, South 27°57'22" West, along the common line of Lot 9 and Lot 10, a distance of 53.41 feet to a point;

(7) THENCE, North 31°13'20" West, along the common line of Lot 9 and Lot 10, a distance of 46.16 feet to a point;

(8) THENCE, North 56°48'48" West, along the common line of Lot 9 and Lot 10, a distance of 72.96 feet to a point;

(9) THENCE, South 89°05'06" West, along the common line of Lot 9 and Lot 10, a distance of 110.48 feet to a point;

(10) THENCE, North 76°06'35" West, along the common line of Lot 9 and Lot 10, a distance of 252.57 feet to a point;

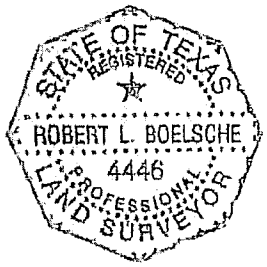
(11) THENCE, South 63°18'12" West, along the common line of Lot 9 and Lot 10, a distance of 40.82 feet to a point;

(12) THENCE, South 35°14'44" West, along the common line of Lot 9 and Lot 10, a distance of 79.36 feet to a point;

(13) THENCE, South 30°02'48" East, along the common line of Lot 9 and Lot 10, a distance of 930.41 feet to southerly common corner of said lots in the northerly right-of-way line of said County Road 67;

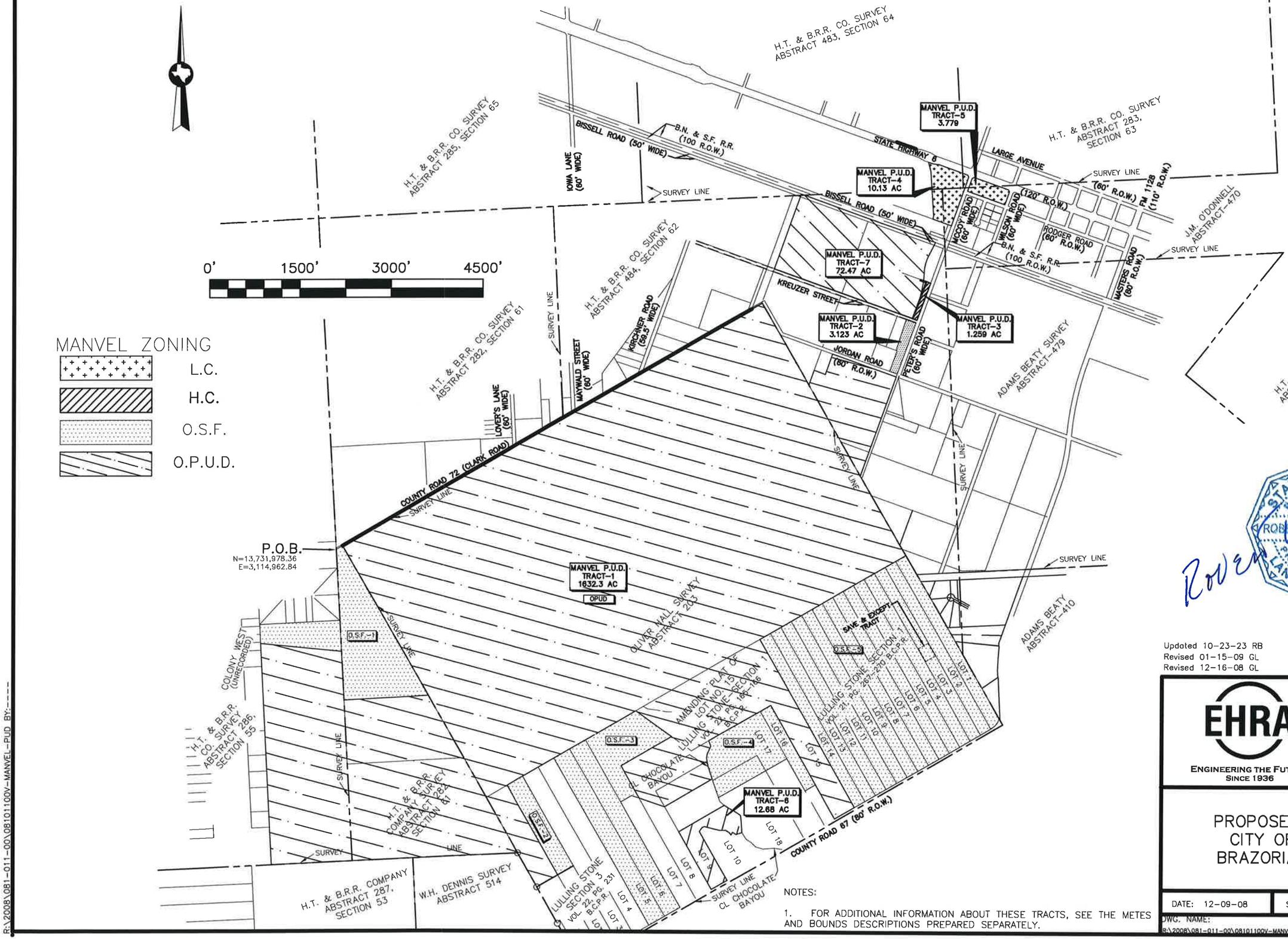
(14) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 300.00 feet to the POINT OF BEGINNING and containing 12.68 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, (cad)
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-6-12.68AC..doc



ACREAGE TABLE	
TRACT-1	1,632.3 AC.
TRACT-2-OSF	3.123 AC.
TRACT-3-HC	1.259 AC.
TRACT-4-LC	10.13 AC.
TRACT-5-LC	3.779 AC.
TRACT-6-OPUD	12.68 AC.
TRACT-7-OPUD	72.47AC.
TOTAL	1,735.7 AC.

TRACT 1	ACREAGE TABLE
OPUD	1,264.5 AC.
O.S.F.-1	56.69 AC.
O.S.F.-2	11.74 AC.
O.S.F.-3	64.51 AC.
O.S.F.-4	30.96 AC.
O.S.F.-5	203.89 AC.
TOTAL	1,632.3 AC.

NOTES:

1. FOR ADDITIONAL INFORMATION ABOUT THESE TRACTS, SEE THE METES AND BOUNDS DESCRIPTIONS PREPARED SEPARATELY.

STATE OF TEXAS
REGISTERED
ROBERT L. BOELSCHE
4446
PROFESSIONAL
LAND SURVEYOR

Robert L. Boelsche

Updated 10-23-23 RB
Revised 01-15-09 GL
Revised 12-16-08 GL

EHRA
ENGINEERING THE FUTURE
SINCE 1936
10011 MEADOWGLEN LN
HOUSTON, TEXAS 77042
713-784-4500
EHRA.TEAM
TBPE No. F-726
TBPELS No. 10092300

PROPOSED BOUNDARY MAP
CITY OF MANVEL P.U.D.
BRAZORIA COUNTY, TEXAS

DATE: 12-09-08 | SCALE: 1"= 1400' | JOB NO.: 081-011-00

DWG. NAME: R:\2008\081-011-00\08101100V-MANVEL-PUD.dwg | DRAWING NO.: NONE

R:\2008\081-011-00\08101100V-MANVEL-PUD BY:----

Appendix 2

Ordinance No. 2024-O-13

(PUD Ordinance)

ORDINANCE NO. 2024-O-13

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY AMENDING THE ZONING CLASSIFICATION OF 1,735 ACRES OF LAND GENERALLY LOCATED EAST OF STATE HIGHWAY 288 AND SOUTH OF HIGHWAY 6 FROM OPEN PLANNED UNIT DEVELOPMENT (O-PUD) TO PLANNED UNIT DEVELOPMENT (PUD) FOR THE MERIDIANA PLANNED UNIT DEVELOPMENT AND RENAMING THIS DEVELOPMENT FROM SEVEN OAKS RANCH TO THE MERIDIANA DEVELOPMENT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * *

WHEREAS, GR-M1, Ltd. Is the developer of a certain 1,735 acres tract of land, more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference for all purposes (the "Property"); and

WHEREAS, this development is known as "Seven Oaks Ranch" development with a total 1663.3-acres and is currently zoned Open Planned Unit Development District (O-PUD) adopted by Ordinance #2009-O-04; and

WHEREAS, the development currently known as "Seven Oaks Ranch" development and is to be renamed to the "Meridiana" development; and

WHEREAS, an additional 72.0 acres is being added to the development for a total acreage of 1,735 acres and is being rezoned to the Planned Unit Development District (PUD); and

WHEREAS, pursuant to Section 7 of the City's Zoning Ordinance, the developer has modified the prepared development plan covering the property; and

WHEREAS, the Planning Development, and Zoning Commission and the City Council have conducted, in the time and manner required by law and the Zoning Ordinance of the City, a public hearing on said rezone and development plan amendment; and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended in its report the approval of such request, and the City Council deems it appropriate to approve said rezoning and development plan amendments; now, therefore,

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

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

Section 2. The zoning classification of 1,735 acres generally located east of State Highway 288 and South of Highway 6 is hereby changed to Planned Unit Development (PUD) District as more particularly described in Exhibit "A".

Section 3. The City Council has reviewed the amended development plan attached hereto as Exhibit "B" (the "Development Plan") and complies with the findings in accordance with following Section 77-29(o)(5) of the City's Zoning Ordinance.

Section 4. Development of the Property shall strictly comply with the **Meridiana PUD Document**, attached hereto as Exhibit "B" and made a part of hereof for all purposes.

Section 5. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said land, as described and provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 6. The City Council hereby finds and determines that said rezoning comports to the City's comprehensive land use plan, and to the extent of any conflict, amends said comprehensive land use plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tracts as described above.

Section 7. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 8. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 18 day of March, 2024.

PASSED, APPROVED, AND ADOPTED on second and final reading this 1st day of April, 2024.

Dan Davis, Mayor

ATTEST:

Tammy Bell, City Secretary

APPROVED AS TO FORM:

Robert Gervais, City Attorney

Appendix 3

Ordinance No. 2024-O-03 (Bissell Road Right-of-Way Abandonment Ordinance)

2024016981
Total Pages: 7 MM

CORRECTION DEED

THE STATE OF TEXAS §

COUNTY OF BRAZORIA §

KNOW ALL MEN BY THESE PRESENTS:

This ***Correction Deed*** corrects and replaces that Quitclaim Deed issued by the City of Manvel pursuant to the authority of the City Council of the City of Manvel by the adoption of Ordinance No. 2024-O-03, said deed executed on the 11th of April, 2024, and recorded with the County Clerk in the Official Public Records of Brazoria County, Texas, Instrument Number: 2024015954. The following shall correct and replace the original Quitclaim Deed referenced above:

That the CITY OF MANVEL, TEXAS, a home-rule municipality located in Brazoria County, State of Texas, ("Grantor"), by authority of Ordinance No. 2024-O-03, passed and approved by the City Council of the City of Manvel on April 1, 2024, for mutual consideration, the receipt of which is hereby acknowledged, has abandoned and by these presents does release and QUITCLAIM unto adjacent property owner GR-M1 Ltd., a Texas limited partnership ("Grantee"), all of its right, title and interest in and to the following-described real property situated in Brazoria County, Texas, to-wit:

> **city right-of-way being a 2.713 acre tract of land in the H.T & R.R. CO. Survey, Section 62, Abstract No. 484, Brazoria County, Texas, being a portion of Bissell Road (50 foot wide) west of Meridiana Parkway and east of the GCWA canal and being more particularly shown by map and survey, as attached as Exhibit A, attached hereto and incorporated herein.**

TO HAVE AND TO HOLD all of Grantor's right, title and interest in and to the above-described property and premises unto the said Grantee, Grantee's successors and assigns forever, so that neither Grantor, nor Grantor's successors, legal representatives or assigns shall have, claim or demand any right or title to the aforesaid property, premises or appurtenances or any part thereof.

This quitclaim is made expressly subject to and is not intended in anyway to affect the existing rights of owners of public or private utilities, if any, to continue to occupy, use, and have access to all of said quitclaimed property. Such rights shall continue in full force and effect until

released by owners of such utility facilities. This abandonment shall not affect any private easement rights.

EXECUTED this 18 day of April, A.D. 2024

Dan Davis, Mayor
City of Manvel, Texas

ATTEST:

Tammy Bell
City Secretary

APPROVED AS TO FORM:

Robert Gervais
City Attorney

STATE OF TEXAS §
§
COUNTY OF BRAZORIA §

Before me, the undersigned authority, on this day personally appeared DAN DAVIS, Mayor of the City of Manvel, Texas, a home-rule municipality located in Brazoria County, Texas, 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 consideration therein expressed, in the capacity therein stated and as the act and deed of said corporation.

Given under my hand and seal of office on this, the 18th day of April, A.D., 2024.

Notary Public

ALYSSA DEATON
My Notary ID # 130322444
Expires January 28, 2025

Alyssa Deaton
(Printed Name)

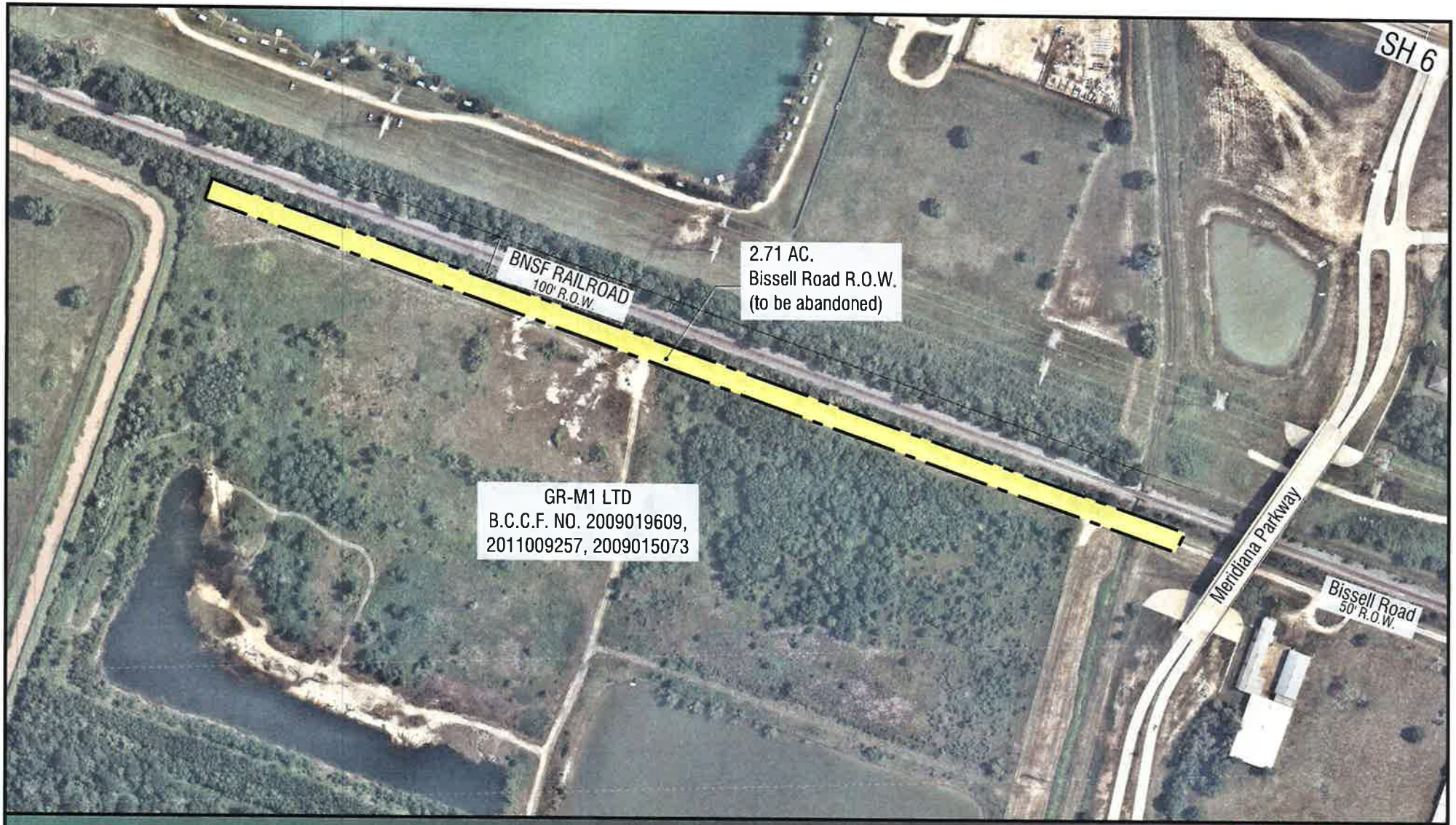
My Commission Expires: 1/28/2025

AFTER RECORDATION
Please return to:

City Secretary
City of Manvel
20025 Morris Avenue
Manvel, TX 77578

Exhibit A

A-1 Map of abandoned area
A-2 Survey showing abandoned area



Bissell Road R.O.W.: Portion to be Abandoned

2,713 acres of right-of-way situated in the H.T. & R.R. Co. Survey, Section 62, Abstract 484, Brazoria County, Texas

September, 2023

0 50' 100' 200'

SCALE: 1"=200'
TRUE SCALE AT 11" x 17"

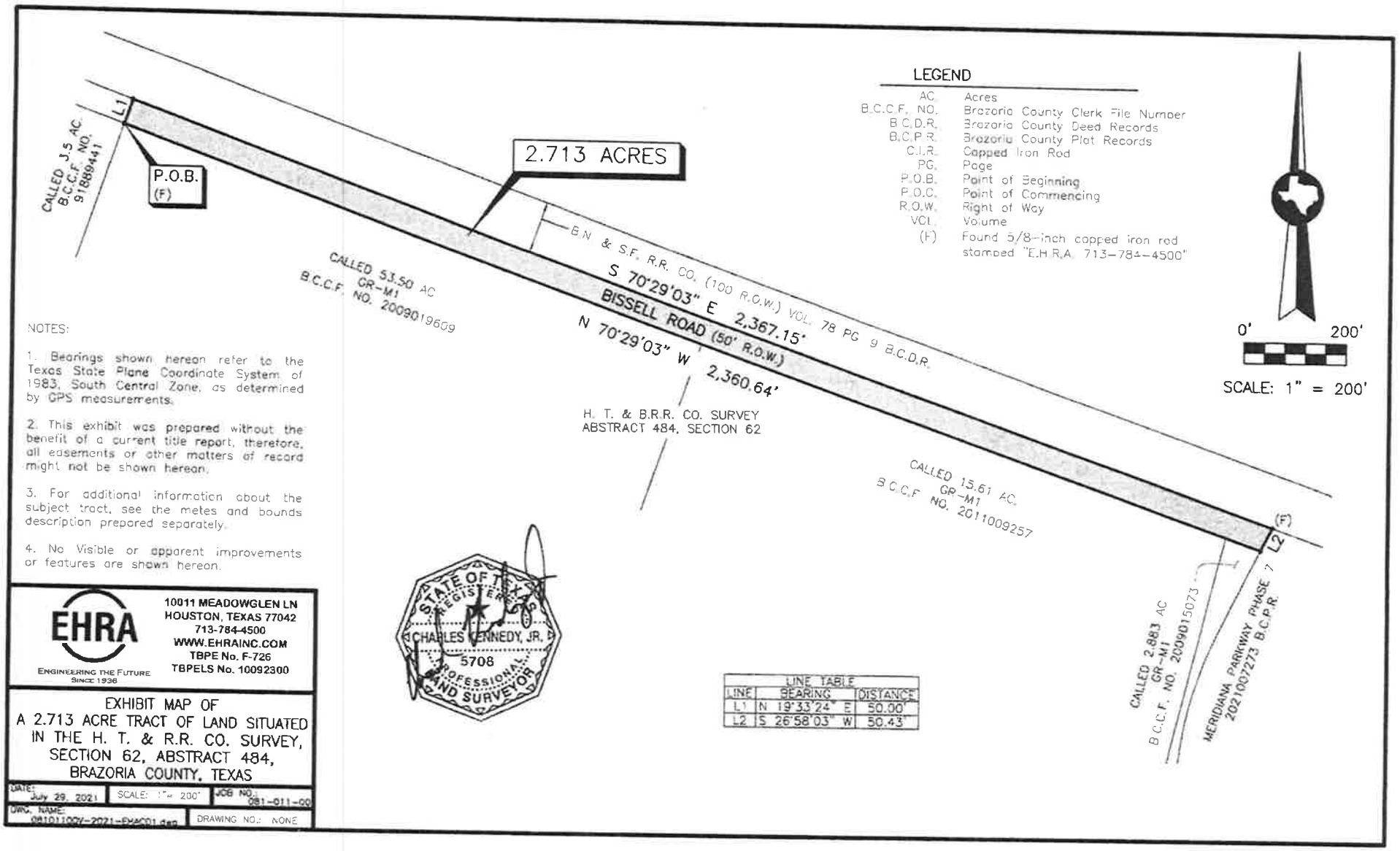
NORTH

EHRA JOB NO.
081-011-150

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

P:\081-011-150\Land\Plat\ROW Abandonment\Bissell Road Abandonment\EXHIBITS\Bissell Road ROW Abandonment Area.dwg Sep 13, 2023-11:28am Edited by: awiggins



LEGEND

AC.	Acres
B.C.C.F. NO.	Brazoria County Clerk File Number
B.C.D.R.	Brazoria County Deed Records
B.C.P.R.	Brazoria County Plat Records
C.I.R.	Capped Iron Rod
PG.	Page
P.O.B.	Point of Beginning
P.O.C.	Point of Commencing
R.O.W.	Right of Way
VOL.	Volume
(F)	Found 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500"

NOTES:

1. Bearings shown hereon refer to the Texas State Plane Coordinate System of 1983, South Central Zone, as determined by GPS measurements.

2. This exhibit was prepared without the benefit of a current title report, therefore, all easements or other matters of record might not be shown hereon.

3. For additional information about the subject tract, see the metes and bounds description prepared separately.

4. No visible or apparent improvements or features are shown hereon.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 19°33'24" E	50.00'
L2	S 26°58'03" W	50.43'

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

STATE OF TEXAS
REGISTERED
CHARLES KENNEDY, JR.
5708
PROFESSIONAL
LAND SURVEYOR

EXHIBIT MAP OF A 2.713 ACRE TRACT OF LAND SITUATED IN THE H. T. & R.R. CO. SURVEY, SECTION 62, ABSTRACT 484, BRAZORIA COUNTY, TEXAS

DATE: July 29, 2021	SCALE: 1" = 200'	JOB NO.: 081-011-00
DWG. NAME: 081011007-2021-PMC01.dwg	DRAWING NO.: NONE	

METES AND BOUNDS DESCRIPTION
BEING A 2.713 ACRE TRACT OF LAND
IN THE H. T. & R.R. CO. SURVEY, SECTION 62, ABSTRACT 484
BRAZORIA COUNTY, TEXAS

DESCRIPTION OF A 2.713 ACRE TRACT OF LAND IN THE H. T. & R.R. CO. SURVEY, SECTION 62, ABSTRACT NO. 484, BRAZORIA COUNTY, TEXAS, BEING A PORTION OF BISSELL ROAD (50 FOOT WIDE); SAID 2.713 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, (BEARINGS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE, AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found in the southerly right-of-way of Bissel Road marking the northerly common corner of a called 3.5 acre tract recorded under Brazoria County Clerk's File Number (B.C.C.F. NO.) 91889441 and a called S3.50 acre tract recorded under B.C.C.F. NO. 2009019609;

1) **THENCE,** North 19°33'24" East for a distance of 50.00 feet to a point for corner the northerly right-of-way line of said Bissell Road same being the southerly line of the B.N. & S.F. R.R. CO. (100 foot wide) as recorded in Vol. 78, Pg. 9 of the Brazoria County Deed Records (B.C.D.R.) and marking the northwesterly corner of the herein described tract of land;

2) **THENCE,** South 70°29'03" East, along the common line of said B.N. & S.F. R.R. CO. and said Bissell Road for a distance of 2,367.15 feet to a S/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found at the northwesterly intersection said Bissell Road and Meridiana Parkway as per the plat Meridiana Parkway Phase 7 Replat recorded under B.C.P.R. 2021007273;

3) **THENCE,** South 26°58'03" West, along the westerly right-of-way line of said Meridiana Parkway for a distance of 50.43 feet to the southeasterly corner of the herein described tract of land being in the southerly line of said Bissell Road and the northerly line of a 2.883 acre tract of land recorded under B.C.C.F. No. 2009015073;

4) **THENCE,** North 70°29'03" West, along the southerly line of Bissell Road same being the northerly line of said 2.883 acre tract, a called 15.61 acre tract of land recorded under B.C.C.F. No. 2009015073 and the aforementioned S3.50 acre tract of for a distance of 2,360.64 feet to the **POINT OF BEGINNING** and containing or 2.713 acres of land. This description has been prepared in conjunction with an exhibit map (08101100V-2021-EHAC01.dwg) prepared by EHRA dated July 29, 2021.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC. dba EHRA, Inc. TBPELS No. 10092300

Charles Kennedy Jr., R.P.L.S.
Texas Registration No. 5708
10011 Meadowglen Ln
Houston, Texas 77042
713-784-4500



Date: July 29, 2021
Job No: 081-011-00
File No: R:\2008\081-011-00\documents\technical\2021\July\08101100V-2021-EHAC01-MB.doc

FILED and RECORDED

Instrument Number: 2024016981

Filing and Recording Date: 04/23/2024 01:00:17 PM Pages: 7 Recording Fee: $45.00

I hereby certify that this instrument was FILED on the date and time stamped hereon and RECORDED in the OFFICIAL PUBLIC RECORDS of Brazoria County, Texas.

Joyce Hudman, County Clerk
Brazoria County, Texas

ANY PROVISION CONTAINED IN ANY DOCUMENT WHICH RESTRICTS THE SALE, RENTAL, OR USE OF THE REAL PROPERTY DESCRIBED THEREIN BECAUSE OF RACE OR COLOR IS INVALID UNDER FEDERAL LAW AND IS UNENFORCEABLE.

DO NOT DESTROY - Warning, this document is part of the Official Public Record.

cclerk-rachael

Appendix 4

Ordinance No. 2025-O-18 (Meridiana Garden Home Tract No. 2 PUD)

ORDINANCE NO. 2025-O-18

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF AN APPROXIMATE 35.3 ACRES OF LAND GENERALLY LOCATED AT 9825 S MASTERS (PIDS: 537539 & 619349), SITUATED WEST OF CHOCOLATE BAYOU AND AT THE NORTHEAST CORNER OF INTERSECTION OF CUMULUS DRIVE AND MASTERS ROAD, FROM OPEN SINGLE-FAMILY RESIDENTIAL (O-SFR) DISTRICT TO PLANNED UNIT DEVELOPMENT (PUD) DISTRICT FOR INCLUSION IN THE MERIDIANA PLANNED UNIT DEVELOPMENT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * * *

WHEREAS, Dorothy Wynne and Ralph Wayne Eubank are the owners (the "Owner") of a certain tract of land 35.3 acres (13.739 acres and 21.57 acres respectively) located at 9825 S. Masters Road (PIDS: 537539 & 619349), being a tract or parcel containing 35.30 acres of land situated in the Oliver Hall Survey, Abstract No. 203, Brazoria County, Texas, being a portion of Lots 7, 8, and 9 of Lulling Stone Section Three as per the plat recorded under Volume 231-234 of the Brazoria County Plat Records (B.B.P.R)., as shown on said map and description of which is attached hereto as Exhibit "A"; and

WHEREAS, Owner has made application to change the zoning of said 35.3 acre tract of land from the Open-Single Family Residential District (O-SFR) to Planned Unit Development (PUD) for inclusion in the Meridiana PUD and for uses as permitted within such zone classification; and

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

WHEREAS, the Planning, Development, and Zoning Commission has not recommended approval of such request, and, the City Council deems it appropriate to approve said rezoning; now, therefore,

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

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

Section 2. The zoning classification of the certain tract of land 35.3 acres located at 9825 S. Masters Road (PIDS: 537539 & 619349), being a tract or parcel containing 35.30 acres of land situated in the Oliver Hall Survey, Abstract No. 203, Brazoria County, Texas, being a portion of Lots 7, 8, and 9 of Lulling Stone Section Three as per the plat recorded under Volume 231-234 of the Brazoria

County Plat Records (B.B.P.R)., as shown on a map and description of which is attached hereto as Exhibit "A" attached hereto and for all things made a part hereof, shall be changed from the Open-Single Family Residential District (O-SFR) to Planned Unit Development (PUD) for inclusion in the Meridiana PUD and for uses as permitted within such zone classification.

Section 3. The development of the property shall strictly comply with the **Meridiana PUD Document** (Ordinance No. 2024-O-13), incorporated herein by reference and made a part of hereof for all purposes.

Section 4. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said tracts, as described and as provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 5. The City Council hereby finds and determines that said rezoning comports to the City's Comprehensive Land Use Plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tract(s) as described above.

Section 6. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 7. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 2 day of June, 2025.

PASSED, APPROVED, AND ADOPTED on second and final reading this 7 day of July, 2025.

Dan Davis, Mayor

ATTEST:

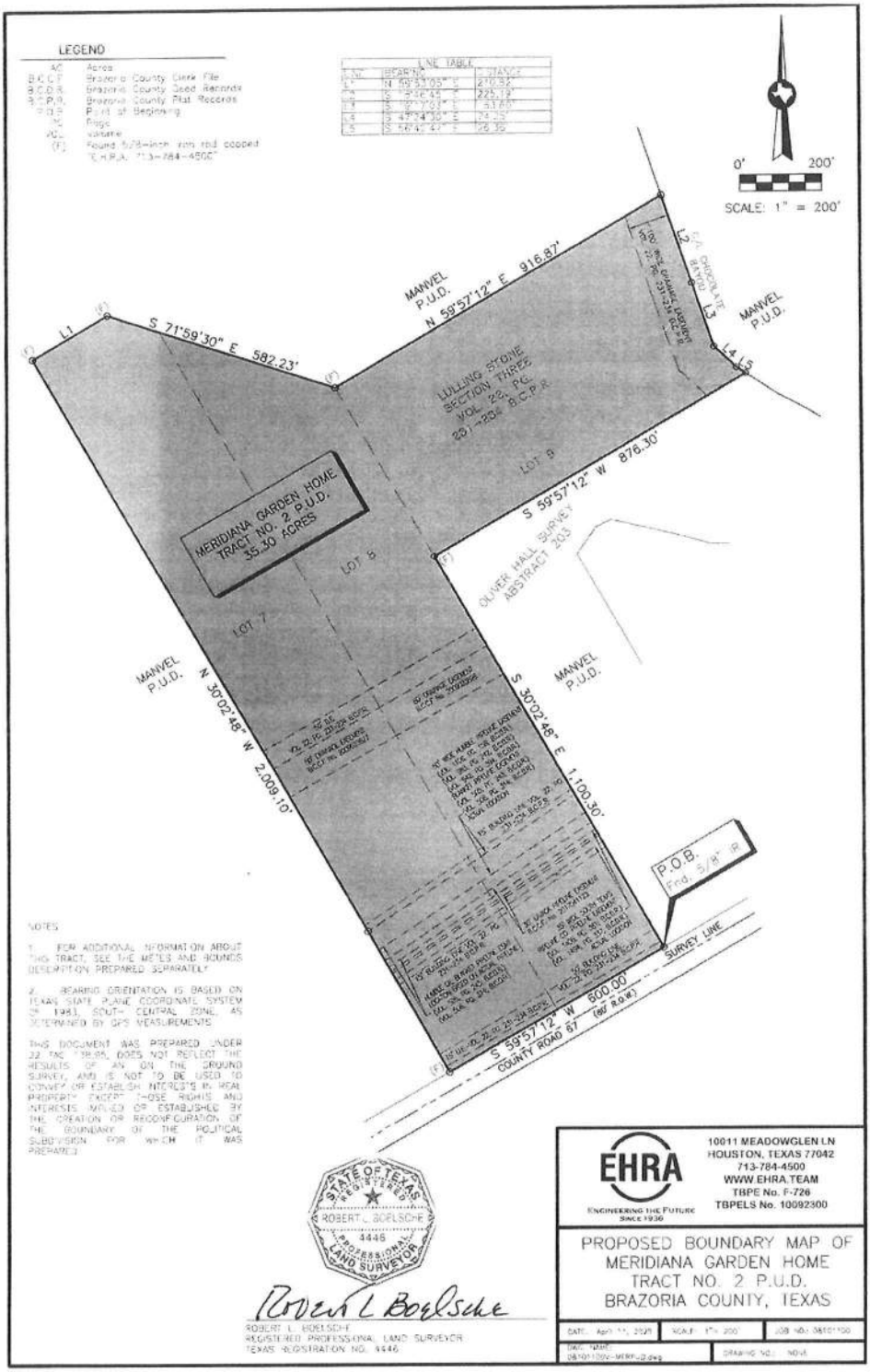
Tammy Bell, City Secretary

APPROVED AS TO FORM:

Robert Gervais, City Attorney

EXHIBIT A

A TRACT OR PARCEL CONTAINING 35.30 ACRES OF LAND SITUATED IN THE OLIVER HALL SURVEY, ABSTRACT NO. 203, BRAZORIA COUNTY, TEXAS, BEING A PORTION OF LOTS 7, 8, AND 9 OF LULLING STONE SECTION THREE AS PER THE PLAT RECORDED UNDER VOLUME 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS (B.B.P.R)



DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

REZONING APPLICATION

PROJECT INFORMATION

Project Name: Meridiana Garden Home Tract No. 2

Project Location/Address: A portion of lots 7, 8, & 9, of Lulling Stone Section 3 Located at 9825 Masters Road, Manvel, TX 77578

Legal Description: 35.31 Acres of Land in The Oliver Hall Survey, Abstract No. 203, Brazoria County, Texas

Current Zoning: O-SFR Proposed Zoning: PUD

Parcel/Tax ID# (s): 619349, 537539 Total Acreage: 35.31 ac. Proposed Land Use: PUD

APPLICANT INFORMATION

Applicant Name: Brad Sweitzer

Company Name: EHRA Engineering

Address: 10011 Meadowglen Lane City: Houston State: TX Zip: 77042

Phone #: 713-784-4500 Email: bsweitzer@ehra.team

This is to certify that the information on this form is COMPLETE, TRUE, and CORRECT, and I, the undersigned, am authorized to make this application on behalf of the owner(s). I understand that this application will expire one year from the date submitted.

Brad Sweitzer 04/14/2025

Applicant Signature (REQUIRED) **Date**

PROPERTY OWNER INFORMATION

Owner(s) Name: Dorothy Wynne & Ralph Wayne Eubank

Address: 9825 Masters Road City: Manvel State: TX Zip: 77578

Phone #: 281-585-8145 Email: sundanceranch04@sbcglobal.net

PROPERTY OWNER'S AUTHORIZATION (Required – If owner is also the applicant, must sign as both):

I am the owner of the property for which this application is being made. I authorize the above person (Applicant) to submit this application and to correspond with the City of Manvel regarding this application ~~on my behalf~~.

Dorothy Wynne 4-14-25

Owner's Signature (REQUIRED) Date

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

SUBMITTAL CHECKLIST

So that we may efficiently review your project 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 development; however, it is incumbent upon the applicant to inquire about these exceptions for your project **before** submitting an application. Answers to rezoning applications can be obtained by attending a pre-development meeting with our Development Review Committee (DRC) prior to submitting a formal application. Please call the phone number on the application to schedule an appointment. Submit application and accompanying documents to the Permits and Inspections 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.

REZONING SUBMITTAL CHECKLIST ITEMS	REQUIRED (PLEASE CHECK)
Completed Rezoning Application (with all signatures)	✓
One (1) Legal Description of Property (metes & bounds description if not platted)	✓
One (1) Copy of Recorded Plat (if platted)	N/A
One (1) Applicant Letter of Request	✓
Traffic Impact Analysis, if applicable	N/A
Paid Application Fee	✓

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.

Brad Smeltzer — 04/14/2025

Applicant Signature — Date

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

LETTER OF AUTHORIZATION

Have property owner complete and sign, if applicant differs from property owner.

_____

Owner Name

_____

Owner Address

_____

Owner City, State Zip

_____

Date

SEE NEXT PAGE

Development Services
20025 Highway 6
Manvel, TX 77578

Dear City of Manvel Development Services,

I, _____, certify that I am the owner of the project property located at _____ and that the forgoing statements and answers made and all data, information, and evidence herewith submitted are in all respects to the best of my knowledge and belief, true, and correct. I appoint _____ with the company _____ (if applicable) to act as my representative for this project. 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 project – up to and including rejecting the project and forfeiting any fees paid.

Please contact me directly at _____ if you have any questions.

Sincerely,

Owner Name _____

Owner Signature _____

March 25, 2025

City of Manvel
20025 Highway 6
Manvel, TX 77578

I, Dorothy Wynne, property owner of the 13.739 acres of Lot 7 of Lulling Stone Section 3, located at 9825 Masters Road, Manvel, TX 77578, hereby consent for this letter to serve as authorization for EHRA Engineering to submit any necessary plats, permit requests, and construction plans on my behalf to incorporate this tract into the Meridiana PUD.

Notwithstanding the foregoing, however, this instrument shall not constitute my consent to any request for zoning change, incorporation of my property into the Meridiana PUD or to any other action of the City of Manvel that would in any way be final or binding upon my property until after GR-M1, Ltd.'s closing of the purchase thereof.

Sincerely,

Ms. Dorothy Wynne
Property Owner

March 25, 2025

City of Manvel
20025 Highway 6
Manvel, TX 77578

I, Ralph Wayne Eubank, property owner of 21.57 acres of Lots 8 & 9 of Lulling Stone Section 3, located at 9825 Masters Road, Manvel, TX 77578, hereby consent for this letter to serve as authorization for EHRA Engineering to submit a zoning change request and any necessary plats, permit requests, construction plans on my behalf to incorporate this tract into the Meridiana PUD.

Notwithstanding the foregoing, however, this instrument shall not constitute my consent to any request for zoning change, incorporation of my property into the Meridiana PUD or to any other action of the City of Manvel that would in any way be final or binding upon my property until after GR-M1, Ltd.'s closing of the purchase thereof.

Sincerely,

Ralph Wayne Eubank

Mr. Ralph Wayne Eubank
Property Owner

METES AND BOUNDS DESCRIPTION
MERIDIANA GARDEN HOME TRACT NO. 2 P.U.D.
BEING 35.30 ACRES SITUATED IN THE
OLIVER HALL SURVEY, ABSTRACT 203,
BRAZORIA COUNTY, TEXAS

DESCRIPTION OF A 3S.30 ACRE TRACT OF LAND SITUATED IN THE OLIVER HALL SURVEY, ABSTACT NO. 203, BRAZORIA COUNTY, TEXAS, BEING A PORTION OF LOTS 7, 8 AND 9 OF LULLING STONE SECTION THREE AS PER THE PLAT RECORDED UNDER VOLUME 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.); SAID 3S.30 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXA5 STATE PLANE COORDINATE SYSTEM OF 1983, 5OUTH CENTRAL ZONE 4204, AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the intersection of the southerly common corner of said Lot 8 and Lot 9 with the northerly right of way line of County Road No. 67 (80-foot right-of-way) also known as Masters Road, being the southeast corner of the herein described tract of land;

1) **THENCE**, South 59°57'12" West, along the said northerly right-of-way line of Masters Road for a distance of 600.00 feet to the southwesterly corner of said Lot 7;

2) **THENCE**, North 30°02'48" West, for a distance of 2,009.10 feet to a point for corner;

3) **THENCE**, North S9°S3'0S" East, for a distance of 210.82 feet to a point for corner;

4) **THENCE**, South 71°59'30" East, for a distance of S82.23 feet to a point for corner;

S) **THENCE**, North S9°S7'12" East, for a distance of 916.87 feet to a point for corner in the centerline of Chocolate Bayou;

6) **THENCE**, South 18°46'4S" East, along the centerline of Chocolate Bayou for a distance of 22S.19 feet to a point for corner;

7) **THENCE**, South 19°17'03" East, continuing along the centerline of Chocolate Bayou for a distance of 163.60 feet to a point for corner;

8) **THENCE**, South 47°24'30" East, continuing along the centerline of Chocolate Bayou for a distance of 74.2S feet to a point for corner;

9) **THENCE**, South S6°42'47" East, continuing along the centerline of Chocolate Bayou for a distance of 26.36 feet to a point for corner;

10) **THENCE**, 5outh S9°S7'12" West, for a distance of 876.30 feet to a point for corner;

11) **THENCE**, South 30°02'48" East, for a distance of 1,100.30 feet to the **POINT OF BEGINNING** and containing 35.30 acres of land.

This document was prepared under 22 TAC 138.9S, does not reflect the results of an on the ground survey, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC. **dba EHRA, Inc. TBPELS No. 10092300**

Robert L. Boelsche



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10011 Meadowglen Ln.
Houston, Texas 77042
713-784-4500

Date: April 11, 2025
Job No: 081-011-00
File No: R:\2008\081-011-00\documents\technical\PUD\08101100V-MERPUD.doc

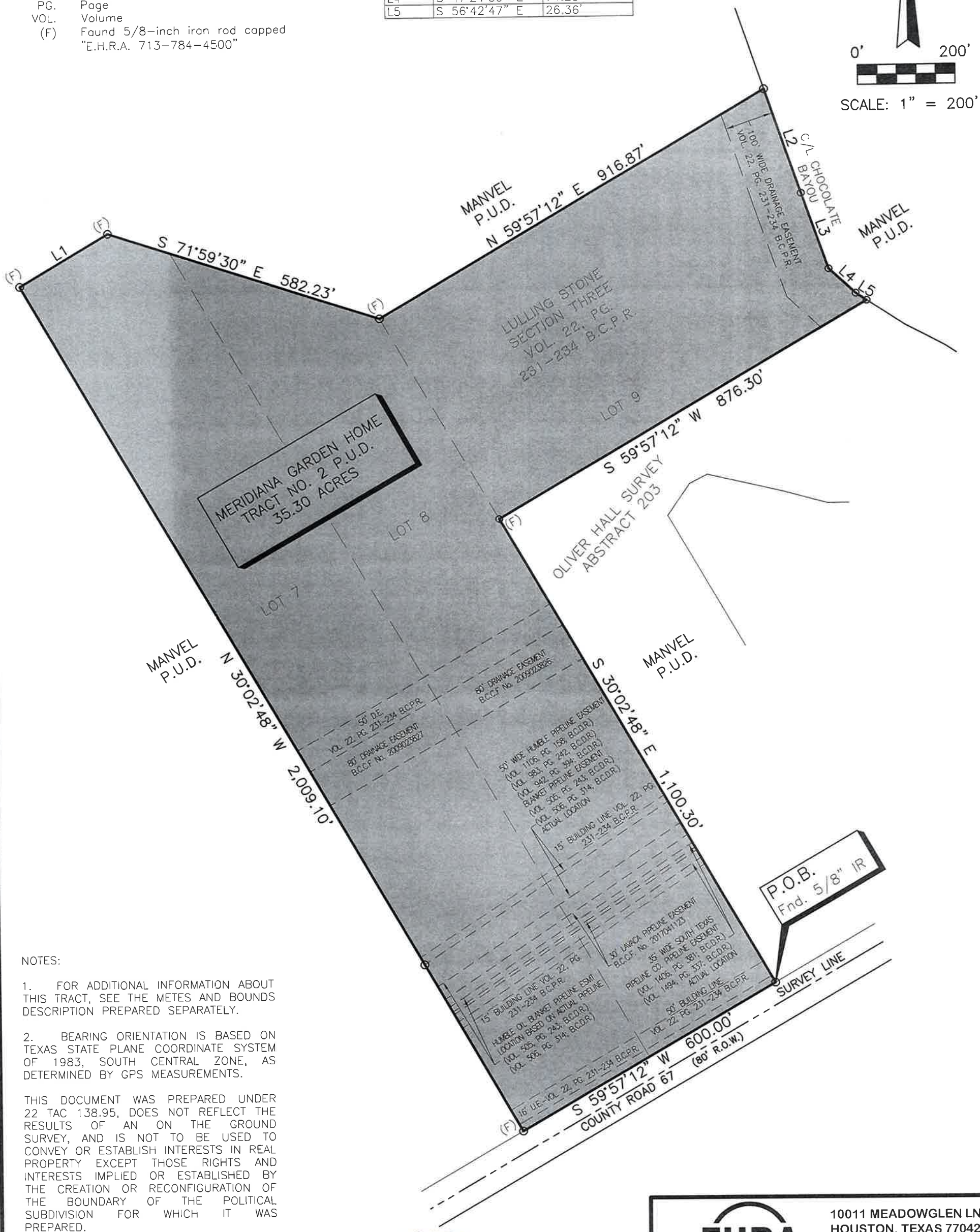
LEGEND

AC.	Acres
B.C.C.F.	Brazoria County Clerk File
B.C.D.R.	Brazoria County Deed Records
B.C.P.R.	Brazoria County Plat Records
P.O.B.	Point of Beginning
PG.	Page
VOL.	Volume
(F)	Found 5/8-inch iron rod capped "E.H.R.A. 713-784-4500"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 59°53'05" E	210.82'
L2	S 18°46'45" E	225.19'
L3	S 19°17'03" E	163.60'
L4	S 47°24'30" E	74.25'
L5	S 56°42'47" E	26.36'

0' 200'

SCALE: 1" = 200'



NOTES:

1. FOR ADDITIONAL INFORMATION ABOUT THIS TRACT, SEE THE METES AND BOUNDS DESCRIPTION PREPARED SEPARATELY.

2. BEARING ORIENTATION IS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE, AS DETERMINED BY GPS MEASUREMENTS.

THIS DOCUMENT WAS PREPARED UNDER 22 TAC 138.95, DOES NOT REFLECT THE RESULTS OF AN ON THE GROUND SURVEY, AND IS NOT TO BE USED TO CONVEY OR ESTABLISH INTERESTS IN REAL PROPERTY EXCEPT THOSE RIGHTS AND INTERESTS IMPLIED OR ESTABLISHED BY THE CREATION OR RECONFIGURATION OF THE BOUNDARY OF THE POLITICAL SUBDIVISION FOR WHICH IT WAS PREPARED.

STATE OF TEXAS
REGISTERED
ROBERT L. BOELSCHE
4446
PROFESSIONAL
LAND SURVEYOR

Robert L Boelsche

ROBERT L. BOELSCHE
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO. 4446

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

PROPOSED BOUNDARY MAP OF MERIDIANA GARDEN HOME TRACT NO. 2 P.U.D. BRAZORIA COUNTY, TEXAS

DATE: April 11, 2025	SCALE: 1"= 200'	JOB NO.: 08101100
DWG. NAME: 08101100V-MERPUD.dwg	DRAWING NO.: NONE	

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SINCE 1936

TBPE No. F-726
TBPLS No. 10092300

April 14, 2025

City of Manvel
20025 Highway 6
Manvel, TX 77578

Re: Meridiana Garden Home Tract No. 2 Planned Unit Development District

To whom it may concern,

On behalf of our client, Rise Communities (the developer of Meridiana), I respectfully request the City of Manvel considers approval for the rezoning of the +/- 35 acre parcel located at 9825 Masters Road from Open Single-Family Residential District to Planned Unit Development District.

The intent for this rezoning is for the +/-35 acres is to in essence be a part of Meridiana and to be classified under the Garden Home land use. The addition of this new parcel will produce development that is cohesive with the surrounding Meridiana land uses and will help the City of Manvel achieve its goal of a well-planned and designed infrastructure system, which will benefit the city and its residents for many years to come.

The intent of the previous PUD amendment was that if adjacent tracts of land are added to the project, the Meridiana PUD would not be amended and the new trats would be regulated as Garden Home. (See below).

> "*If additional tracts are added to the PUD through the rezoning process these tracts shall be considered as Garden Home land use, and a new preliminary land use plan shall be submitted to the City showing the change*." – Pg 15 of Meridiana PUD Amendment No. 3

> "*If additional tracts of land are added to the PUD through a rezoning process with the intention to be designate as Garden Home, this specific document shall not be require to be and re-approved by City Council."* – Pg 106 of Meridiana PUD Amendment No. 3

If there are any questions or any additional supporting documentation is needed, please feel free to reach out to me and I would be happy to assist.

Thank you for your consideration,

Regards,



Brad Sweitzer, AICP, PLA
Associate | Director of Planning & Visioning
EHRA Engineering

Attachments : Pg . 70-72 Meridiana PUD Amendment No. 3 (Garden Homes Land Use).

Attachments : Pg . 88-89 Meridiana PUD Amendment No. 3 (Parks & Open Space Land Use).

**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

2. Garden Homes (GH)

Purpose: The Garden Homes category is intended for the development of detached, single family dwelling units and compatible uses on the perimeter of the overall Project boundary.

Permitted uses:

Accessory structures

Community centers

Drill sites

Entry features & monuments

Garden homes

Institutional uses

Minor utilities

Open space

Parks

Recreational facilities

Religious assembly

Single family homes

Temporary uses

Tree farms

Minimum Lot Area: 6,300 square feet

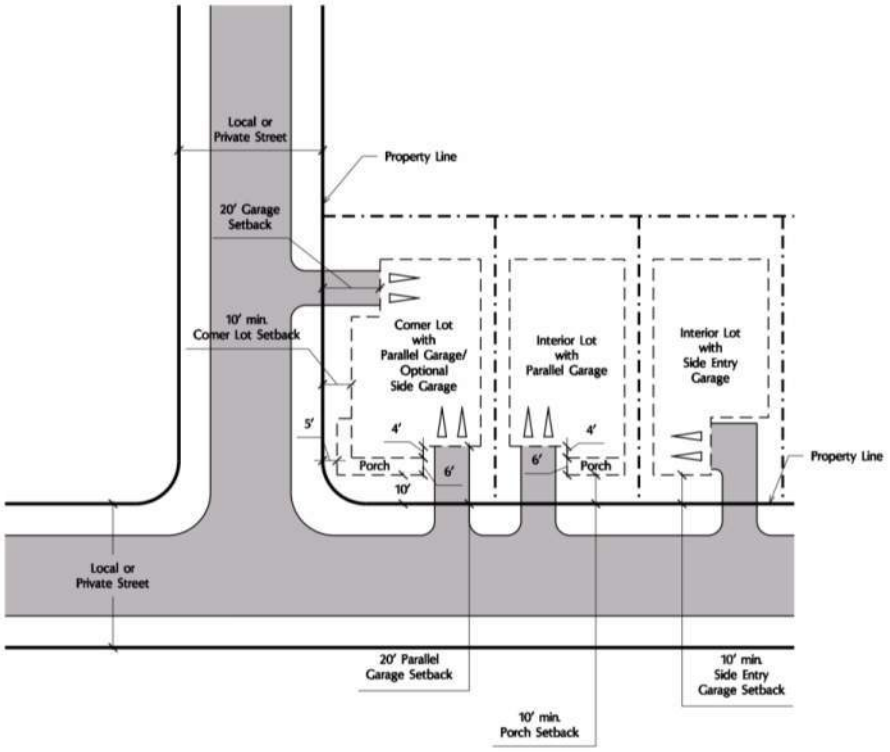
Minimum Lot width: 50 feet at the front building setback line

Minimum Setbacks:

Front:	20 feet*
Rear:	15 feet**
Side:	5 feet**
Corner:	10 feet*

* Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of six (6) feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (see lot diagram below)

GARDEN HOME LOT DIAGRAM



**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

Architectural features may encroach into the setback area a maximum of three (3) feet.

Maximum Building Height: Sixty (60) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

8. Parks & Open Space (P-OS)

Purpose: The Parks & Open Space category is intended to provide for the development of recreation and open space areas within the community.

Permitted uses:

Community centers

Drill site

Entry features & monuments

Institutional uses

Maintenance facility

Minor utilities

Open space

Parks

Public facilities, excluding major utilities

Recreational facilities

Telecommunication towers

Temporary uses

Tree farms

Minimum Lot Area: None

Minimum Lot width: None

Minimum Lot depth: None

Minimum Setbacks:

Along Major Thoroughfares: 25 feet

Along other streets: 10 feet

Rear: 10 feet

Side: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Max. Building Height: 34 feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.



Meridiana Planned Unit Development District Amendment #4

The City of Manvel

Ordinance #2026-O-xx
Adopted xxxxxxxxxxxx

Prepared for:
Rise Communities
1602 Avenue D, Suite 100
Katy, Texas 77493
832.916.2160

Prepared by:

EHRA
10011 Meadowglen Ln.
Houston, Texas 77042
www.EHRA.team | 713.784.4500
TBPE No. F-726 | TBPLS No. 10092300

TABLE OF CONTENTS

I. INTRODUCTION

A. Summary 7

B. Purpose of the Amendment 7

C. Project Location 7

D. Site History 7

E. Existing Zoning 8

F. Out Parcel 8

G. Surrounding Land Use 8

H. Existing Site Conditions 8

II. DEVELOPMENT PLAN

A. Purpose & Intent 12

B. Goals & Objectives 12

1. Establish a Strong Community Character & Sense of Place 12

2. Provide a Variety of Housing Types 13

3. Ensure Quality Development 13

4. Provide for Orderly Growth 13

C. Preliminary Land Use Plan 13

1. Proposed Uses & Densities 13

D. Benefits to the City of Manvel 16

E. Transportation 20

1. Existing Access 20

2. Street Hierarchy 20

3. Minimum Right-of-Way Widths & Paving Sections 22
4. Vehicular Circulation Plan 22
5. Meridiana Parkway 22
6. County Roads 67 & 72 23
7. Kreuzer Road 23
8. Street Design Criteria 35
9. Street Sidewalks 39

F. Parks, Open Space & Trails 41
1. Parks & Open Space 41
2. Trails 42

G. Infrastructure 48
1. Municipal Utility Districts 48
2. Water 48
3. Wastewater 48
4. Storm Drainage & Detention System 49
5. Flood Plain Management 49
6. Other Utilities 50
7. Schools 50
8. Home Owner's Association & Architectural Review Committee 50

H. Project Phasing 51

III. DEVELOPMENT REGULATIONS

A. Purpose & Intent 60
B. General Provisions 60

1. Applicability 60
2. Additional Uses 60
3. Non-Conforming Land Uses 61
4. Non-Conforming Structures 61
5. Existing Utilities 61
6. Drill Sites 62
7. General Development Plan 62
8. Grading 62
9. Temporary Uses 63
10. Design Guidelines 63
11. Signage 64
12. Lighting 65
13. Site Development Standards 67
14. Design Criteria Manual 67

C. Development Standards 68
1. Single Family Residential 68
2. Garden Homes 70
3. Patio Home 73
4. Townhome 75
5. Village Center 77
6. Commercial 82
7. Institutional 87
8. Parks & Open Space 88

9. Parking 90

D. Definitions 91

IV. GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose 98

B. Changes to Zoning Ordinance 98

C. Variances from the Subdivision Ordinance 98

D. Variances from the Design Manual 98

E. Interpretation 105

F. Administrative Change 105

G. Substantial Change 106

H. Fees 106

EXHIBITS

Exhibit 1 Vicinity Map 9

Exhibit 2 Ownership Map 10

Exhibit 3 Jurisdictional Map 11

Exhibit 4 Preliminary Land Use Plan 18

Exhibit 5 Preliminary Land Use Plan - Manvel 19

Exhibit 6 Circulation Plan 24

Exhibit 7 Circulation Plan - Manvel 25

Exhibit 8 Street Sections 26

Exhibit 9 Parks & Open Space Plan 44

Exhibit 10 Parks & Open Space Plan - Manvel 45

Exhibit 11 Trails Plan 46

Exhibit 12	Trails Plan - Manvel	47
Exhibit 13	MUD Boundary Map	52
Exhibit 14	Phasing Plan	53
Exhibit 15	Water Supply & Distribution Plan	54
Exhibit 16	Water Supply & Distribution Plan - Manvel	55
Exhibit 17	Sanitary Sewer Collection & Treatment Plan	56
Exhibit 18	Sanitary Sewer Collection & Treatment Plan – Manvel	57
Exhibit 19	Storm Water Detention & Floodplain Mitigation Plan	58
Exhibit 20	Storm Water Detention & Floodplain Mitigation Plan – Manvel	59
Exhibit 21	Master Signage Plan	66

TABLES

Table 1	Land Use	15
Table 2	Minimum Right-of-Way Widths & Paving Sections	22
Table 3	Sidewalk Requirements	39
Table 4	Open Space	41
Table 5	Parking Requirements	90
Table 6	Shared Parking Schedule	91
Table 7	Subdivision Ordinance Variances	99
Table 8	Design Manual Variances	103

APPENDIX

Appendix 1	Metes & Bounds Description and Boundary Map
Appendix 2	Ordinance No. 2024-O-13 (PUD Ordinance)
Appendix 3	Ordinance No. 2024-O-03 (Bissell Road Right-of-Way Abandonment Ordinance)
Appendix 4	Ordinance No. 2025-O-18 (Meridiana Garden Home Tract No. 2 PUD)

I. INTRODUCTION

A. Summary

The Planned Unit Development District (PUD) establishes comprehensive guidance and regulations for Meridiana. Meridiana is comprised of approximately 2,906 acres of privately owned land. Of this area, approximately 1,735 acres lie within the City of Manvel, 26 acres lie within the City of Alvin and the remaining 1,145 acres are within the City of Iowa Colony. The policies and regulations established by this PUD will replace Ordinance # 2009-O-04 and shall supersede current zoning and other city regulations in conflict with this PUD once adopted by ordinance.

The PUD will help Manvel to manage growth while preserving its rural character and small town values which is the vision established by the comprehensive plan. The PUD will achieve this by providing a means by which development may occur in an orderly and responsible manner and establishing guidelines that ensure quality development and specifically address the goals of both the city and the developer.

B. Purpose of the Amendment

Since the adoption of the amended PUD on February 23, 2009, new parcels of land have been acquired and there have been significant changes in the marketplace. These factors have forced the project team to reevaluate the currently approved plan for Meridiana and make adjustments in order to ensure that Meridiana is a sustainable project.

C. Project Location

The Project is located generally east of State Highway 288 and south of State Highway 6 in the northern portion of Brazoria County, just south of the metro Houston area. The Overall Project falls under the jurisdiction of three municipalities: Alvin, Iowa Colony, and Manvel.

D. Site History

The project is located near the original Manvel rail depot at Masters Road and the Burlington Northern Santa Fe Railroad where the original town site was formed in 1890. Since that time, land within the project area has been primarily used for agricultural purposes. Construction began on the Project in Iowa Colony in 2014 and in Manvel in 2018.

E. Existing Zoning

The majority of the site is currently zoned Planned Unit Development, or PUD established by the Seven Oaks Ranch Open-Planned Unit Development District, City of Manvel Ordinance #2009-O-04 approved on February 23, 2009. The balance is zoned Heavy Commercial and Open Single-Family Residential.

F. Out Parcel

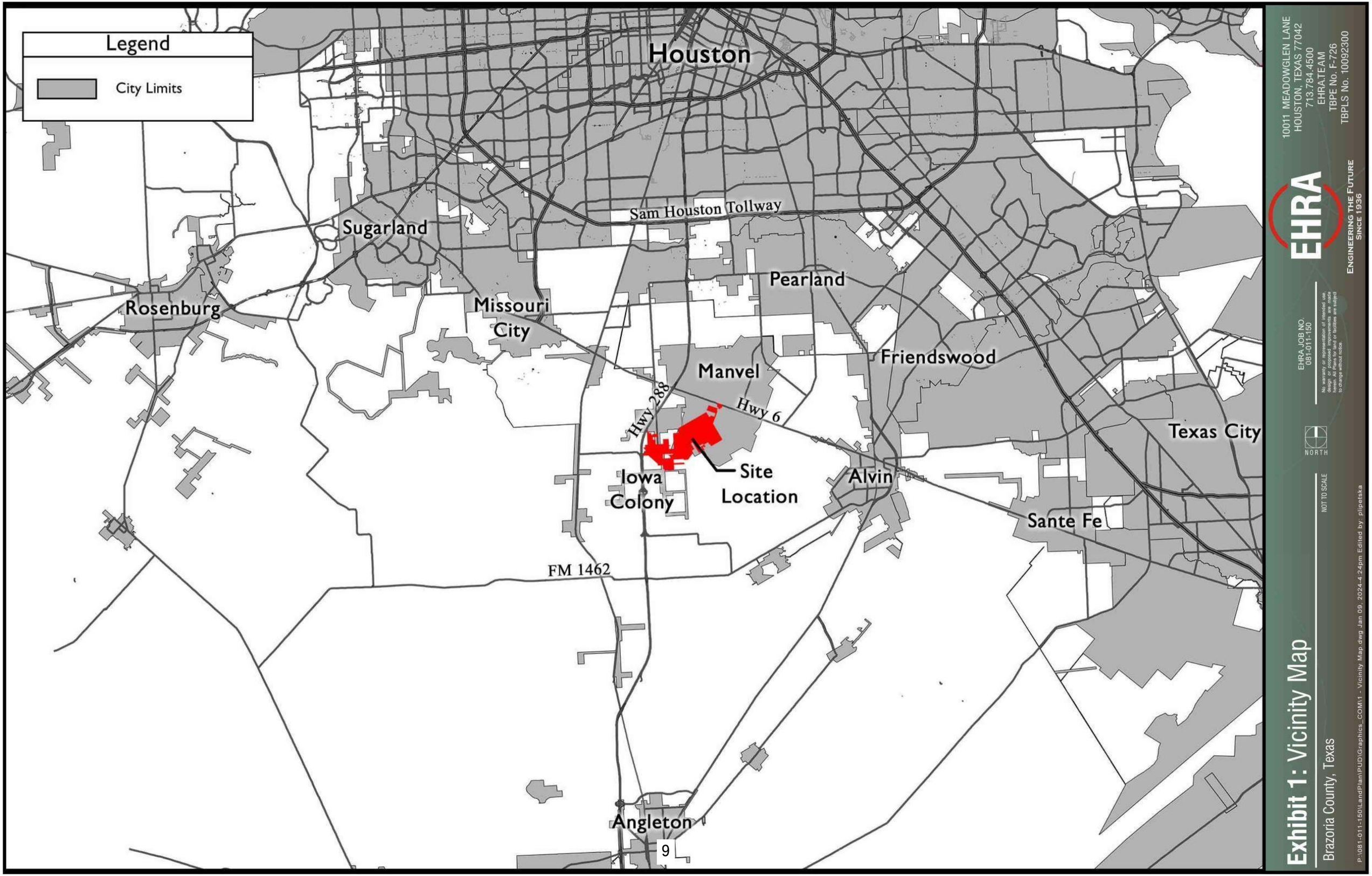
Located in the southeast portion of the project is a parcel of land that is not owned or controlled by the developer. This tract of land is surrounded by the project area, but is not a part of this PUD and therefore is not subject to any of the regulations contained herein. Access to the tract will be provided by a minimum of sixty (60) feet of frontage along a public right-of-way as part of the development of the adjacent area or by other means determined to be suitable by the City's Designated Official.

G. Surrounding Land Use

The majority of properties surrounding the project are undeveloped with pockets of large lot residential development. Commercial and Institutional uses are adjacent to the property along Highway 6.

H. Existing Site Conditions

The most notable natural feature of the site is Chocolate Bayou, which traverses the property generally from north to south. In addition to Chocolate Bayou, there are several man-made drainage and irrigation canals as well as pipelines that cross the property in various locations. The property is generally flat with little topography. A Phase One environmental site assessment was conducted for the entire property and no significant environmental conditions or endangered species were found. There are currently several sections of single family lots, along with parks, two school sites, and multiple commercial developments.



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

EHRA

ENGINEERING THE FUTURE SINCE 1936

EHRA JOB NO. 081-011-150

No warranty or representation of intended use, design or proposed improvements are made herein. All rights reserved. Plans and studies are subject to change without notice.

NORTH

NOT TO SCALE

Exhibit 1: Vicinity Map

Brazoria County, Texas

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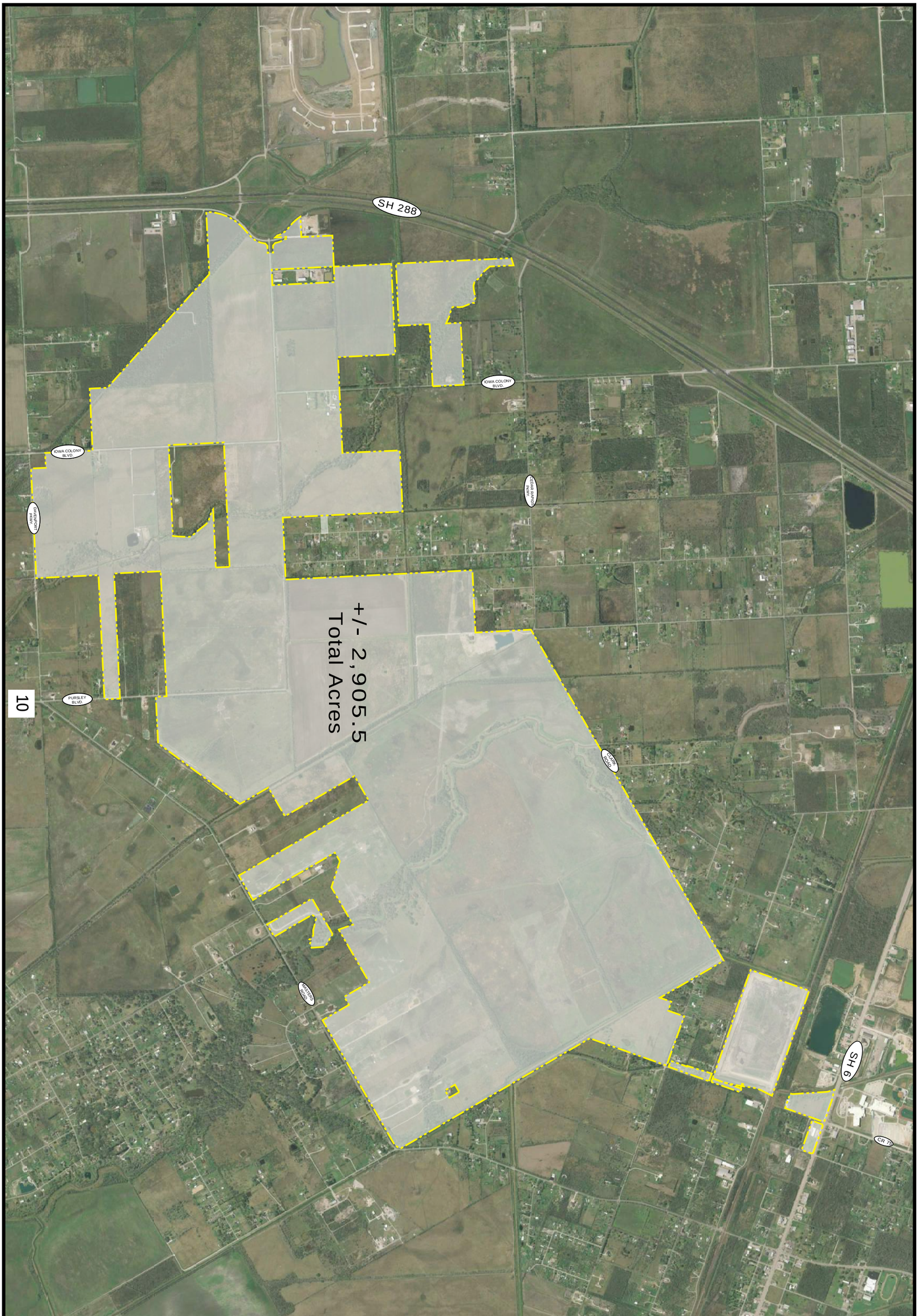


Exhibit 2: Ownership Map

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA JOB NO.
081-011-150

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

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10011 MEADOWGLEN LANE
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TBPLS No. 10092300

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Legend

Use	Area
Iowa Colony	+/- 1,144.7 Ac.
Manvel	+/- 1,735.4 Ac.
Alvin	+/- 25.4 Ac.
Site Total	+/- 2,905.5 Ac.

MANVEL

IOWA COLONY

SH 6

SH 288

CR 78

CLARK ROAD

MASTERS ROAD

CEDAR RAPIDS PKWY

IOWA COLONY BLVD

PURSLEY BLVD

DAVENPORT PKWY

IOWA COLONY CITY LIMIT
IOWA COLONY ETJ

I.C. CITY LIMIT

MANVEL CITY LIMIT
MANVEL ETJ

10011 MEADOWGLEN LANE
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TBPLS No. 10092300

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EHRA JOB NO.
081-011-150

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.

NORTH

NOT TO SCALE

Exhibit 3: Jurisdictional Map

Brazoria County, Texas

P:\081-011-150\LandPlanPUD\Graphics_COM13 - Jurisdictional Map.dwg Jan 09, 2024-4:27pm Edited by: plipetska

II. DEVELOPMENT PLAN

A. Purpose & Intent

The purpose of the Development Plan is to clarify planning considerations within the plan area and guide the implementation of the vision for the community in addition to establishing a framework for Meridiana by identifying the type, location, and projected density of the various land uses proposed within the development.

This section contains a description of the goals, objectives, and policies of the PUD combined with various plan components intended to guide the design principles of the community.

B. Goals & Objectives

The primary goal of the Meridiana Planned Unit Development District is to create a master planned community that will assist the City in implementing its Comprehensive Plan by featuring a mixture of uses and a variety of housing types that will encourage sustainable neighborhoods and attract investment to the area while preserving the natural environment.

In order to achieve this goal, key objectives have been established in order to guide development and provide direction for the overall vision of the community. These objectives are consistent with the vision statement contained in the Comprehensive Plan adopted by the City and are as follows:

1. Establish a Strong Community Character & Sense of Place

A strong community character will be created by the extensive open space system which will offer neighborhood connectivity within the community as well as access to daily activities, thus reducing dependency on vehicular travel and preserving the rural character of the area.

Strategically located public gathering areas will encourage community activities and enhance Manvel's small town quality of life.

In addition, the implementation of a community theming plan will establish a strong sense of place by assuring design and visual continuity throughout the community.

2. Provide a Variety of Housing Types

Providing a variety of housing types will help to create a community that attracts individuals from all stages of life. The establishment of a well balanced population base is critical to the long term sustainability of Meridiana and will enhance the social and economic base of the community.

3. Ensure Quality Development

Meridiana will ensure the quality of development through the establishment of design guidelines for the community that regulate architectural standards, landscaping, signage, and other common elements of the development. Copies of these guidelines will be provided to the City prior to the subdivision platting process.

4. Provide for Orderly Growth

Meridiana will provide for orderly growth by being sensitive to the natural features of the site and selecting land uses that are appropriate based on site characteristics. Buffering between incompatible land uses will be achieved by parks, greenbelts, landscaping, streets, open space or drainage features.

In addition, Meridiana will help the City achieve a highly efficient and cohesive public infrastructure system.

C. Preliminary Land Use Plan

1. Proposed Uses & Densities

Successful master planned communities provide a variety of uses and housing options in order to attract residents from all stages of life. The proposed land uses will help to achieve a variety of housing choices in order to create a sustainable community while allowing for a reasonable amount of flexibility to accommodate ever-changing market demands.

Land uses proposed for Meridiana consist of Single-Family Residential (SFR), Garden Home (GH), Patio Home (PH), Townhome (TH), Village Center (VC), Commercial (C), Institutional (I) and Parks & Open Space (POS). The following is a brief description of these proposed uses.

Single Family Residential - The Single Family Residential category (SFR) is intended for the development of detached, single family dwelling units. Lot sizes within the Single Family Residential category are intended to range in size from

55-foot wide lots to 80-foot wide lots or larger with a minimum lot area of 6,300 square feet.

Garden Home – The Garden Home category (GH) is intended for the development of detached, single family dwelling units on the perimeter of the overall Project boundary. Lots shall have a minimum lot width of 50 feet and a minimum lot area of 6,300 square feet.

Patio Home – The Patio Home category (PH) provides for the development of detached, single family dwelling units that feature a zero foot side setback on one of the interior lot lines. Single story patio homes or "Cottage" homes shall have a minimum lot width of 45 feet and a minimum lot area of 4,500 square feet. Two story patio homes shall have a minimum lot width of 50 feet and a minimum lot area of 5,000 square feet.

Townhome – The Townhome category (TH) provides for the development of attached, single family dwelling units separated by a fire rated wall. Buildings shall consist of a minimum of two (2) units with a maximum of four (4) units and shall be separated by a minimum of ten (10) feet. Each townhome shall be platted on an individual lot and shall have a minimum lot width of 25 feet and a minimum lot area of 2,500 square feet.

Village Center – The Village Center category (VC) is intended to create a distinctive venue within Meridiana that will serve as the heart of the community. The village center will feature a civic component together with a mixture of uses in a pedestrian friendly environment.

Commercial – The Commercial category (C) is designed to meet the demand for commercial development along State Highway 6.

Institutional – The Institutional category is intended to provide for the development of public facilities within the community including school, civic uses, and water and wastewater facilities.

Parks & Open Space – The Parks & Open Space category is intended to provide for the development of recreation and open space areas within the community.

TABLE 1 Land Use		
Land Use	**Gross Acres**	**%**
Single Family (SF)	913.7	53%
Garden Home (GH)	30.0	4%
Patio Home (PH)	87.7	5%
Townhome (TH)	35.0	2%
Village Center (VC)	37.7	2%
Commercial (C)	15.0	1%
Institutional (I)	70.0	4%
Rights-of-Way *	96.1	6%
Parks & Open Space (P-OS)	450.2	23%
Totals	**1,735.4**	**100%**

*Includes proposed major thoroughfares, collectors, and neighborhood collectors

Land uses may be relocated within the boundaries of the PUD, provided they are in compliance with the acreage restrictions referred to in this section. However, the location of patio home, townhome, and village center categories shall be located internally to the Project and not along the perimeter of the Overall Project area. If additional tracts of land are added to the PUD through the rezoning process, these tracts shall be considered as Garden Home land use, and a new preliminary land use plan shall be submitted to the City showing the change. In addition, all lots that front County Road 67 (Masters Road) shall be a minimum of one acre in size. The city will be notified of any changes to the Preliminary Land Use Plan.

Land use categories shall be regulated on a total gross acreage basis. The gross acreage of individual land uses may increase or decrease by up to ten (10) percent without further approval of the Planning, Development and Zoning Commission or City Council. This shall not apply to land within the Parks and Open Space category which may increase by any amount without further approval. However, the Parks and Open Space category may not decrease more than ten (10) percent without approval of the Planning and Zoning Commission and City Council. Table 1 shall be the basis for calculating any and all land use changes by future administrative approvals as described in the administrative section of this PUD.

There shall be no restrictions on the number of units within any category; however, the density within the City of Manvel shall not exceed 2.329 units per gross acre. At a gross acreage of 1,735.4, this would result in a maximum of 4,042 allowed units. If

additional tracts of land are added to the PUD, the overall density of Meridiana may not exceed 2.329 units per gross acre.

D. Benefits to the City of Manvel

Meridiana will help meet the demand for quality residential and commercial development as the City of Manvel continues to grow and will enable the City to achieve its vision for the future and implement significant components of its Comprehensive Plan. Meridiana will also assist the city in achieving the goals established in the Comprehensive Plan. The village center and community recreation centers within Meridiana will enable Manvel to enhance its small town quality of life by promoting community activities and involvement. The rural character of the area will be preserved by protecting Chocolate Bayou and creating an extensive system of "created" bayous reflective of the natural environment and providing extensive open view corridors. By creating an environment that encourages people to form bonds and share experiences, Meridiana will establish a cohesive community of people that blends with and preserves Manvel's small town values.

Master planned communities, in general, provide tremendous benefits for cities over traditional piece meal development. Historically, property values in master planned communities are greater and more stable than property values outside of master planned communities, providing cities with a greater ability to plan and fund services. Additionally, residents of master planned communities typically call upon public services, including public safety, at a lower rate than in other areas that are not master planned, deed restricted, and managed by strong homeowner’s associations. Master planned communities bring stability and predictability that facilitate a city's long range planning and financial objectives.

The Tax Increment Reinvestment Zone (TIRZ) provides a financing mechanism for the economic feasibility of the overall system of capital improvements required to serve the tract and a large portion of the city south of SH 6. The TIRZ allows the public improvements for this region of the city to be constructed as a cohesive system rather than as a disjointed series of smaller improvements. Implementation of a cohesive system of roadways, utilities, recreation facilities, and drainage is more efficient and better serves the residents of the City, which is a key component of the City's Comprehensive Plan.

This specific PUD amendment will provide additional benefits to the City of Manvel as Meridiana continues to develop. As a part of the PUD amendment negotiations, right-of-

way has been dedicated at the intersection of County Road 64 (Clark Road) and Jordan Road, and the remaining portion of Meridiana north of this intersection will be dedicated to the City as a public facilities site. The developer of Meridiana will also dedicate a tract of +/- 2 acres outside of the PUD, at the southwest corner of Rogers Road and Wilson Drive, to the City for municipal purposes. Adding the tract at the northwest corner of Meridiana Parkway and Kreuzer Road will also be beneficial. By adding acreage but not increasing the maximum allowed units, Meridiana will be less dense overall. Kreuzer Road will also be improved to provide access to this tract and to provide better access to adjacent property owners. Adding this tract to the PUD will ensure that its future land use is more compatible with the surrounding residential land use than its current Heavy Commercial zoning designation. The Meridiana Parkway bridge over the Burlington Northern Santa Fe Rail Line near Highway 6 provides a significant benefit to the City of Manvel. It provides a safe and efficient means to cross the rail line and thus greatly improves area mobility. In addition, the infrastructure constructed by Meridiana helps the city to achieve its goal of a well planned and designed infrastructure system, which will benefit the city and its residents for many years to come.

Land Use Table

Use	Area
Single Family Home	1,214 Ac.
Garden Home	30 Ac.
Patio Home	203 Ac.
Townhome	53 Ac.
Village Center	96 Ac.
Multi Family	12 Ac.
Commercial	61 Ac.
Institutional	188 Ac.
Right of Way	160 Ac.
Parks, Detention, OS	890 Ac.
Drill Site	
Rec Center	
Public Facilities Site	
Site Total	2,907 Ac.

SH 6
SH 288
MERIDIANA PARKWAY
MANVEL
IOWA COLONY
ALVIN
Broad Road
CR 75
GARDEN HOME
COMM.
PATIO
TOWNHOME
SINGLE FAMILY
MULTI FAMILY
VILLAGE CENTER
ELEMENTARY SCHOOL
JR. HIGH SCHOOL
REC CENTER
PUBLIC FACILITIES SITE
FREEDOM FIELD
DAVENPORT PARKWAY
CLUB ROAD
CROSS CREEK RANCH BLVD
IOWA COLONY BLVD
MANVEL AVENUE
ALVIN IOWA ROAD
GOLDEN ROAD
SUNSET TRAIL
MEADOW GLEN LANE
CROSS CREEK RANCH BLVD
MERIDIANA PARKWAY
MANVEL AVENUE
IOWA COLONY BLVD
ALVIN IOWA ROAD
SUNSET TRAIL

18

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Exhibit 4: Preliminary Land Use Plan

Brazoria County, Texas

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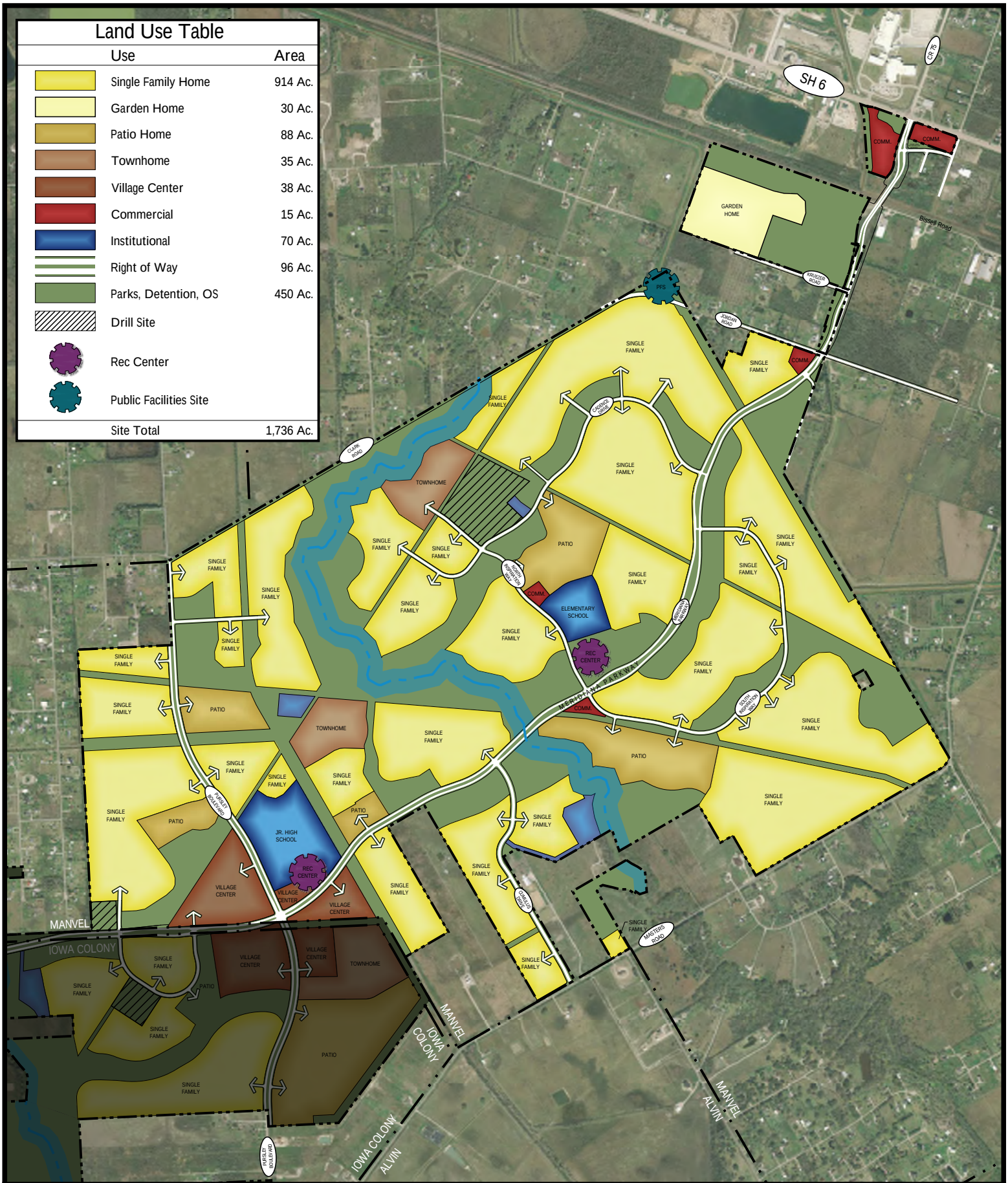


Exhibit 5: Preliminary Land Use Plan - Manvel

Brazoria County, Texas

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E. Transportation

Meridiana will establish a transportation network consisting of streets and other forms of transportation that will comply with the City's Major Thoroughfare Plan (the Transportation Corridor Plan contained within the adopted Comprehensive Plan) adopted by City Council January 26, 2015 and meet the mobility needs of the community.

This proposed transportation network is in compliance with the City's Major Thoroughfare Plan as amended on October 13, 2015.

The HOA will maintain all enhanced landscaping within Meridiana street right-of-way.

1. Existing Access

Meridiana currently has access to State Highway 288 to the west and State Highway 6 to the northeast. In addition, the property has frontage along County Road 72 (Clark Road) to the north and County Road 67 (Masters Road) to the south. The new tracts being added to the PUD have frontage along Meridiana Parkway and Kreuzer Road.

2. Street Hierarchy

The street system in Meridiana will consist of a hierarchy of streets ranging from major thoroughfares to alleys. The intent of the system is to establish a series of streets that are sized appropriately for the land uses that they serve and to direct traffic within the community to the collector streets and major thoroughfares while discouraging any negative impact on residential neighborhoods and surrounding properties. The following is a brief description of street types that may be implemented within Meridiana:

Major Thoroughfares – Major thoroughfares are intended to serve as principal thoroughfares and occur within major corridors as identified on the City's Major Thoroughfare Plan.

Collector Streets – Collector streets are intended to help distribute traffic between major thoroughfares and other collector streets and are identified on the City's Major Thoroughfare Plan as Minor Transportation Corridors.

Neighborhood Collectors – Neighborhood collectors are designed to help distribute local street traffic within residential areas, as well as to provide direct access to lots.

Village Center Local Streets – Village Center Local Streets may be used in the village center area to allow for on-street parking while fostering a pedestrian friendly environment.

Local Streets – Local streets are designed to provide access to residential lots.

Private Streets (Type 1) – Type 1 private streets will be privately maintained and may be gated. The right-of-way for type 1 private streets shall be identified as a 50 foot wide public utility easement in order to allow for public utility service. Any gates shall be equipped to provide for police, fire, and emergency access.

Private Streets (Type 2) – Type 2 private streets may be used in lieu of local streets to provide access to more dense types of housing such as patio homes, townhomes or condominiums. Type 2 private streets will be privately maintained and may be gated. Any gates shall be equipped to provide for police, fire, and emergency access. Underground utilities may be designed and constructed under the pavement section, but must be privately maintained.

Alleys – Alleys shall be private and are intended to provide vehicular access to the side or rear of buildings or properties that front on a neighborhood collector, local street, village center local street, or type 1 or type 2 private street.

3. Minimum Right-of-Way Widths & Paving Sections

Streets within Meridiana shall conform to the following standards:

TABLE 2
Minimum Right-of-Way Widths & Paving Sections

	Minimum Right-of-Way Width	Standard Paving Section (Measured from back of curb to back of curb)
Major Thoroughfare	120 feet [1]	Two (2) 25 foot divided sections [2]
Collector	80 feet	38 feet
Neighborhood Collector	60 feet	32 feet
Village Center Local Street	70 feet	Two (2) 12 foot travel lanes with angled parking on both sides
Local Street	50 feet [3]	28 feet
Private Street (Type 1)	50 feet	28 feet
Private Street (Type 2)	28 feet	28 feet
Private Alley	20 feet	14 feet [4]

1) Shall be widened to 130 feet at the intersection of SH 6.
2) All bridge crossings may have a reduced median width.
3) Local streets shall have a minimum right-of-way width of 60 feet within single family sections in which 50% or more of the lots are 70 feet wide or greater.
4) Paving for alleys shall be measured from edge to edge, as curbs are not provided.

4. Vehicular Circulation Plan

The Vehicular Circulation Plan illustrates the proposed circulation system for Meridiana. The plan is designed to meet the mobility needs of the development in a safe and efficient manner as well as provide adequate circulation for the overall area.

5. Meridiana Parkway

Meridiana Parkway connects State Highway 288 to State Highway 6 and thus is the primary thoroughfare within Meridiana. Because of its prominence, Meridiana Parkway creates a “signature” boulevard that is one of the most distinguishing features of the development. The parkway is designed to have variation in median width as well as elevation.

Esplanade openings are strategically placed along Meridiana Parkway and feature left turn lanes when desired. The circulation plan illustrates the general location of the esplanade openings. Requests for additional esplanade openings not shown on

the exhibit will be considered on a case by case basis, subject to approval by City's Designated Official.

6. County Roads 67 and 72

County Road 67 (Masters Road) is adjacent to the southern boundary of the project and County Road 72 (Clark Road) is adjacent to the northern boundary. As the project develops, and the property immediately adjacent to these roads is subdivided, an amount equal to one half of the ultimate right-of-way width established by the City's Major Thoroughfare Plan for these roads shall be dedicated by plat. No improvements for paving or drainage for these roads shall be required.

7. Kreuzer Road

Kreuzer Road is adjacent to the southern boundary of the tracts of land that are being added to the PUD. Construction of Kreuzer Road shall not be required to the west of the westernmost entrance to any subdivision of these tracts.

Legend

- Major Thoroughfare
- Collector
- Neighborhood Collector
- Esplanade Opening

SH 6
SH 288
MANVEL
IOWA COLONY
ALVIN
CR 75
CLAY ROAD
ORANGE GROVE
ROAD
MASTERS ROAD
SHADYPORT MEADOWBAY

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Exhibit 6: Circulation Plan

Brazoria County, Texas

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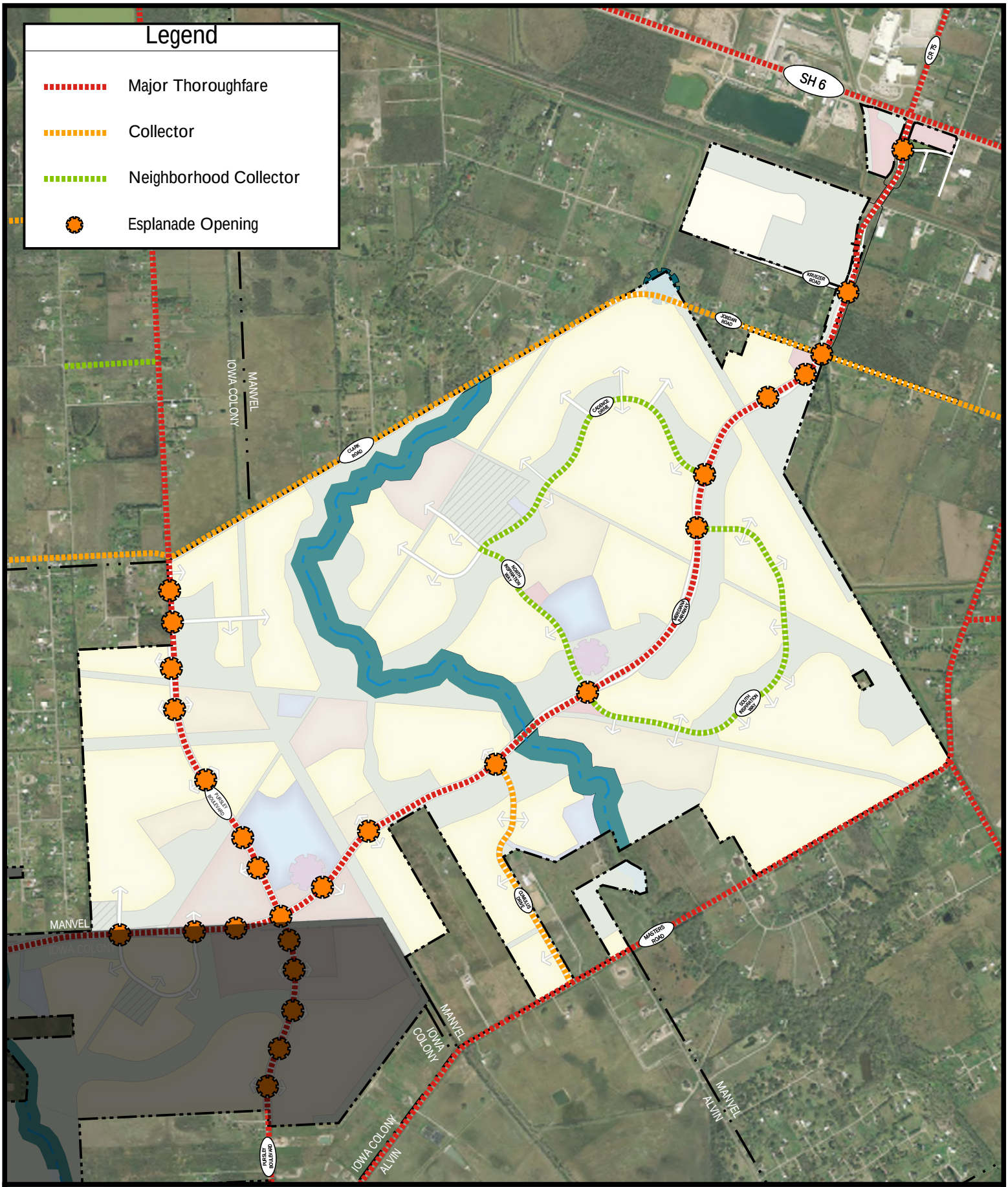


Exhibit 7: Circulation Plan - Manvel

Brazoria County, Texas

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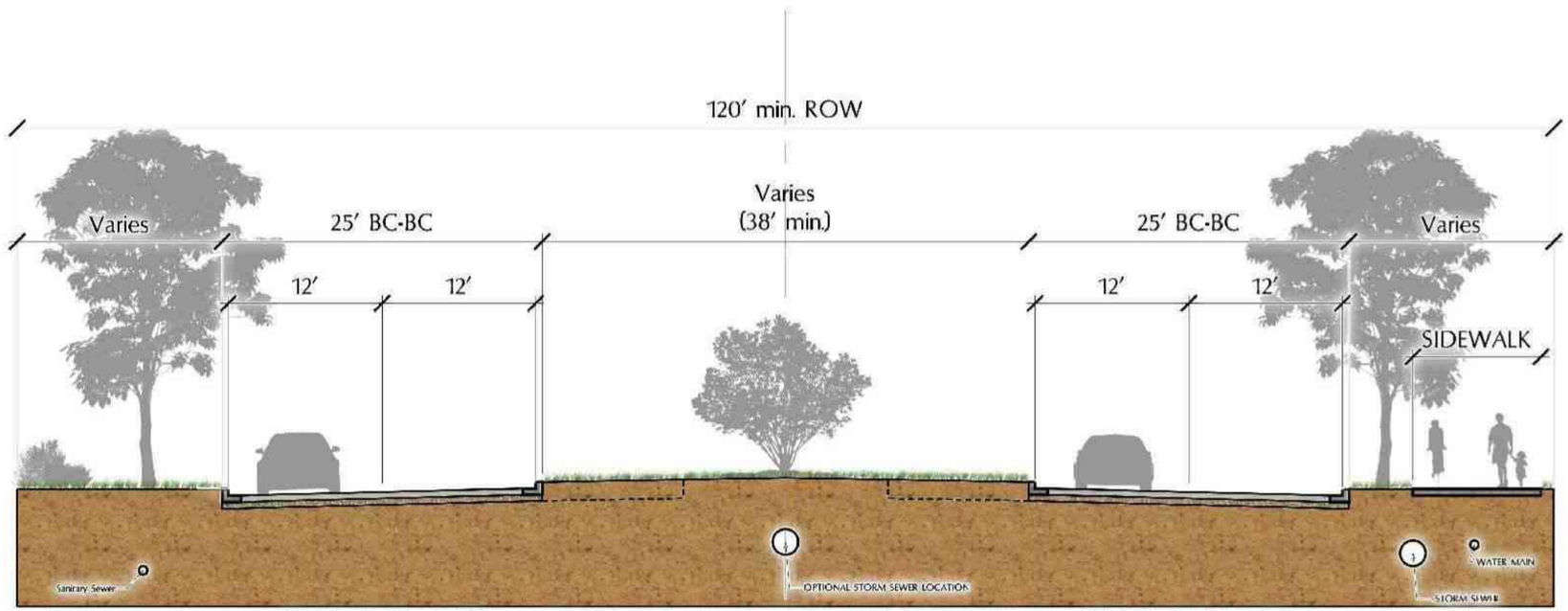
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. Sidewalk may be located as 6' sidewalk on both sides of ROW or as 10' sidewalk on one side of ROW.
3. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
4. Median openings shall be located in conformance with the Circulation Plan.
5. Median width may be reduced to 16 feet to accommodate left turn lanes.
6. Driving lanes may meander within the right-of-way as right-of-way widens greater than 120' minimum.
7. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
8. Proposed trees within median will be planted a minimum of 5' from utility lines.

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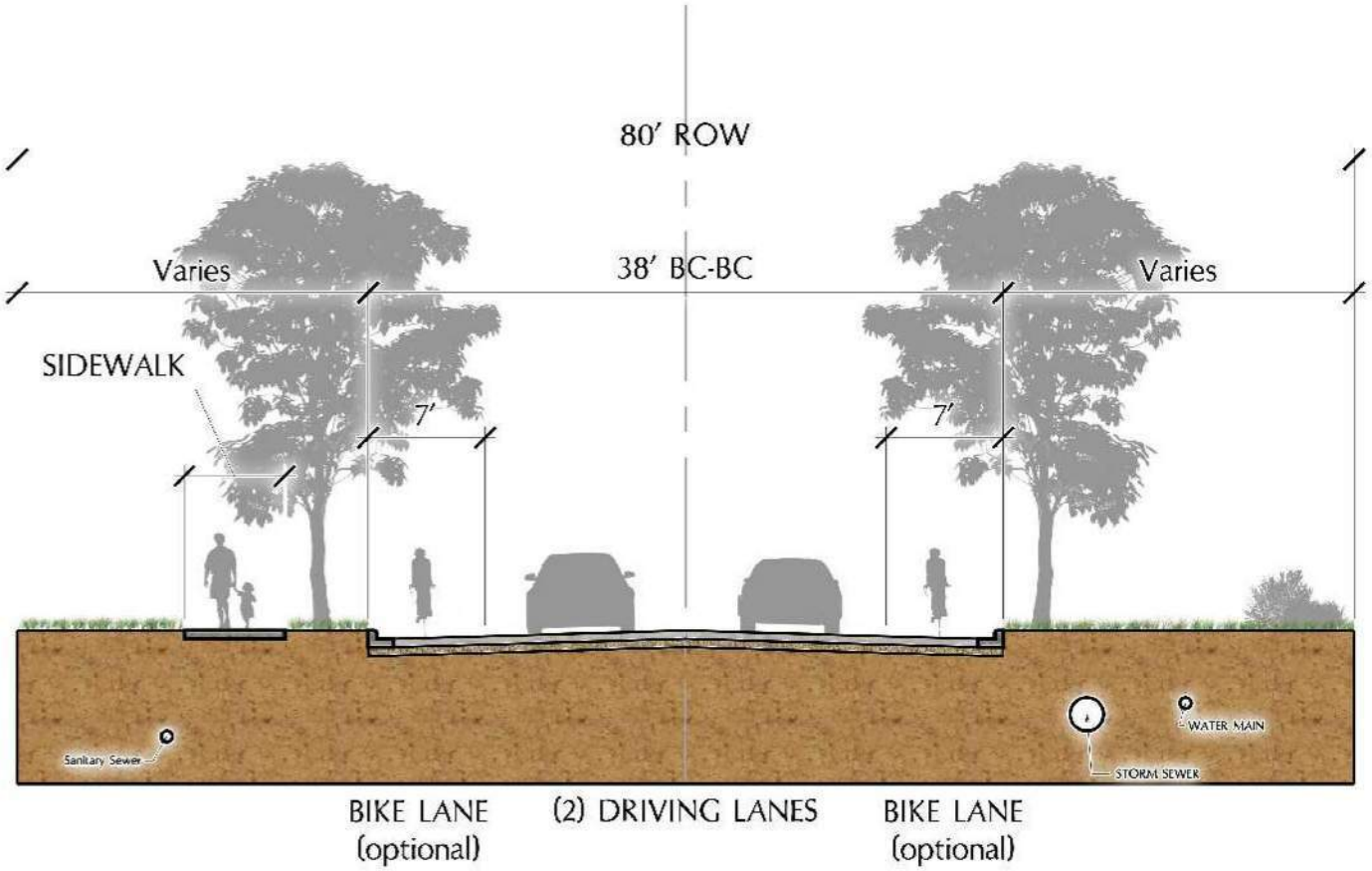
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Exhibit 8: Street Section - Major Thoroughfare

Brazoria County, Texas

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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. Sidewalk may be located as 4' sidewalk on both sides of ROW or as 6' sidewalk on one side of ROW.
3. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
4. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.

Exhibit 8: Street Section - Collector

Brazoria County, Texas

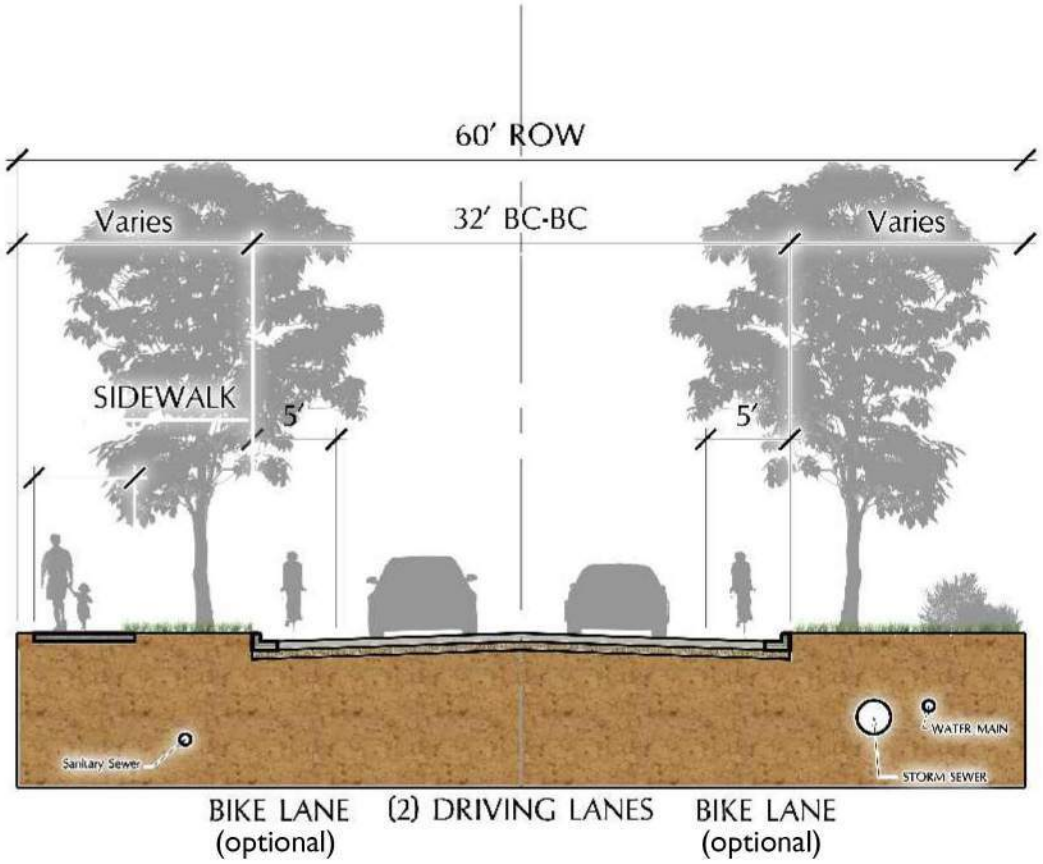
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Sidewalk may be located as 4' sidewalk on both sides of ROW or as 6' sidewalk on one side of ROW.
4. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.

Exhibit 8: Street Section - Neighborhood Collector

Brazoria County, Texas

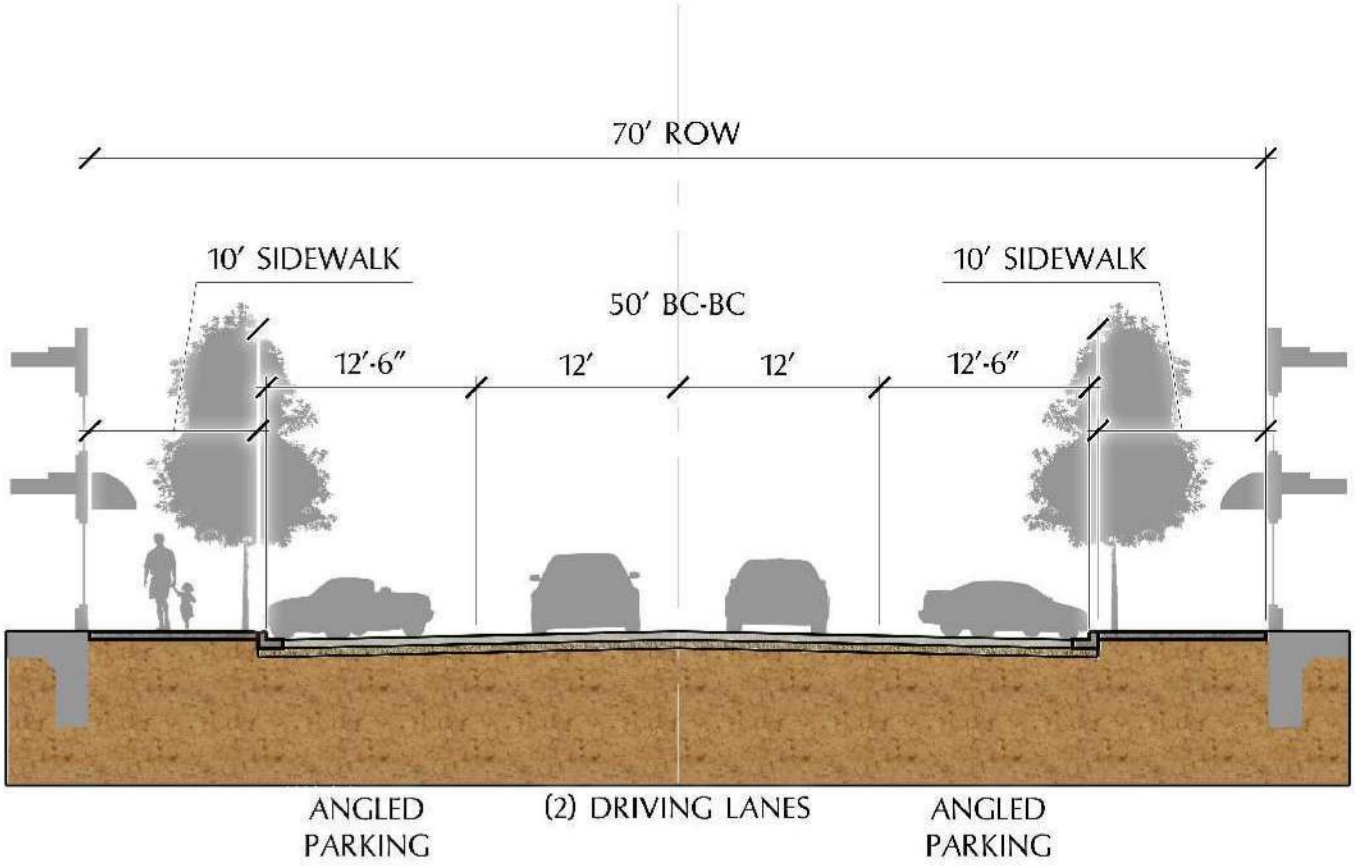
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. Minimum sidewalk width is 6' on both sides of right-of-way.
3. Where buildings have a 0' setback from the right-of-way, sidewalks shall be provided between the building and edge-of-pavement.
4. The Village Center Local section may only be located within the Village Center area.
5. Center turn lane may be provided when necessary at intersections with Major Thoroughfares.
6. Architectural features of buildings may encroach into the right-of-way a maximum of five (5) feet.
7. When angled on-street parking is not desired, the standard 50' Local street section shall apply.

Exhibit 8: Street Section - Village Center Local

Brazoria County, Texas

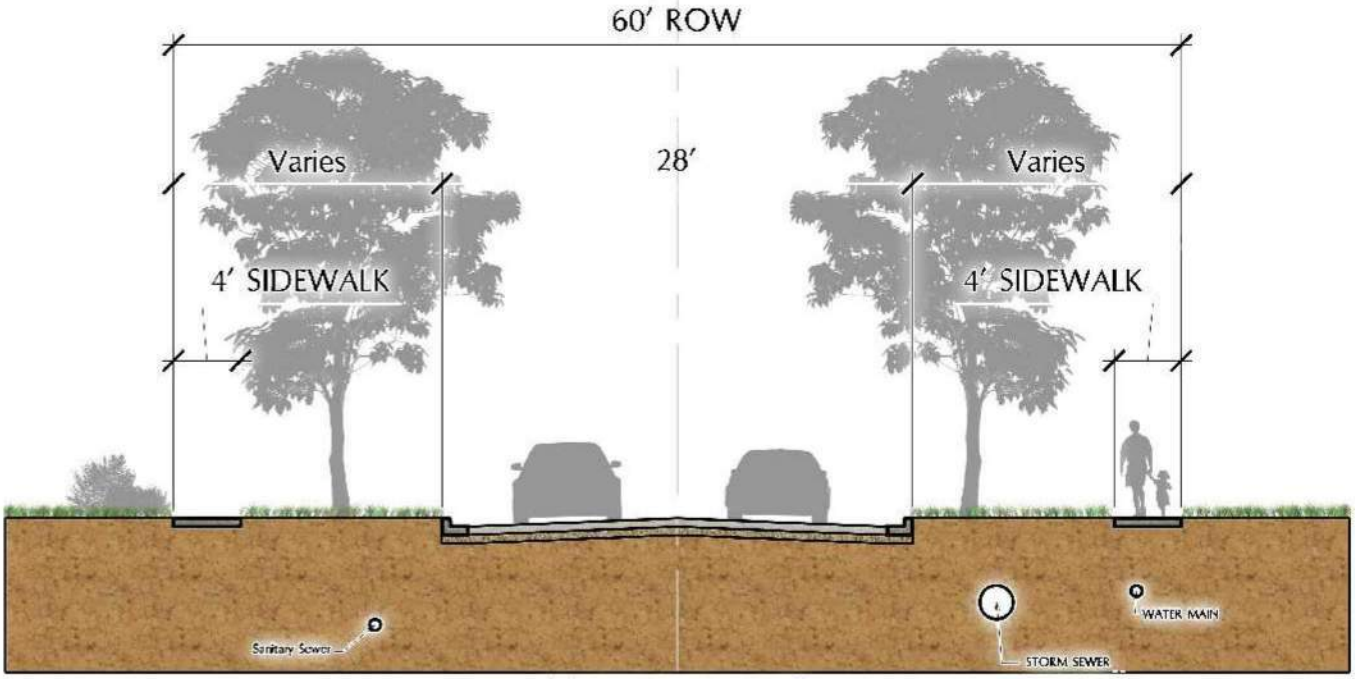
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Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.

Exhibit 8: Street Section - 60' Local

Brazoria County, Texas

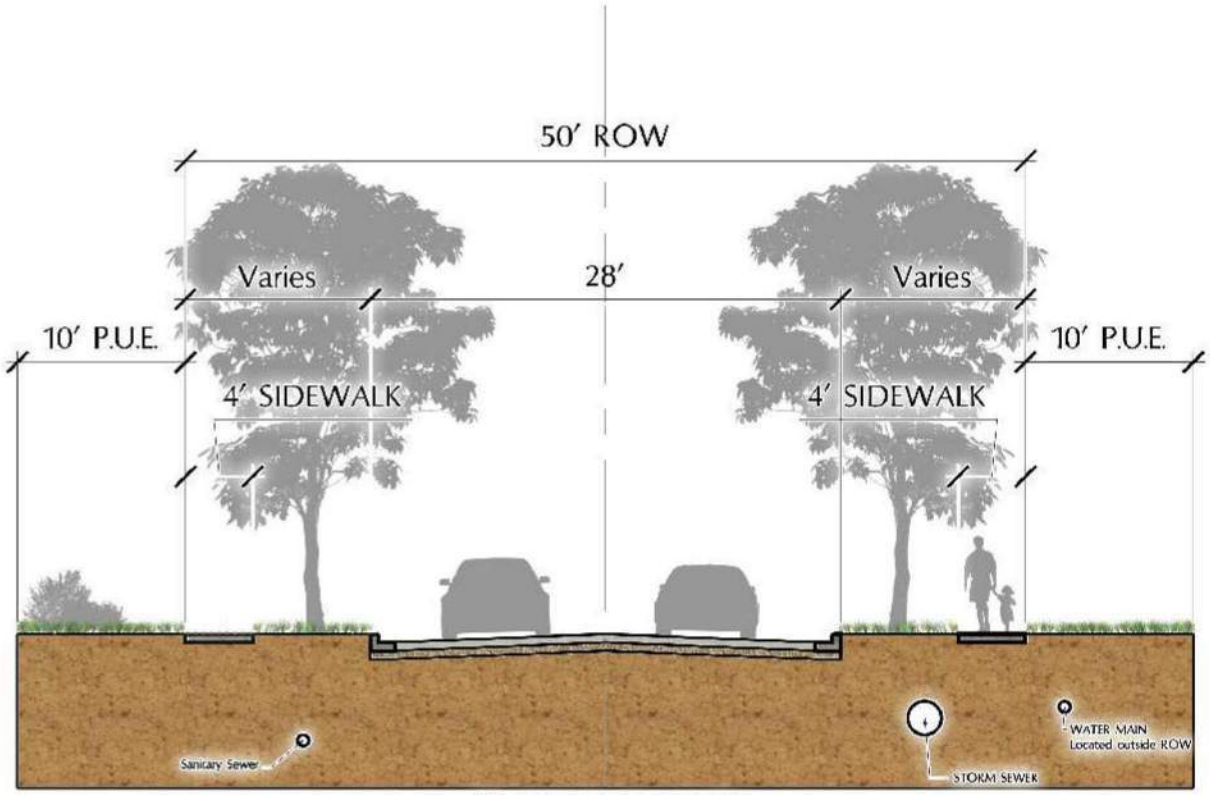
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(2) DRIVING LANES

Notes:

1. Sidewalk(s) may be located outside of right-of-way within an approved sidewalk easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
4. P.U.E. shall mean public utility easement.

Exhibit 8: Street Section - 50' Local

Brazoria County, Texas

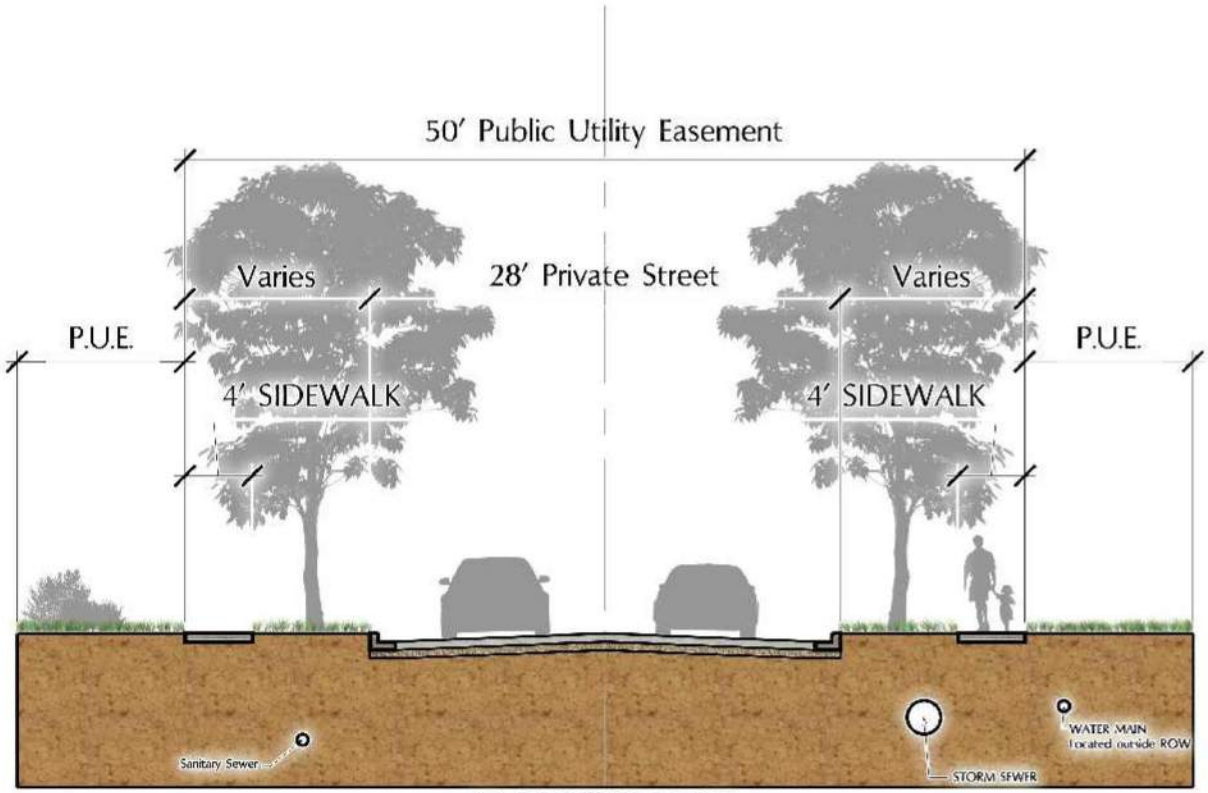
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Notes:

1. Sidewalk(s) may be located outside of Public Utility Easement.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
4. Any publicly owned or publicly maintained utility line shall not be located under street pavement with the exception of utility crossings or service line connections.

Exhibit 8: Street Section - Private Street (Type 1)

Brazoria County, Texas

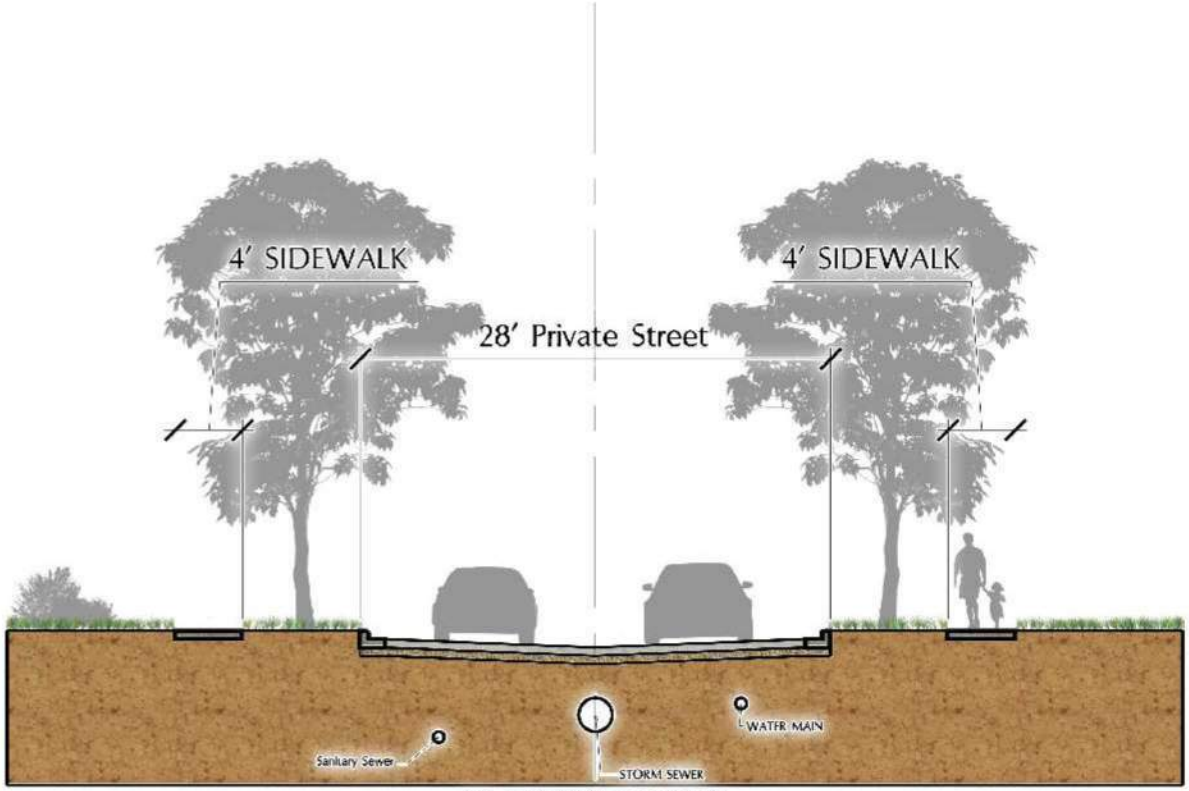
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(2) DRIVING LANES

Notes:

1. Private sidewalk(s) may be located on adjacent property within ten feet (10') of the private drive.
2. If an existing or proposed trail is located on an adjacent reserve, a sidewalk shall not be required.
3. Utility locations are schematic in nature. Actual location may vary due to engineering limitations.
4. Any utilities located underneath private street shall be privately owned and maintained.

Exhibit 8: Street Section - Private Street (Type 2)

Brazoria County, Texas

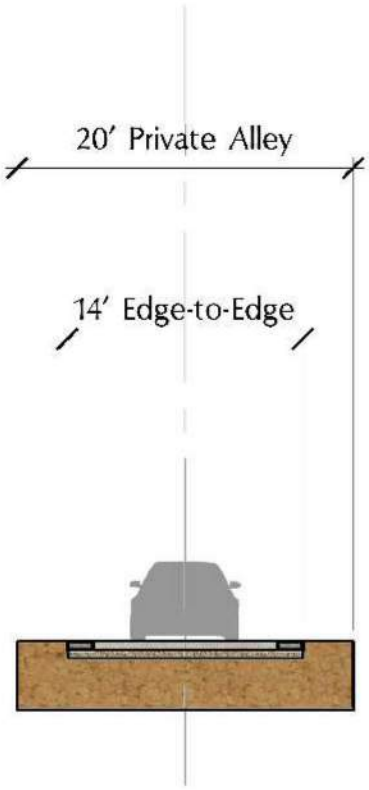
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Notes:

1. Private Alleys shall be privately owned and maintained.
2. Private Alleys shall be identified as one-way only.
3. No public water or sanitary sewer utilities shall be allowed in private alleys.

Exhibit 8: Street Section - Private Alley

Brazoria County, Texas

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8. Street Design Criteria

Streets within Meridiana shall conform to the following standards:

Cul-de-sacs: Cul-de-sacs within residential areas shall be measured along the centerline of the street from the nearest intersecting street to the center of the terminus bulb. The maximum length of cul-de-sacs in residential areas shall be determined by the number of vehicle trips generated per day, which shall not exceed 350. For the purposes of this requirement, the following standard shall apply:

Detached Units – 10 vehicle trips per day per unit (35 units)

Attached units – 8 vehicle trips per day per unit (44 units)

In no case shall cul-de-sacs exceed 1,200 feet in length.

Landscape "islands" having a maximum radius of sixteen (16) feet shall be permitted within cul-de-sac bulbs.

Cul-de-sacs in non-residential areas shall be considered on a case-by-case basis by the City's Designated Official.

Intersections: Intersections of local streets shall be spaced at a minimum of 125 feet apart, as measured from centerline to centerline.

Streets and alleys shall be designed to intersect as nearly as possible to right angles.

No street or alley shall intersect any other street at less than 70 degrees.

Property lines at intersections of major thoroughfares and collector streets shall transition with a 25 foot minimum radius curve. Property lines at intersections of neighborhood collector streets, local streets, type 1 private streets and type 2 private streets shall transition with a 15 foot minimum radius curve. Property lines that intersect at less than 90 degrees shall transition with a 25-foot minimum radius curve.

Where alleys intersect with local streets, type 1 private streets or type 2 private streets, property lines shall transition with a 15 foot

minimum radius curve with a 20 foot minimum radius paving transition.

Curves: Curves along major thoroughfares shall be designed to meet or exceed minimum ASHTO standards. International Transportation Engineers (ITE) Context Sensitive Solutions shall be allowed.

Curves along collector streets shall have a minimum centerline radius of 300 feet. Reverse curves shall be separated by a tangent distance of not less than 100 feet.

Curves along local streets shall have a minimum centerline radius of 100 feet. Reverse curves shall be separated by a tangent distance of not less than 50 feet. This standard shall not apply to "L type" intersections. These types of intersections shall have a minimum centerline radius of 50 feet.

Block Length: Major thoroughfares shall have a maximum block length of 2,600 feet with the following exception:

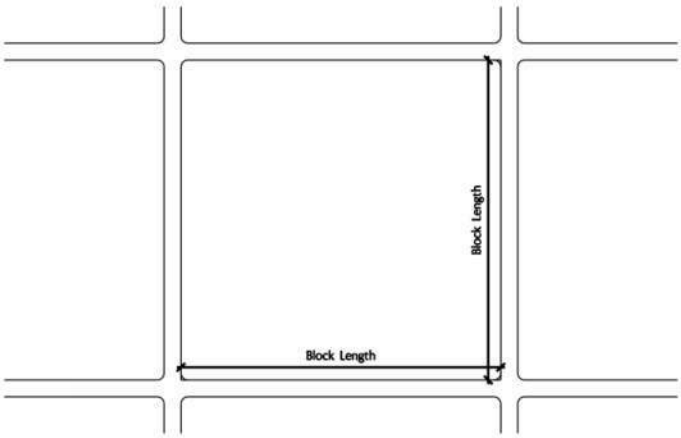
Major thoroughfares that run parallel to drainage features having a minimum width of fifty (50) feet shall have a maximum block length of 4,000 feet.

Collectors and neighborhood collectors shall have a maximum block length of 1,800 feet and local streets shall have a maximum block length of 1,200 feet with the following exceptions:

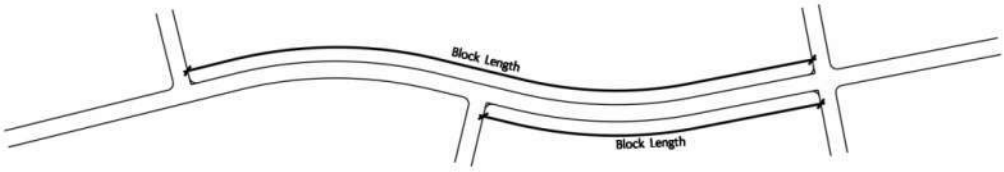
Crossings of bayous or canals shall only be required by streets that are identified as major corridors on the City's Thoroughfare Plan.

The maximum block length along pipeline easements or drainage features having a minimum width of 50 feet shall be 2,000 feet.

Block length shall be measured between intersections from edge of right-of-way to edge of right-of-way.



Traditional Block Length Measurement



Curvilinear Block Length Measurement

In cases where multiple blocks may exceed 2,400 feet and pedestrian connections are not provided, the City's Designated Official may require that a reserve, having a minimum width of twenty (20) feet, be provided in order to accommodate such a connection if it would significantly improve overall pedestrian circulation within the development.

Points of Access: All subdivisions shall provide a minimum of two points of access. 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 acceptable in all circumstances and shall be considered two points of access for these purposes provided that the divided paving section extends to the first intersecting street that is not a cul-de-sac and continues to provide two points of access to all other parts of the subdivision except cul-de-sac streets. Parking along the divided entry shall be prohibited.

Lot Frontage: Each single family, garden home, patio home, and townhome lot shall have frontage on a neighborhood collector, local street, type 1 private street, type 2 private street or common area.

Lots may not front onto Neighborhood Collectors within 500 feet of any intersection with a Major Thoroughfare.

Lots that front on a common area must have vehicular access provided by a local street, type 1 private street or type 2 private street. In addition, the common area must have a minimum dimension of 20 feet.

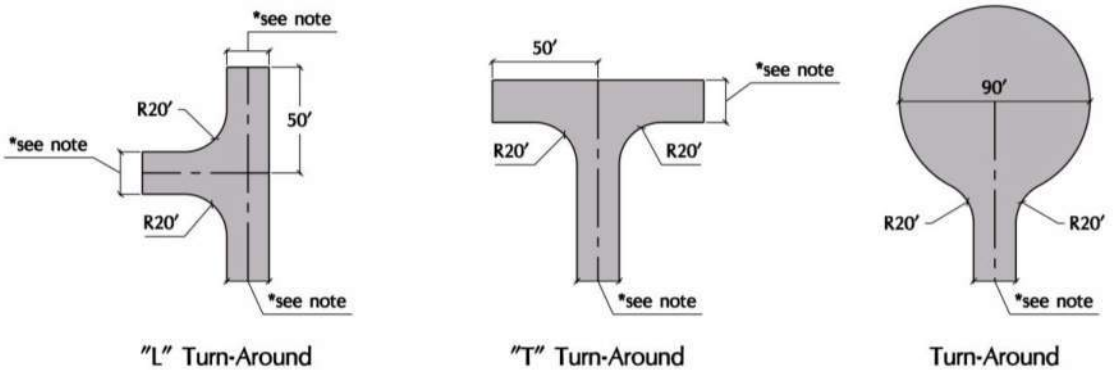
Lots in sections in which 50% or more of the lots are 70 feet wide or greater must front on a neighborhood collector or local street having a minimum right-of-way of 60 feet.

Lots may not have direct vehicular access to a major thoroughfare or collector street unless the lot is one acre or greater in size and provides a turnaround that prohibits vehicles from backing onto the major thoroughfare or collector.

Dead-End Streets: Type 2 private streets may extend up to 150 feet without a turnaround. Dead end Type 2 private streets that exceed 150 feet in length shall provide a turnaround in accordance with the diagram shown below. Dead end streets other than Type 2 Private Streets shall be terminated with a cul-de-sac. A cul-de-sac with a 40-foot pavement radius shall be provided for Bissell Road to the east of Meridiana Parkway. Kreuzer Road shall not be terminated with a cul-de-sac because its connection to the street pattern of the subdivision directly to the north will provide a loop therefore providing adequate circulation.

Dead-End Alleys: Alleys may extend up to 150 feet without a turnaround. Dead end alleys that exceed 150 feet in length shall provide a turnaround in accordance with the diagram shown below.

TYPE 2 PRIVATE STREET & ALLEY TURNAROUND OPTIONS



*Dimension shall match the corresponding paving width

Any deviation from this section shall be considered on a case by case basis and shall require written approval from the City's Designated Official.

9. Street Sidewalks

Sidewalks shall be provided in accordance with the following schedule:

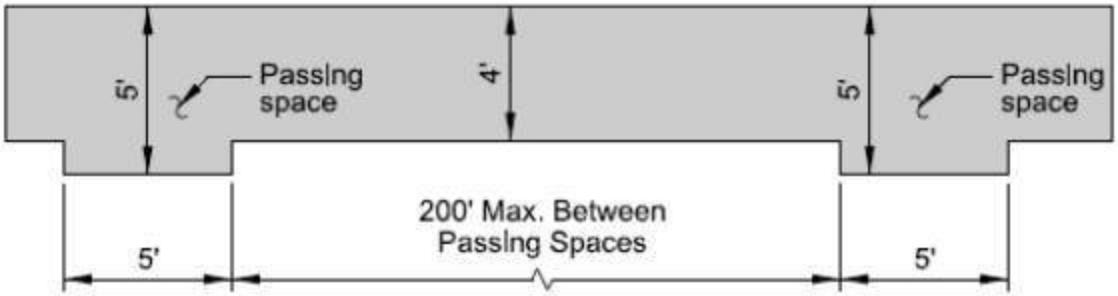
TABLE 3
Sidewalk Requirements

Street Type	Minimum Requirement		
Major Thoroughfare	6 foot sidewalks shall be provided on both sides of the street	**OR**	A 10 foot sidewalk shall be provided on one side of the street
Collector	4 foot sidewalks shall be provided on both sides of the street	**OR**	A 6 foot sidewalk shall be provided on one side of the street
Neighborhood Collector	4 foot sidewalks shall be provided on both sides of the street	**OR**	A 6 foot sidewalk shall be provided on one side of the street
Local Street	4 foot sidewalks shall be provided on both sides of the street		
Village Center Local Street	Where buildings have a zero (0) foot setback, ten (10) foot sidewalks with landscaping shall be provided. Where buildings have a setback greater than zero (0), 6 foot sidewalks shall be provided.		
Private Street (Type 1)	4 foot sidewalks shall be provided on both sides of the street		
Private Street (Type 2)	4 foot sidewalks shall be provided on both sides of the street		

Generally, sidewalks should be constructed within the right-of-way. However, sidewalks along Type 2 Private Streets shall be constructed on private property within a sidewalk easement located within 10 feet of the edge of paving. Sidewalks adjacent to open space areas may meander between the right-of-way and open space when desired. When trails exist or are proposed on an adjacent reserve of open space area, sidewalks shall not be required provided that the trail is constructed of concrete. If a sidewalk is provided on only one side of the street and it meanders outside of the right-of-way, it must return to the right-of-way at least every 1,400 feet. All sidewalks shall be constructed to meet ADA standards and shall provide passing spaces if less than 5 feet in width as shown in the figure below.

Deviations from the above schedule will be considered on a case by case basis, subject to approval by City's Designated Official.

4 FOOT WIDE SIDEWALK WITH PASSING SPACES PROVIDED



F. Parks Open Space & Trails

1. Parks & Open Space

Parks and Open Space will be the central feature of the community and its identity. Meridiana will celebrate and draw upon the natural beauty of Chocolate Bayou by establishing a "bayou greenbelt" system that stretches throughout the community. At the heart of this system will be Chocolate Bayou itself. The Bayou will be preserved to the greatest extent possible. There will be no clear cutting and the introduction of concrete structures will be minimized. In addition to Chocolate Bayou, several man-made detention basins will be created that will extend out into the community from Chocolate Bayou. These detention basins will be contoured and landscaped to resemble natural bayous forming the backbone of the open space system and providing a common "thread" that binds the community together both physically as well as socially.

In addition to the bayou greenbelt, many active recreational facilities will be developed and built within Meridiana, ranging from small pocket parks to the larger neighborhood parks which will be connected through an extensive pedestrian trail system. This will be the backdrop for many leisure activities. If needed, school playgrounds and athletic fields, when not servicing educational needs are anticipated to be available to community residents for informal or organized use. The Parks and Open Space Plan illustrates the proposed parks and open space areas within Meridiana.

The City of Manvel requires that one acre of open space is provided for every 100 dwelling units. Based on the maximum allowed number of units per this PUD, the park and open space requirement for Meridiana is 40.6 acres.

Approximately 450 acres of land within the Manvel portion of Meridiana are planned to be designated as parks and open space. The following table indicates the amount of open space to be provided relative to the standard requirement.

TABLE 4
Open Space

	Required		Proposed	
Land Use	**% of Gross Acreage**	**Acreage**	**% of Gross Acreage**	**Acreage**
Parks & Open Space (POS)	2%	40.4	23%	450.2

The recreation and open space areas, besides providing areas for neighbor interaction, will provide physical separation, buffer zones, and transitions between areas of development. The undeveloped open space portion of the project is preserved to provide the communities with "passive" recreational opportunities and to maintain a visual barrier between adjacent uses.

With the exception of any park areas that the city may choose to accept, parks and open space located within Meridiana will be owned and maintained by the municipal utility districts or the home owner's association. Other than a few private areas, such as recreation centers and pools, all parks and open space areas will allow general public use. A minimum of 40.4 acres shall be considered "unencumbered open space." Unencumbered open space shall be free from pipeline and utility easements, drainage ways, and wet and dry detention areas. If a reserve has easements in it, the reserve must be a maximum of 20% encumbered by such easements to be considered unencumbered open space. Based on calculations for plats previously recorded, Meridiana has already met the minimum acreage for unencumbered open space.

The Parks and Open Space Plan is preliminary in nature. The specific location of individual parks or open spaces may be moved or combined as the design and development of Meridiana moves forward however, all residential units will be located within 1,400 feet of an open space area. The city will be notified of any changes to the Parks and Open Space Plan.

The park and open space component of Meridiana will help achieve the vision established by the City's Comprehensive Plan by preserving natural drainage areas and allowing for growth while maintaining the "open" feeling that residents value so greatly.

2. Trails

In addition to the required street sidewalks, Meridiana will feature an extensive trail system that will extend throughout the community providing access to the various destination centers, including the village center, commercial areas, recreation centers, schools, and parks. This system may be comprised of both paved and unpaved trails and will be linked to the required sidewalks throughout the community. It will also feature distinctive signage that will assist residents with way finding. The trail system within Meridiana will be maintained by the Municipal Utility District or Home Owner's Association.

Pedestrian underpasses are located at strategic locations along Meridiana Parkway to allow residents to safely access areas of the community on both sides of the parkway by avoiding pedestrian/auto conflicts. This helps to create a unified community that is walkable and promotes healthy lifestyles.

The Preliminary Trail Plan identifies the proposed location of trails within Meridiana. Trails may be paved or unpaved and constructed of materials that are appropriate for the specific application. The Preliminary Trail Plan is preliminary in nature. The specific location of individual trails may be moved or combined as the design and development of Meridiana moves forward. The city will be notified of any such changes.

Legend

Use	Area
Open Space	721.5 AC.
Parks	33.3 AC.
Neighborhood Parks	25.1 AC.
Community Park	102.1 AC.
PARKS/OS TOTAL	882.0 AC.
Schools	147.5 AC.
Rec Center	12.5 AC.

SH 6
SH 288
MANVEL
IOWA COLONY
ALVIN
CLAY ROAD
ORANGE GROVE ROAD
MASTERS ROAD
MORELAND ROAD
MALONE ROAD
DAVENPORT PARKWAY
REC CENTER
P
NP
CP

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Exhibit 9: Parks & Open Space Plan

Brazoria County, Texas

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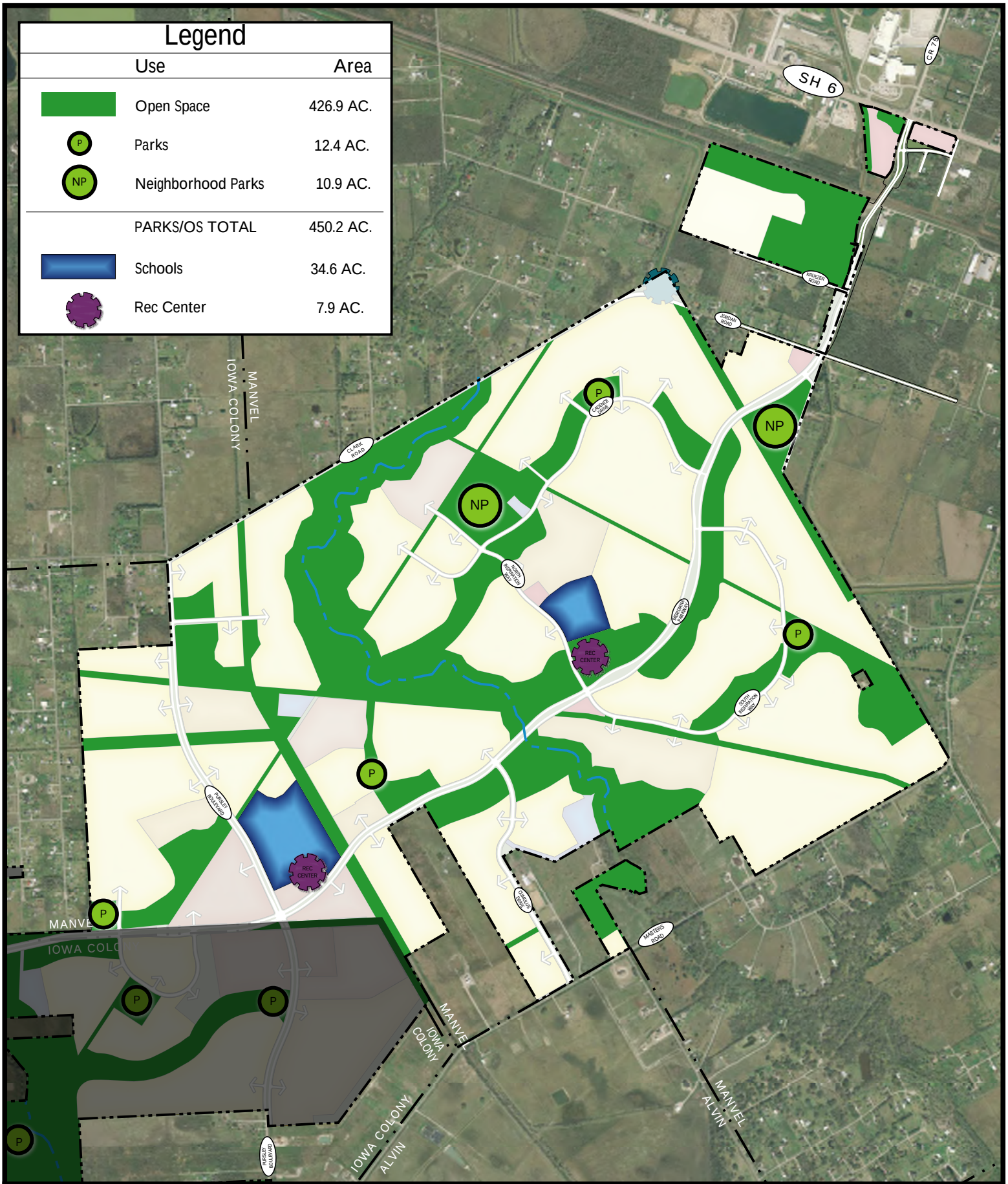


Exhibit 10: Parks & Open Space Plan - Manvel

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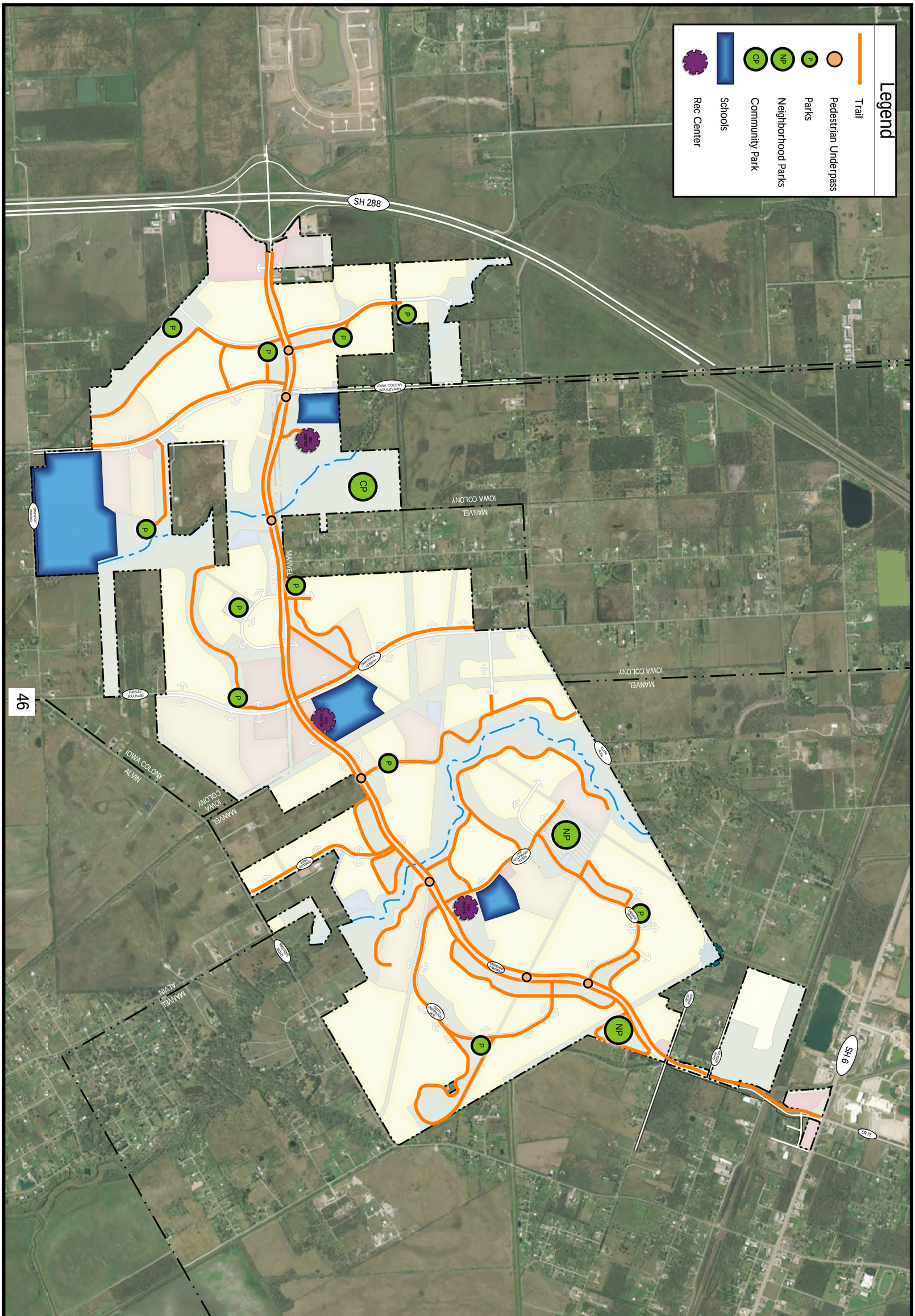


Exhibit 11: Trails Plan

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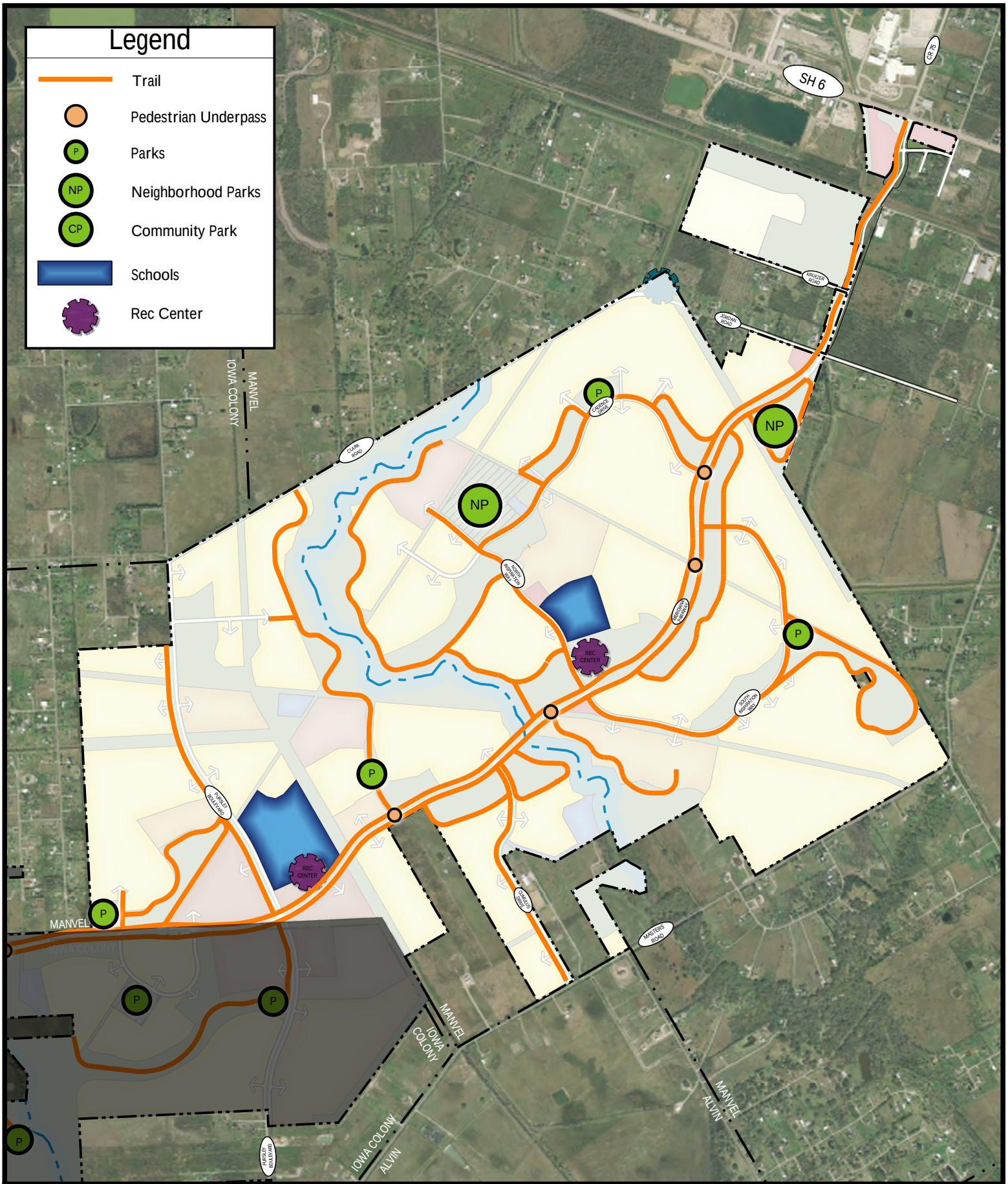


Exhibit 12: Trails Plan - Manvel

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G. Infrastructure

1. Municipal Utility Districts

Meridiana is served by a total of three municipal utility districts. Two of these districts are within the City of Manvel, they are: Brazoria County MUD #56 and #57. The third district, Brazoria County MUD #55, is located within the City of Iowa Colony. These districts are responsible for providing public utility service to the project, except for any acreage lots that front on County Road 67 (Masters Road). These acreage lots may be served by private water wells and septic systems provided that they meet any applicable City of Manvel and TCEQ regulations. The commercial tracts at the corner of State Highway 6 and Meridiana Parkway are temporarily served by the City for water and wastewater and will be served by MUD #57 at a later date. Ownership of all MUD utility facilities within the City of Manvel will be transferred to the City, who will be responsible for maintenance and operation of the facilities. The specific terms, conditions, and timing of the transfer of MUD facilities to the City will be the subject of a separate utility agreement to be executed between the appropriate MUD and the City. The MUD boundaries for Meridiana are illustrated on the MUD exhibit. MUD boundaries may change and/or MUDs may be combined subject to TCEQ regulations.

2. Water

The water distribution system within Meridiana will be designed to meet or exceed the City of Manvel and TCEQ requirements. At least one water plant is anticipated in Manvel and one in Iowa Colony. These plants will have an emergency interconnect to form a cohesive system. Furthermore, pursuant to a separate agreement between the City and Developer, an interconnect will be built along Meridiana Parkway to connect the City's water system to the MUD #57 water system in Meridiana. Water wells, ground storage tanks, pressure tanks, and booster pumps will be constructed as necessary to meet demand.

The size of water distribution lines will vary based on the ultimate needs of the community. The City of Manvel may choose to participate in the cost of facilities to be oversized in order to serve other areas outside of the boundaries of Meridiana.

3. Wastewater

The wastewater collection and distribution system within Meridiana will be designed to meet or exceed the City of Manvel and TCEQ requirements. Wastewater

generated within the development, except for any acreage lots that front on County Road 67 (Masters Road), will be collected by an internal network of gravity flow lines and lift stations and treated at one of two wastewater treatment plants which serve the development. One plant is located within the City of Manvel and one in the City of Iowa Colony.

The size of wastewater collection lines will vary based on the ultimate needs of the community. The City of Manvel may choose to participate in the cost of facilities to be oversized in order to serve other areas outside of the boundaries of Meridiana.

4. Storm Drainage & Detention System

The drainage plan and storm sewer system will be designed in accordance with City of Manvel, Drainage District #5, and Conservation & Reclamation District #3 regulations. The storm water runoff within Meridiana, except for any acreage lots that front on County Road 67 (Masters Road), will be routed through a curb and gutter street system to storm sewer lines that will outfall into detention basins contoured and landscaped to resemble natural bayous throughout the community. The internal detention basins will provide storage volume for the increased storm water runoff resulting from development of the property, but will also be incorporated as amenity features and open space integrated into the theme of the community. The storm water from the detention basins will outfall in a controlled fashion into Chocolate Bayou, the West Fork of Chocolate Bayou, or the C-12 drainage ditch at a rate no greater than the pre-development rate of storm water runoff.

The drainage collection systems will be designed to convey the 100-year sheet flow either in the collection system near the outfall point or by sheet flow drainage through the curb and gutter streets with maximum ponding per agency requirements. The proposed internal detention basin system will be sized to contain the excess run-off resulting from a 24 hour 100-year frequency rainfall event for developed and undeveloped conditions with a minimum freeboard of one foot before out falling into the receiving stream. The storm sewer system will consist of reinforced concrete pipe and box culverts sized per agency requirements. Concrete channelization will be minimized.

5. Flood Plain Management

The Project will adhere to the respective FEMA Map Panels as published in 2020. City, county, and FEMA regulations require the elevations of building slabs to be at

or above certain minimum elevations to protect people and structures and to reduce the probability of flooding. When Meridiana is developed, portions of the property, including portions of the flood plain, will be filled with soil in order to meet those minimum elevation requirements. When a flood plain area is filled, the volume of storm water storage displaced from the flood plain by the new fill must be replaced. This replacement volume is known as "flood plain mitigation". Flood plain mitigation is accomplished by excavating a nearby area within the same watershed as the area of fill with a volume equal to the volume of fill placed in the flood plain. This requirement ensures that the available flood plain storage volume is not decreased and that surrounding properties are not adversely affected. Meridiana will construct the required floodplain mitigation volume in accordance with city, county, and FEMA requirements and will prepare a LOMR to reflect the adjusted flood plain areas that will occur internal to the property as a result of development. No habitable structures shall be constructed within the floodway. The FEMA floodplain will be modified from time to time.

The Meridiana drainage system, including storm water detention and flood plain mitigation, will comply with applicable agency requirements to ensure no adverse impacts will result upstream or downstream due to development of Meridiana.

6. Other Utilities

Electricity, natural gas, telecommunications, and cable services will be provided to Meridiana through agreements with private utility companies as development occurs.

The location of above ground utility lines along Meridiana Parkway and collector roads will be minimized to the extent possible.

7. Schools

Meridiana is located within the Alvin Independent School District. Currently in Manvel there is one junior high school within the Project, Jackie Doucet Caffey Junior High School, and an elementary school site under construction. An additional elementary school, Meridiana Elementary, is located within Iowa Colony.

8. Home Owner's Association & Architectural Review Committee

A Home Owner's Association (HOA) exists to promote community involvement, maintain common areas, and to enforce deed restrictions and covenants. Copies of

these restrictions and covenants have been provided to the city for their review and comment prior to being recorded with the county clerk. The City of Manvel is in no way responsible for the enforcement of these private covenants.

In addition to the HOA, an Architectural Review Committee (ARC) exists to ensure conformance to the development standards contained within the PUD and enforce design guidelines which have been established separately.

Property Owner's Associations (POA) has been established for non-residential property owners for the same purposes as Homeowner' Associations.

City of Manvel and Alvin I.S.D. properties are not subject to the POA/HOA/ARC review.

H. Project Phasing

The phasing strategy for Meridiana provides a balanced approach relative to anticipated market demands. The Project Phasing Plan illustrates the proposed phasing plan for Meridiana and indicates the estimated construction timing of each phase. This plan is subject to change based on market demands, availability of infrastructure, physical encumbrances, or legal limitations. The city will be notified of any changes to the Phasing Plan.

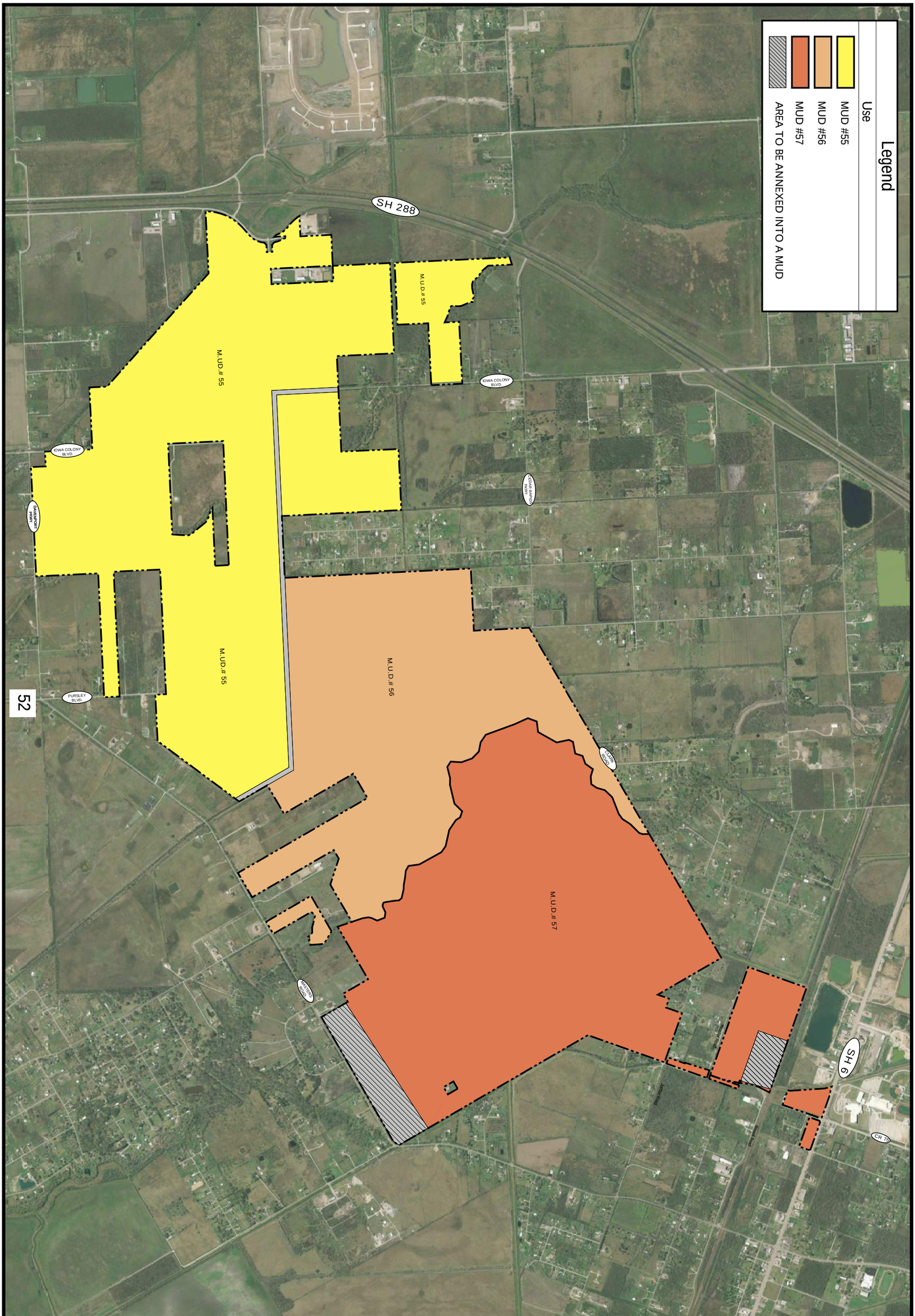


Exhibit 13: MUD Map

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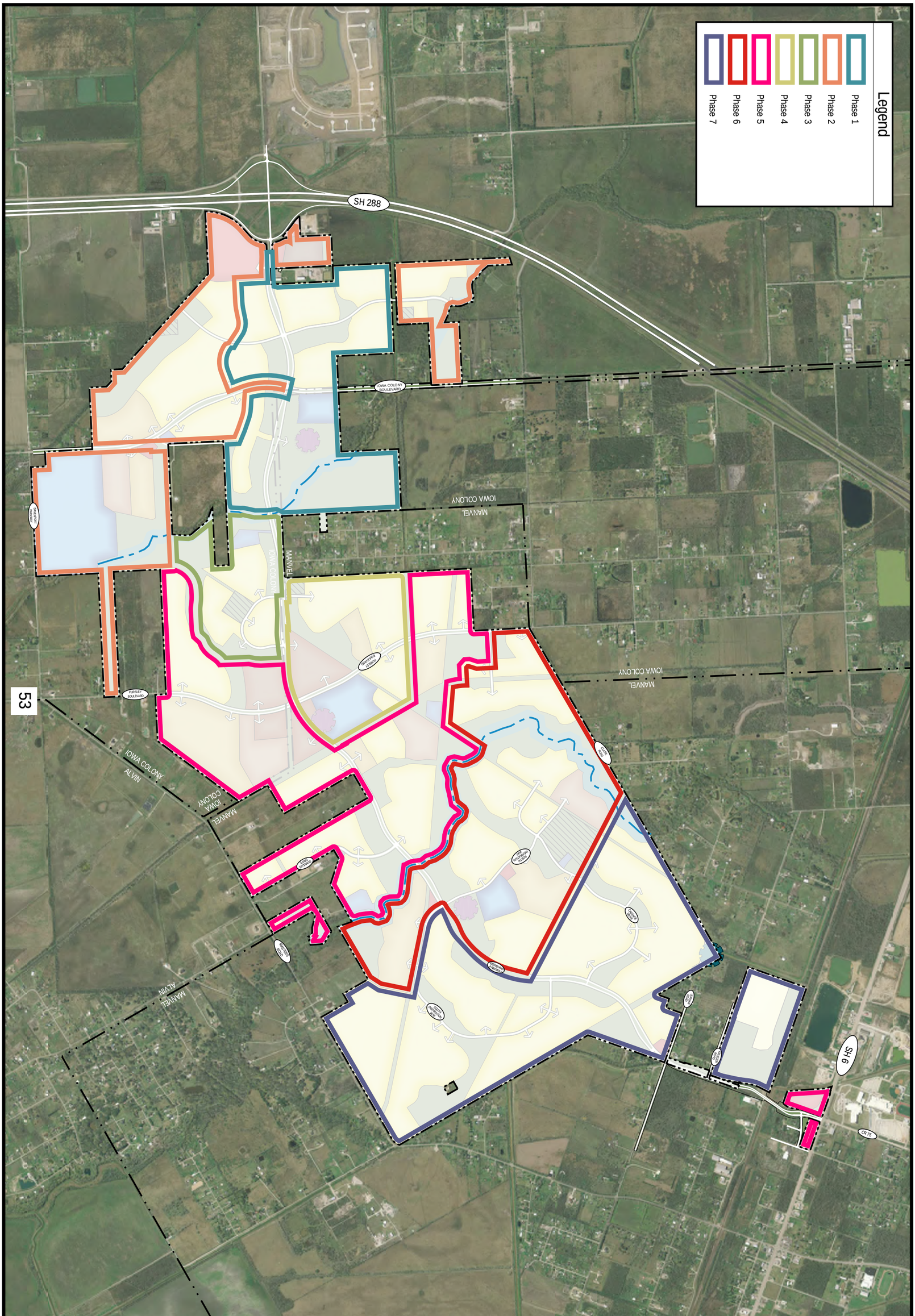


Exhibit 14: Phasing Plan

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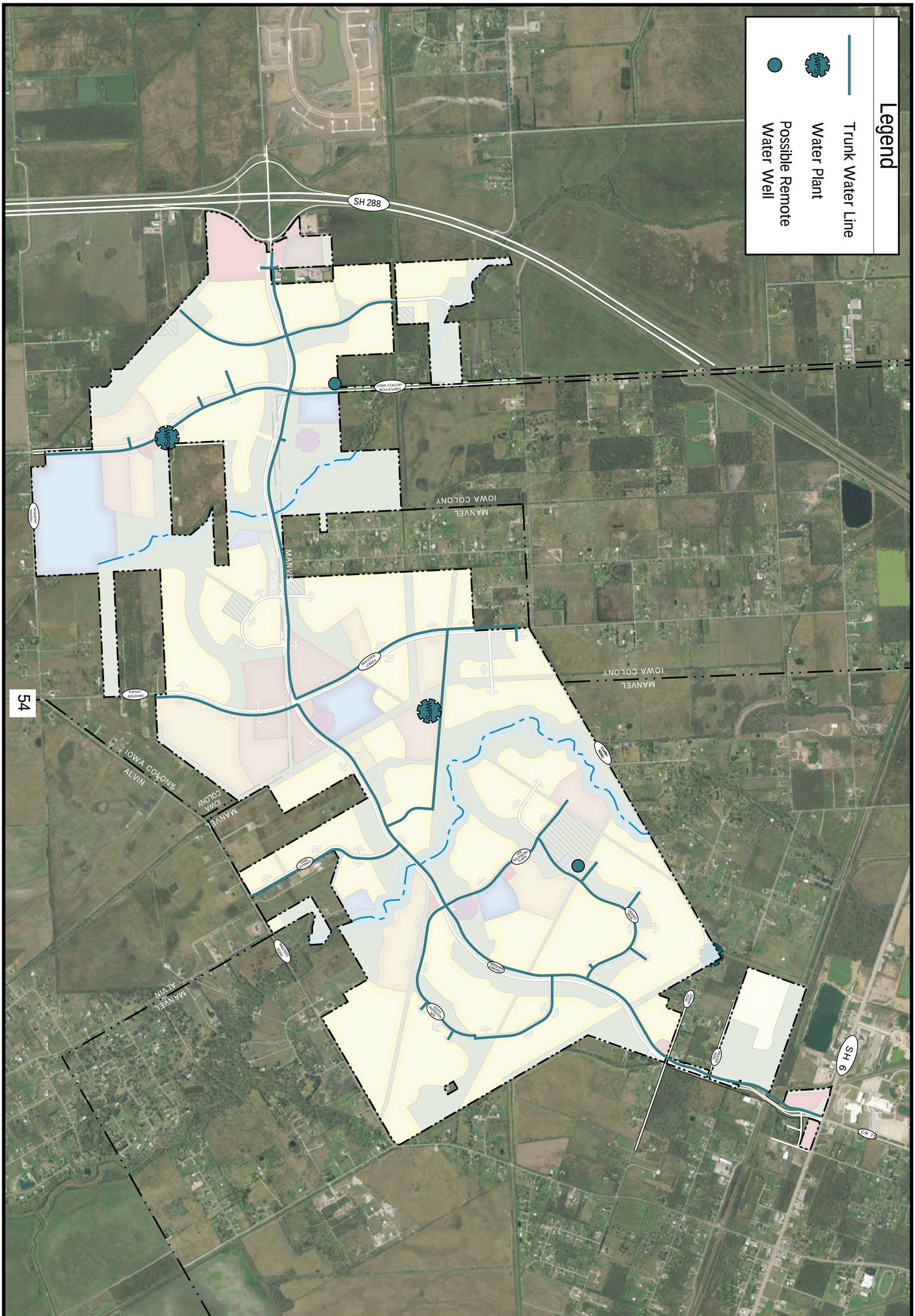


Exhibit 15: Water Supply & Distribution Plan

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA JOB NO.
081-011-150

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.

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

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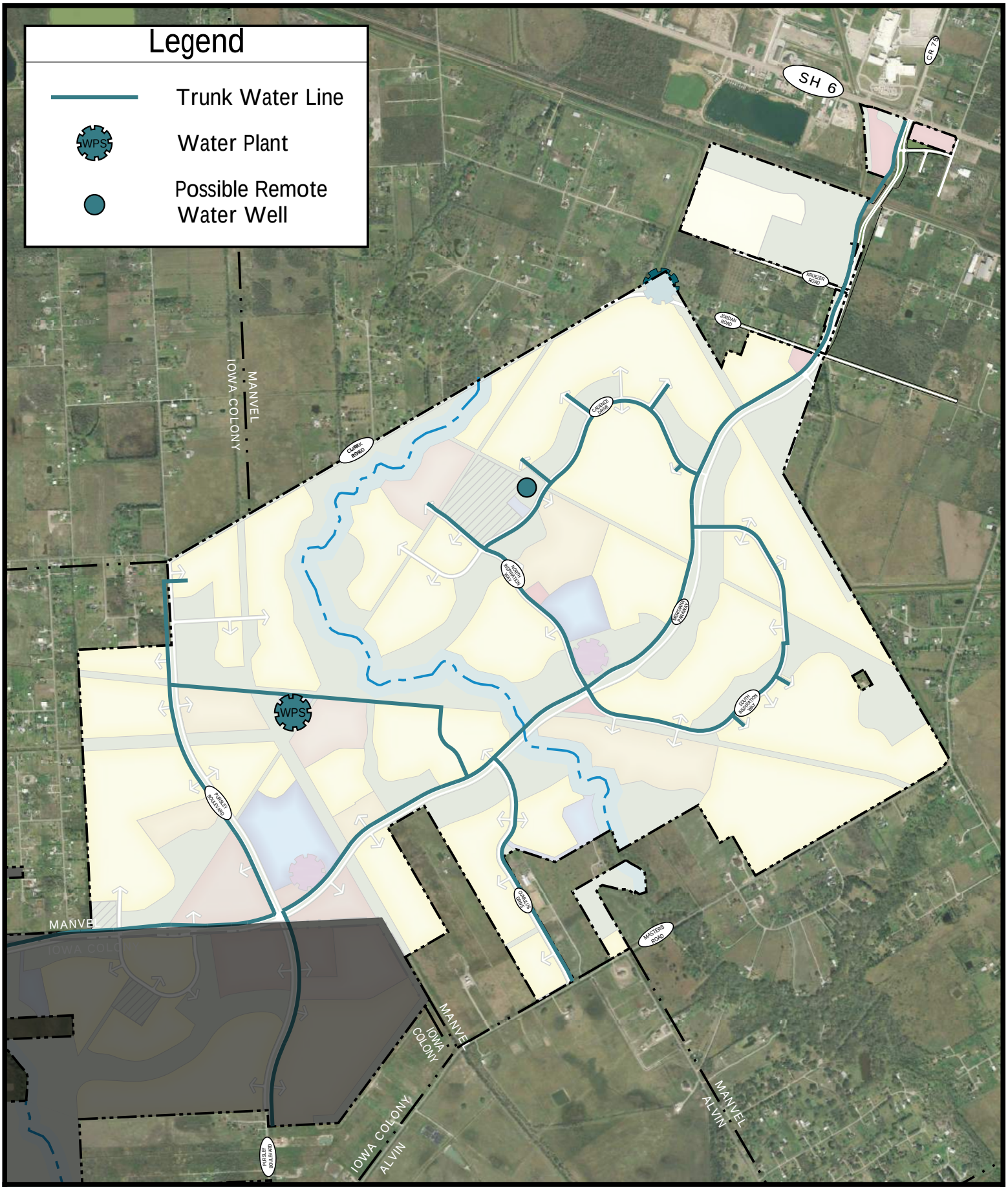


Exhibit 16: Water Supply & Distribution Plan - Manvel

Brazoria County, Texas

NOT TO SCALE

NORTH

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.
081-011-150

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

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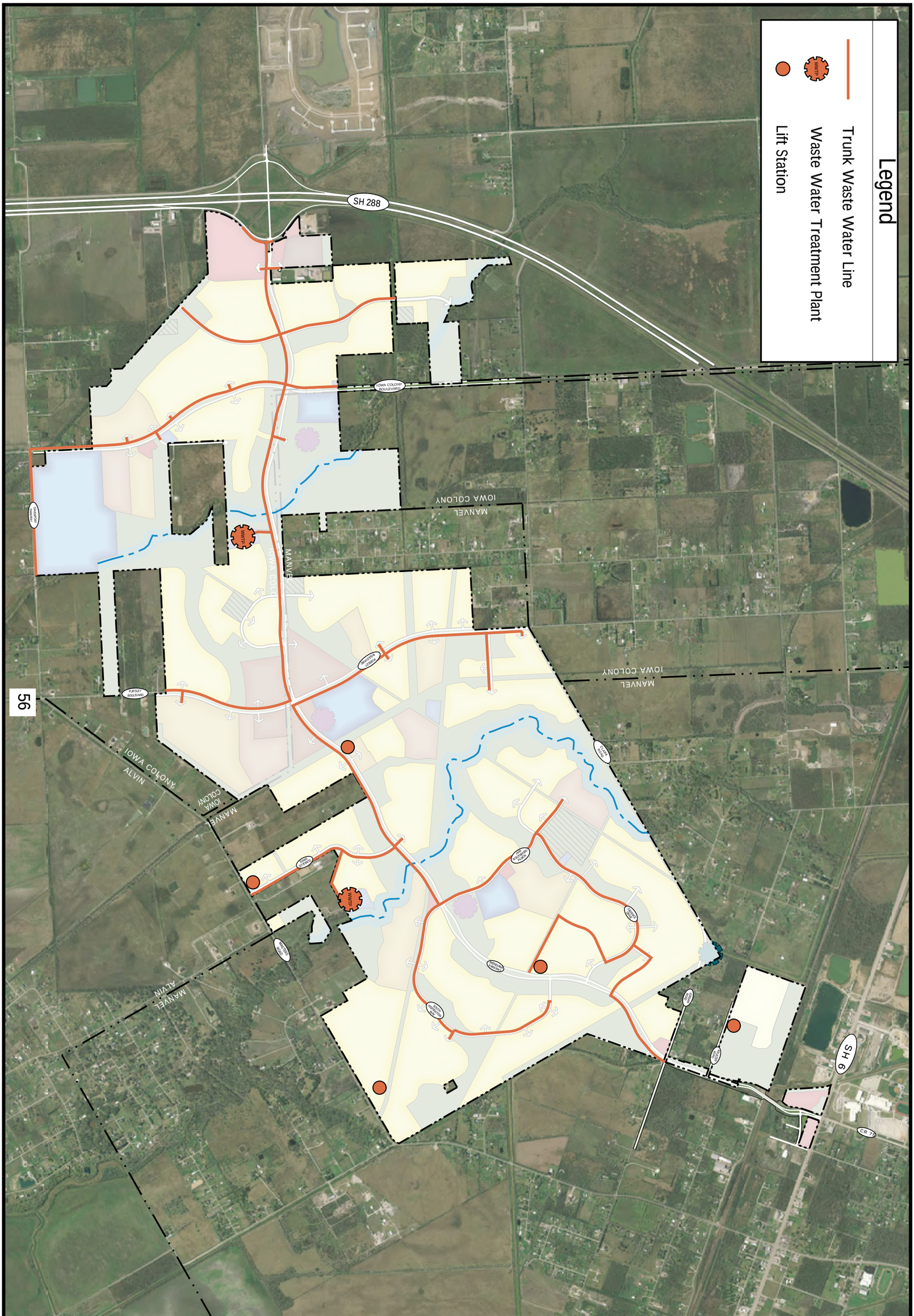


Exhibit 17: Sanitary Sewer Collection & Treatment Plan

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA JOB NO.
081-011-150

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.

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

P:\081-011-150\LandPlan\PUD\Graphics_COM\17 & 18 - Sanitary Sewer Collection & Treatment.dwg Feb 28, 2024-11:06am Edited by: PLipetska

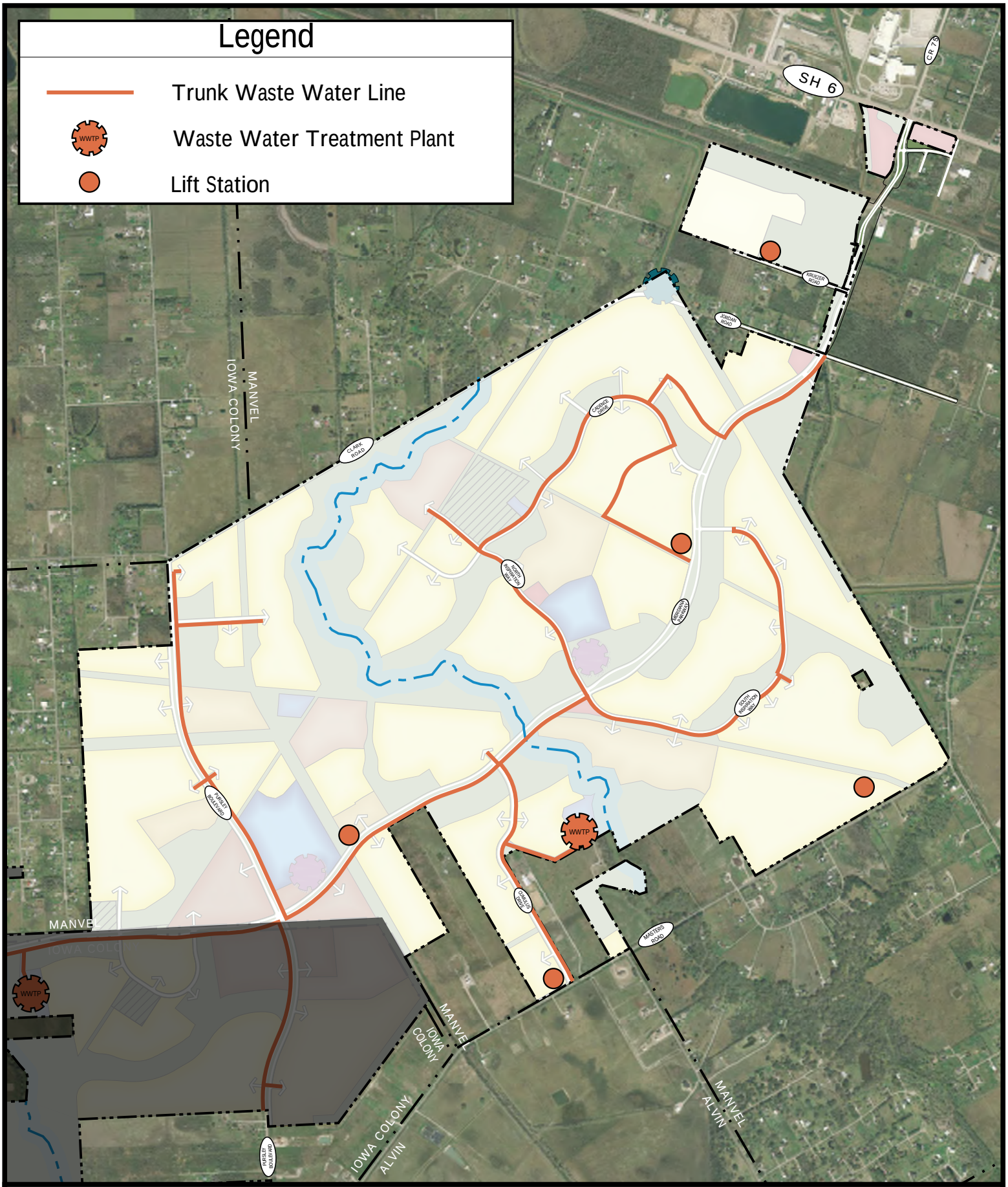


Exhibit 18: Sanitary Sewer Collection & Treatment Plan - Manvel

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA

ENGINEERING THE FUTURE SINCE 1936

EHRA JOB NO. 081-011-150

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

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:\081-011-150\LandPlan\PUD\Graphics_COM\17 & 18 - Sanitary Sewer Collection & Treatment.dwg Feb 28, 2024-11:06am Edited by: PLipetska

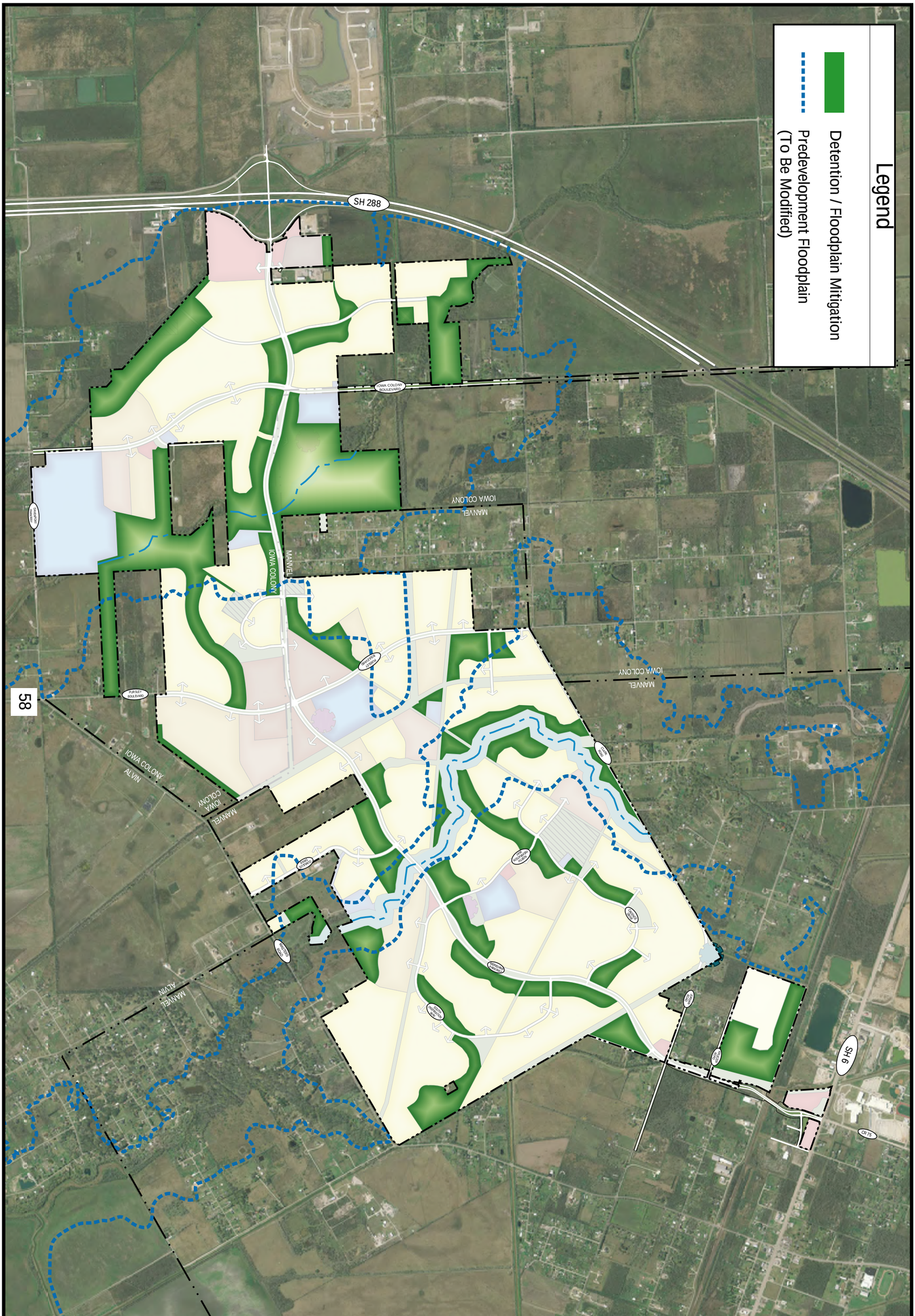


Exhibit 19: Detention & Floodplain Mitigation Plan

Brazoria County, Texas

NOT TO SCALE

NORTH

EHRA JOB NO.
081-011-150

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.

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

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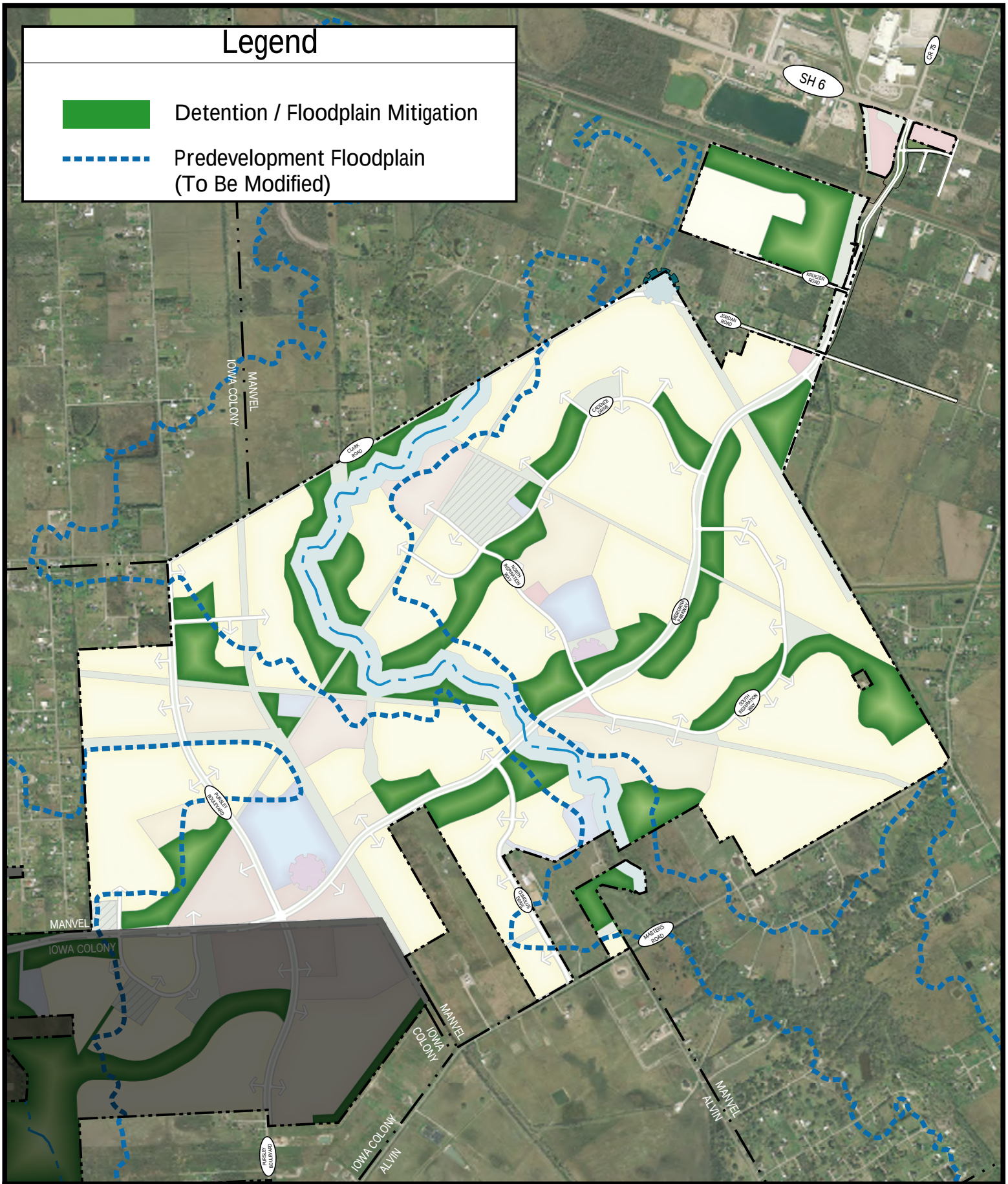


Exhibit 20: Detention & Floodplain Mitigation Plan - Manvel

Brazoria County, Texas

NOT TO SCALE

NORTH

P:\081-011-150\LandPlan\PUD\Graphics_COM\19 & 20 - Storm Water Detention & Floodplain Mitigation Plan.dwg Feb 28, 2024-11:07am Edited by: PLipetska

EHRA
ENGINEERING THE FUTURE SINCE 1936
EHRA JOB NO. 081-011-150

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

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.

III. DEVELOPMENT REGULATIONS

A. Purpose & Intent

The purpose of the development regulations is to serve as the primary means of achieving the goals and objectives of the Development Plan.

They are designed to establish clear minimum development standards while providing a reasonable amount of flexibility in order to accommodate future needs.

B. General Provisions

1. Applicability

The regulations contained herein shall apply to all property located within the boundaries of Meridiana PUD. Appendix 1 contains the legal description of the property.

All construction and development within the PUD area shall comply with applicable provisions of the City of Manvel codes and ordinances as they exist on the date of adoption of this PUD and the laws of the State of Texas, except as modified within this PUD.

If specific development standards are not established or if an issue, condition, or situation arises or occurs that is not clearly addressed or understandable in the PUD, then those regulations and standards of the City of Manvel codes and ordinances that are applicable for the most similar issue, condition, or situation shall apply as determined by the City's Designated Official. Appeal of any determination regarding applicability may be made to the Zoning Board of Adjustments.

This PUD may be amended by the same procedure as it was adopted, by ordinance. Each amendment shall include all sections or portions of the PUD that are affected by the change.

2. Additional Uses

In the event that a proposed use has not specifically been listed as being a permitted use in a particular land use category within the PUD, it shall be the duty of the City's Designated Official to determine if said use is: 1) consistent with the intent of the zone; and 2) compatible with other listed permitted uses.

3. Non-Conforming Land Uses

Where, at the adoption of this PUD, a lawful use of land exists which would not be permitted by the regulations imposed by this PUD, such use may continue so long as it remains otherwise lawful, provided:

- No non-conforming use shall be enlarged, increased or extended to occupy a greater area of land than was originally occupied at the date of adoption of this PUD.
- No non-conforming use shall be moved, in whole or in part, to any lot or parcel within the PUD.
- If any non-conforming use ceases for a period of more than 180 days, any subsequent use of the land shall conform to the regulations established by this PUD.
- No additional structures shall be erected in connection with any non-conforming use that does not conform to the regulations established by this PUD.

4. Non-Conforming Structures

Where, at the adoption of this PUD, a lawful structure exists which would not be permitted by the regulations imposed by this PUD, such structure may continue to exist so long as it remains otherwise lawful, provided:

- No non-conforming structure shall be enlarged, increased or extended beyond its size at the date of adoption of this PUD.
- In the event that any non-conforming structure or non-conforming portion of a structure is destroyed by any means to an extent of more than 50 percent of its replacement cost at the time of destruction, it shall not be reconstructed except in conformity with the regulations established by this PUD.
- No non-conforming structure shall be moved, in whole or in part, to any lot or parcel within the PUD.

5. Existing Utilities

Existing utilities and all uses allowed by existing easements shall continue to be permitted in all designations within the PUD.

6. Drill Sites

Two drill sites currently exist within the Manvel portion of Meridiana. Drilling activities on these sites shall be permitted provided that such activities comply with any and all state and local regulations.

7. General Development Plan

A general development plan that illustrates the portion of Meridiana located within the City has been approved and amended multiple times by the Planning, Development and Zoning Commission. The General Development Plan shows the following:

- The alignment of any major thoroughfares and collector streets in accordance with the City's Thoroughfare Plan and Overall Circulation Plan
- All recorded easements over 20 feet in width
- Proposed land uses and public facilities
- Roadways necessary to demonstrate access to residential areas if not adjacent to a major thoroughfare, collector, or neighborhood collector street

This approval shall satisfy the requirement of a master preliminary plat set forth in Section 62-39 of the City of Manvel's Subdivision Ordinance. Preliminary plats shall be required for each section of development with the exception of minor plats as defined by state law. Preliminary plats should generally conform to the General Development Plan. Any significant change, as determined by the City's Designated Official shall require the submittal of a revised general development plan for approval by the Planning, Development & Zoning Commission.

8. Grading

The developer shall be permitted to commence grading of the property, including clearing and grubbing, in preparation of development upon preliminary plat approval. For road construction, grading may commence upon the submittal of construction drawings. However, prior to any grading activity a Storm Water Pollution Plan must be submitted and any required City of Manvel grading permits must be obtained. The City may issue the necessary permits prior to the approval of construction plans and plat recordation with the understanding that any grading performed under these circumstances shall be at the risk of the developer.

9. Temporary Uses

Temporary uses conducted in connection with the development of the property shall not require zoning permits from the city, but will require health and safety permits (electrical, plumbing, structural, HVAC, etc.). However, all temporary uses must be approved by the developer or the Architectural Review Committee. These uses may include, but are not limited to:

- Sales office
- Construction office
- Construction/storage yards
- Construction roads
- Fencing
- Water pumps and ponds
- Concrete batch plants or rock crushing operations and equipment for the processing of on-site materials provided such operations:

  a.) Maintain a 1,000 foot separation between all operations or storage and the nearest occupied residence;

  b.) Limit hours of operation to between 7:00 a.m. and dusk, Monday through Friday;

  c.) Do not include the import or export of materials except as to be used on the property or for off-site improvements related to the project.

  d.) Are enclosed by a fence having a minimum height of six (6) feet.

10. Design Guidelines

Design guidelines address site and building design within Meridiana. The purpose of these guidelines is to preserve the character of Meridiana by establishing high quality design standards for development. Copies of these guidelines have been provided to the city.

11. Signage

Signage is a critical component of all master planned communities. A uniform signage program has been developed for Meridiana that establishes an integrated visual character for the various components of the project. The standards established by this program are implemented through the project design guidelines.

"Flag signs" shall be permitted on bridges within the development. The City of Manvel may change out the flag signs provided that 30 days' notice is provided to the Developer/Homeowners Association (maintenance of said "flag signs" shall be provided by the City in that circumstance).

All signage within the development will be in accordance with the criteria below and the Manvel City Sign Ordinance. If there is a conflict between the criteria below and the sign ordinance; the criteria listed below will take precedent.

- Primary Entry Monument: Primary entry monument signs shall not exceed twenty-five feet (25') in height above the surrounding finish grade level, thirty-six feet (36') in length and 216 square feet in sign area. Two primary entry monument signs are permitted: one (1) at the intersection of Meridiana Parkway/State Highway 6 and one (1) at the intersection of Jordan Road/Meridiana Parkway. Primary entry monument signs are not permitted elsewhere in the development.

- Secondary Entry Monument: Two secondary entry monument signs are permitted- one at the intersection of Pursley Boulevard/Clark Road and one at the intersection of Cumulus Drive/Masters Road. The total sign square footage shall not exceed 80 square feet of sign area and ten feet in height above the surrounding finished grade level.

- Section Monument: A section monument sign may be located at each ingress/egress of a section. The sign shall not exceed six feet (6') in height above the surrounding finished grade level by forty feet (40') in width. The total sign area shall not exceed 32 square feet.

- Commercial Monument Signs: Commercial monument signs shall be freestanding, double-sided monument signs perpendicular to the public street right-of-way. The maximum commercial monument sign length shall be thirteen feet (13') and six feet (6') in height above the surrounding finished grade level. The maximum sign area shall be 45 square feet.

Commercial monument signs shall be located a minimum one hundred feet (100') between signs with one monument sign per one single tenant commercial tract, unless located on a corner, then one monument sign shall be located on each public street.

- Temporary Builder Signs: Temporary builder signs are used to direct potential home buyers to model homes. These signs may remain for three months after the last single-family certificate of occupancy within the project is issued. The temporary builder signs shall be a maximum of ten feet (10') tall by six feet (6') wide.

12. Lighting

All lighting within Meridiana is subject to standards established in the project design guidelines. These standards help to ensure that attractive, high-quality lighting is provided throughout the community. The Meridiana Homeowners Association shall pay for operations and maintenance of streetlights in the development. The following is a list of minimum requirements that shall be followed:

Within Sections/Neighborhoods

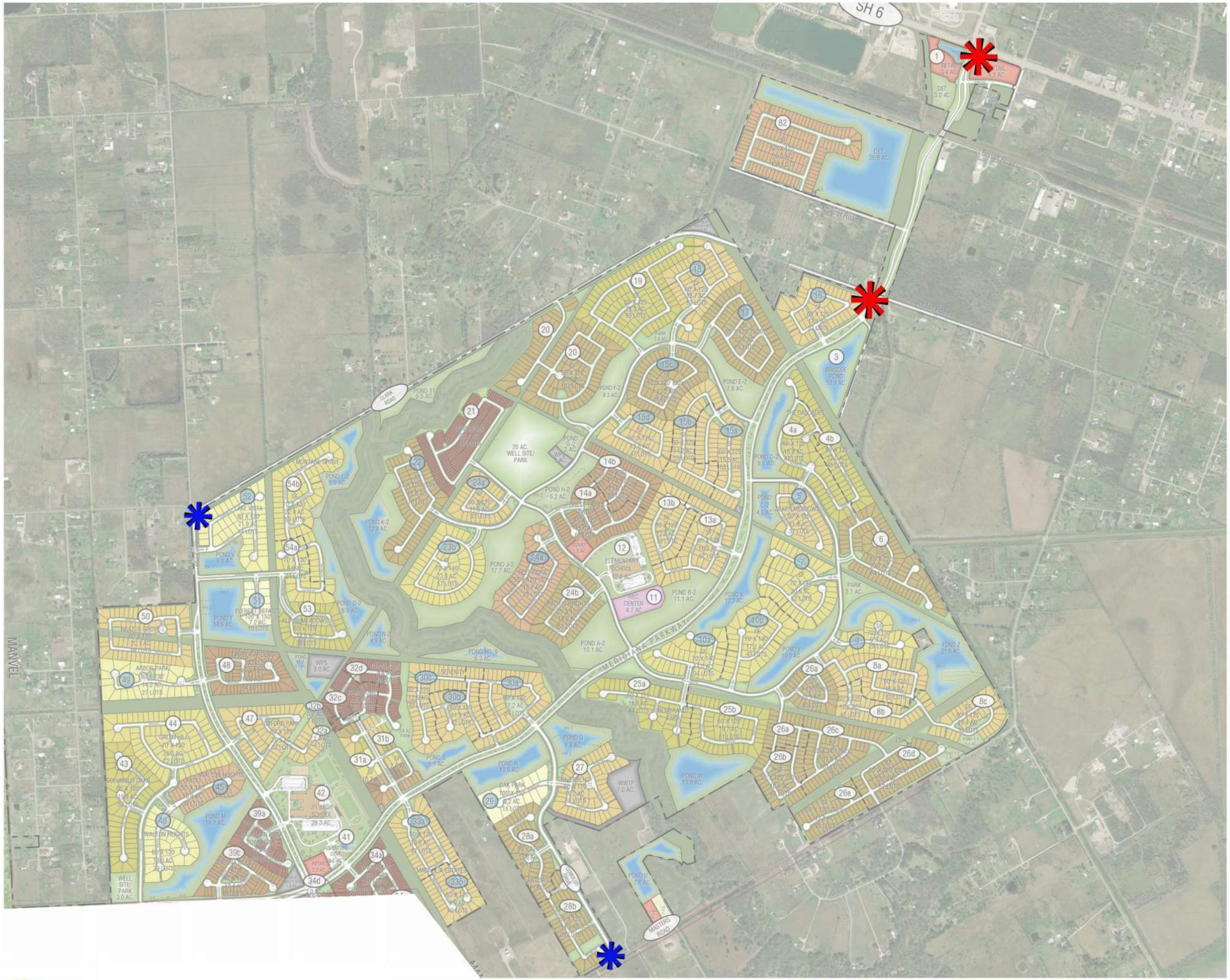
- One streetlight at each intersection, 90-degree turn, and cul-de-sac
- Maximum of 800 feet between streetlights

Collector and Neighborhood Collector (i.e. Discovery Drive, Cumulus Drive, Inspiration Way)

- One streetlight at each T-intersection
- One streetlight at each subdivision entrance (installed with subdivision)
- Maximum of 1,500 feet between streetlights

Major Thoroughfare (i.e. Meridiana Parkway, Pursley Boulevard)

- One streetlight on each corner of intersection with other major thoroughfare/collector
- Two (2) streetlights on opposite corners of intersection with neighborhood collector
- One streetlight at each subdivision entrance (installed with subdivision)
- Maximum of 1,500 feet between streetlights



LEGEND

PRIMARY ENTRY MONUMENT

SECONDARY ENTRY MONUMENT

Meridiana

Primary and Secondary Entry Monuments

Master Signage Plan

scale: 1:600

date: 10.02.23

anderson
1201 main street, suite 1340
dallas, tx 75202

Bridges

- If bridges have lighting incorporated as part of the construction, no additional streetlights are required
- If bridges do not have lighting incorporated as part of the construction, streetlight at the entry to each bridge

13. Site Development Standards

Development standards will be created for all residential and commercial development within Meridiana. Due to the scale of the project, it is not feasible to determine the specific details required by Section (7) (D) (6), (7), (8), (9), (10), (11), (12), (13) and (17) of the zoning ordinance adopted on June 28, 2001. Therefore, prior to building permit approval for commercial developments, detailed site plans shall be submitted to the City for review and approval to ensure compliance with the zoning ordinance including those sections indicated above.

14. Design Criteria Manual

The Project shall abide by the version of the City of Manvel Design Criteria Manual dated December 15, 2008. Since a large portion of the Project has already been constructed to these standards, this will provide compatibility of infrastructure and be helpful to the City/MUD for future repairs. Below is a list of exceptions to this requirement:

- Raven lining/coating shall be required inside of all sanitary manholes.
- Water and sanitary lines shall be cased across existing and future major corridors and minor corridors. City shall be given the opportunity to specify the water meter brand and model installed by operator.
- Two year warranty period as noted on plats.
- All sanitary sewer manholes shall have stainless steel inflow protectors.

C. Development Standards

1. Single Family Residential (SFR)

Purpose: The Single Family Residential category is intended for the development of detached, single family dwelling units and compatible uses. This district is designed to allow a variety of housing choices in order to create a viable community while allowing for a reasonable amount of flexibility to accommodate ever-changing market demands.

Permitted uses: Accessory structures

Community centers

Drill sites

Entry features & monuments

Institutional uses

Minor utilities

Open space

Parks

Recreational facilities

Religious assembly

Single family homes

Temporary uses

Tree farms

Minimum Lot Area: 6,300 square feet

Minimum Lot width: 55 feet at the front building setback line

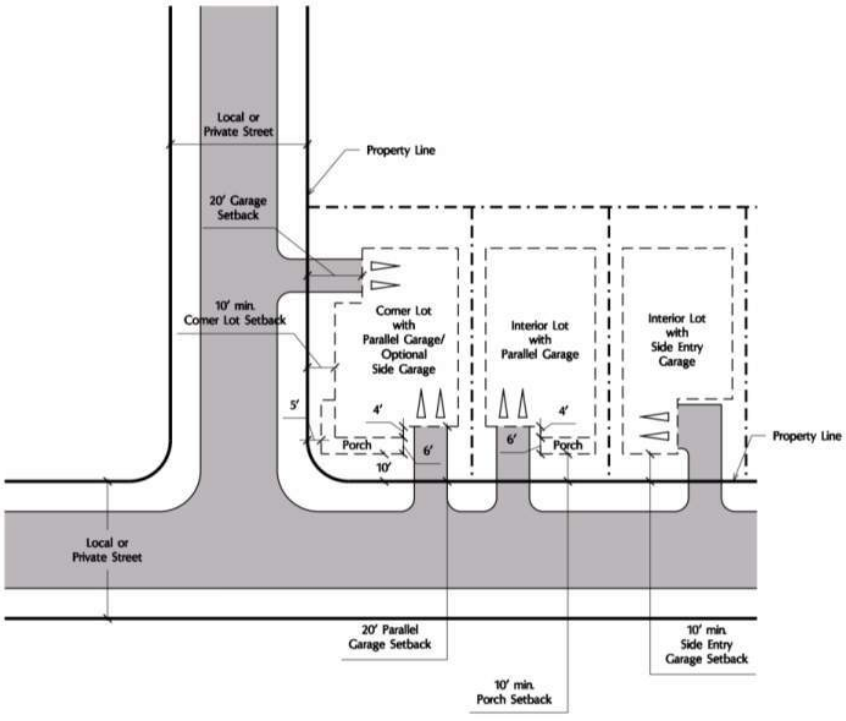
Minimum Setbacks:

Front: 20 feet for lots in sections in which 50% or more of the lots are 60 feet or less in width*

	25 feet for lots in sections in which more than 50% of the lots are greater than 60 feet in width*
	20 feet on cul-de-sacs and knuckles regardless of lot width
	5 feet for lots that front on a common area
Rear:	15 feet**
	20 feet for lots that front on a common area
Side:	5 feet**
Corner:	10 feet*

* Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of six (6) feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (see lot diagram below)

SINGLE FAMILY LOT DIAGRAM



**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

2. Garden Homes (GH)

Purpose: The Garden Homes category is intended for the development of detached, single family dwelling units and compatible uses on the perimeter of the overall Project boundary.

Permitted uses:

Accessory structures

Community centers

Drill sites

Entry features & monuments

Garden homes

Institutional uses

Minor utilities

Open space

Parks

Recreational facilities

Religious assembly

Single family homes

Temporary uses

Tree farms

Minimum Lot Area: 6,300 square feet

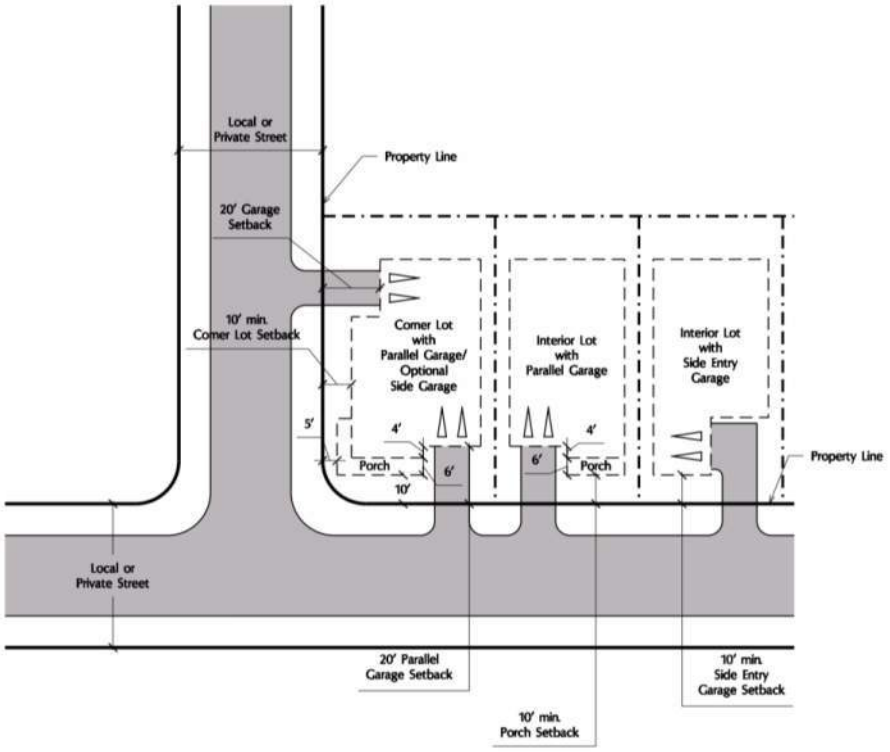
Minimum Lot width: 50 feet at the front building setback line

Minimum Setbacks:

Front:	20 feet*
Rear:	15 feet**
Side:	5 feet**
Corner:	10 feet*

* Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of six (6) feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (see lot diagram below)

GARDEN HOME LOT DIAGRAM



**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

3. Patio Home (PH)

Purpose: The Patio Home category is intended for the development of detached, single family dwelling units that may have a zero (0) foot side setback on one side and compatible uses.

Permitted uses: Accessory structures

Community centers

Entry features & monuments

Institutional uses

Minor utilities

Open space

Parks

Patio homes

Recreational facilities

Religious assembly

Temporary uses

Tree farms

Minimum Lot Area: 4,500 square feet

Minimum Lot width: 45 feet for at the building setback line

Minimum Setbacks:

Front: 20 feet*

5 feet for lots that front on a common area

Rear: 10 feet**

20 feet for lots that front on a common area

Side: Zero (0) feet on one side provided that there is a minimum of 10 feet between structures. A minimum of fifteen (15) feet is required between one (1) and three (3) story structures.

Corner: 10 feet*

*Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of 6 feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (See lot diagram)

**Accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

4. Townhome (TH)

Purpose: The Townhome category is intended for the development of attached single family dwelling units that are platted on individual lots and are owned fee simple.

Permitted uses: Attached single family dwelling units

Detached single family dwelling units

Entry features & monuments

Minor utilities

Open space

Parks

Patio homes

Recreational facilities

Religious assembly

Temporary uses

Tree farms

Minimum Lot Area: Attached Single Family Dwelling Units: 2,500 square feet

Detached Single Family Dwelling Units: 4,400 square feet

Minimum Lot Width: Attached Single Family Dwelling Units: 25 feet at the building setback line

Detached Single Family Dwelling Units: 40 feet at the building setback line

Minimum Setbacks:

Attached Single Family Dwelling Units:

Front: 20 feet if front loaded (see lot diagram below)

10 feet if rear loaded (see lot diagram below)

Rear: 5 feet

Side: Zero (0) feet

Corner: 10 feet

Detached Single Family Dwelling Units:

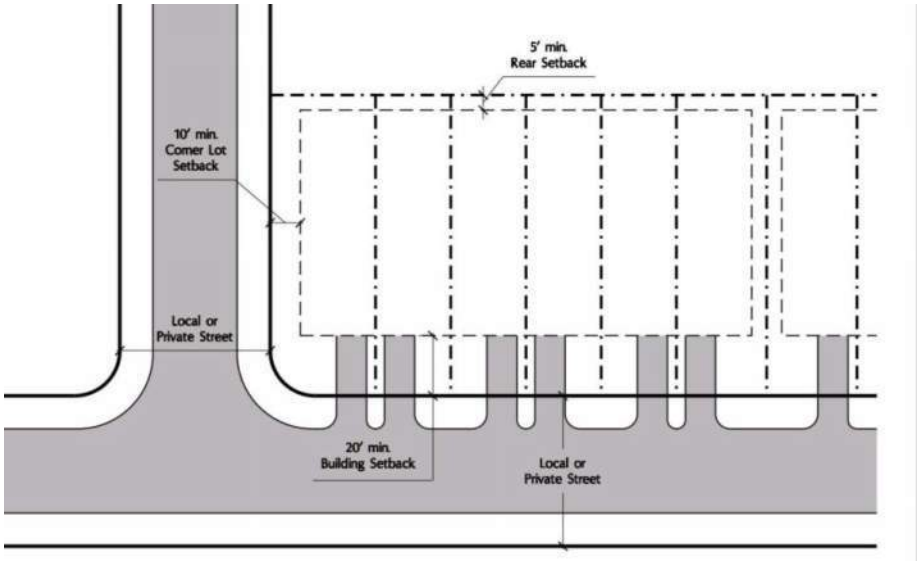
Front: 20 feet

Side: 5 feet

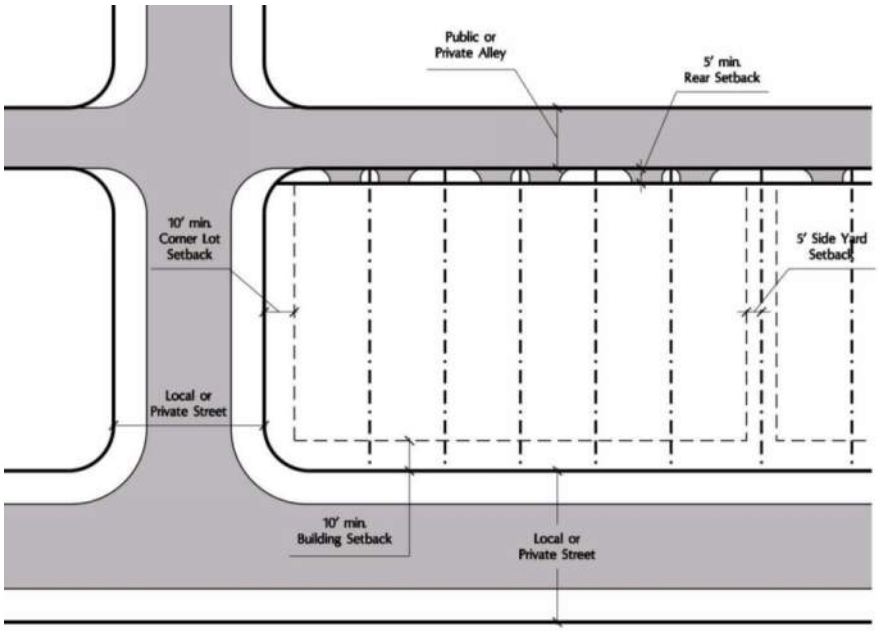
Rear: 10 feet

Corner: 10 feet

TOWNHOME LOT DIAGRAM (Front Loaded)



TOWNHOME LOT DIAGRAM (Rear Loaded)



Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Buildings shall consist of a minimum of two (2) units with a maximum of four (4) units.

Buildings shall be separated by a minimum of ten (10) feet.

Each dwelling unit shall be platted on an individual lot.

Front loaded townhomes shall provide 0.25 off-street guest parking spaces per dwelling unit. Guest spaces may not be on townhome lots or streets and should be located within 300 feet of units.

Patio homes shall comply with the standards established in their respective categories.

5. Village Center (VC)

Purpose: The Village Center District is intended to help establish a community core by combining civic and retail uses in a pedestrian friendly environment.

Permitted uses:

Abstract or title company

Advertising agency

Antique store

Art gallery

Arts and crafts store

Bakery

Banks and financial institutions, including drive-through and outdoor ATM facilities

Barber or beauty shop

Bookstore

Candy store

Catering

Cellular phone sales and repair store

Child care facility

Clothing store (no re-used clothing)

Computer sales and repair store

Community centers

Convenience store, with or without gasoline, liquor or beer and wine sales

Dance studio

Delivery service

Dental clinic

Drafting service

Drug store, with or without liquor or beer and wine sales

Dry cleaning storefront, but not dry cleaning plant

Electronic sales and repair store

Entry features & monuments

Florist shop

Furniture store

Gift shop

Grocery store

Hardware store

Home appliance store

House wares and linens store

Institutional uses

Insurance agency

Jewelry store

Laundry storefront, but not laundry plant

Locksmith

Medical clinic

Medical supply store

Minor utilities

Mixed use

Mortgage company

Motels and hotels

Motion picture theater, but not drive-in theater

Musical instrument store

Open space

Optician or optometrist

Parks

Patio homes

Personal services

Personal storage

Pharmacy

Professional office

Public facilities

Public safety site

Radio sales and repair

Record and tape store

Recreational facilities

Religious assembly

Restaurants and taverns, with or without drive-through facilities

Schools (public & private)

Single family homes

Shoe store and repair shop

Sporting goods store

Studio (art, music or photo)

Tailor

Telecommunication towers

Temporary uses

Townhomes

Toy store

Travel agency

Tree farms

Video arcade

Non-Permitted uses: Auction

Auto repair

Billboards

Cemeteries

Feed store

Kennel (commercial)

Pawn shop

Self service car wash

Sexually oriented businesses

Swap meet

Tattoo shops

Taxidermist

Upholstery shop

Minimum Lot Area: None

Minimum Lot width: None

Minimum Setbacks:

Front: Zero (0) feet along village center local streets with on-street parking

10 feet along major thoroughfares or local streets without on-street parking

Rear: Zero (0) feet if adjacent to non-residential uses

10 feet if adjacent to residential uses

Side: Zero (0) feet if adjacent to non-residential uses

10 feet if adjacent to residential uses

Architectural features may encroach into the setback area a maximum of three (3) feet.

Architectural features along village center local streets may encroach the public right-of-way a maximum of five (5) feet.

Maximum Building Height: Fifty-six (56) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Single family homes, patio homes and townhomes shall comply with the standards established in their respective categories.

Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

Additional Conditions: Outdoor Display of Merchandise shall be allowed within 10 feet of the primary building, but shall be limited to merchandise that is customarily sold inside the establishment.

6. Commercial (C)

Purpose: The Commercial District is intended for the development of service-oriented retail that meets the daily needs of the community.

Permitted uses:

Abstract or title company

Advertising agency

Antique store

Art gallery

Arts and crafts store

Automobile repair, minor, no outside work or storage

Bakery

Banks and financial institutions, including drive-through and outdoor ATM facilities

Barber or beauty shop

Bookstore

Cafeteria

Candy store

Catering

Cellular phone sales and repair store

Child care facility

Clothing store (no re-used clothing)

Collection agency

Computer sales and repair store

Community centers

Convenience store with or without gasoline, liquor or beer and wine sales

Dance studio

Delivery service

Dental clinic

Department store

Drafting service

Drug store, with or without liquor or beer and wine sales

Dry cleaning storefront, but not dry cleaning plant

Electronic sales and repair store

Entry features & monuments

Filling station or service station, including oil change and inspection services

Florist shop

Furniture store

Gift shop

Gun shop

Grocery store

Hardware store

Home appliance store

House wares and linens store

Ice retail distributing, but not manufacturing

Institutional uses

Insurance agency

Jewelry store

Laundry storefront, but not laundry plant

Locksmith

Maintenance facility

Medical clinic

Medical supply store

Minor utilities

Mixed use

Mortgage company

Motels and hotels

Motion picture theater (with or without food service), but not drive-in theater

Musical instrument store

Office supply and machinery store and repairs

Open space

Optician or optometrist

Parks

Personal services

Personal storage

Pharmacy

Professional office

Public facilities

Public safety site

Radio sales and repair

Radio studio (excluding tower)

Record and tape store

Recreational facilities

Religious assembly

Restaurants and taverns, with or without drive-through facilities

Shoe store and repair shop

Sporting goods store

Studio (art, music or photo)

Tailor

Telecommunication towers

Temporary uses

Toy store

Travel agency

Tree farms

Video arcade

Non-Permitted uses: Auction

Auto repair

Billboards

Cemeteries

Feed store

Kennel (commercial)

Pawn shop

Self service car wash

Sexually oriented businesses

Swap meet

Tattoo shops

Taxidermist

Upholstery shop

Minimum Lot Area: 6,000 square feet

Minimum Lot width: 60 feet

*Max. Lot coverage***:** 85 percent

Minimum Setbacks:

Front: 25 feet

Rear: 10 feet

Side: 10 feet

Corner: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Maximum Building Height: Sixty (60) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed eighty (80) feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

Additional Conditions: Outdoor Display of Merchandise shall be allowed within 10 feet of the primary building, but shall be limited to merchandise that is customarily sold inside the establishment.

7. Institutional (I)

Purpose: The Institutional category is intended to provide for the development of public facilities.

Permitted uses: Major utilities

Minor utilities

Open space

Parks

Public facilities

Public safety site

Recreational facilities

Religious assembly

Schools (Public & Private)

Telecommunication towers

Temporary uses

Tree farms

Minimum Lot Area: 5,000 square feet

Minimum Lot width: Fifty (50) feet

Minimum Setbacks:

Front: 25 feet

Rear: 10 feet

Side: 5 feet

Corner: 5 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Maximum Building Height: Sixty (60) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

8. Parks & Open Space (P-OS)

Purpose: The Parks & Open Space category is intended to provide for the development of recreation and open space areas within the community.

Permitted uses:

Community centers

Drill site

Entry features & monuments

Institutional uses

Maintenance facility

Minor utilities

Open space

Parks

Public facilities, excluding major utilities

Recreational facilities

Telecommunication towers

Temporary uses

Tree farms

Minimum Lot Area: None

Minimum Lot width: None

Minimum Lot depth: None

Minimum Setbacks:

Along Major Thoroughfares: 25 feet

Along other streets: 10 feet

Rear: 10 feet

Side: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Max. Building Height: 34 feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

9. Parking

Parking within Meridiana shall be provided according to the following schedule:

TABLE 5
Parking Requirements

Land Use	Minimum Requirement
Single family residential	2 enclosed spaces per unit
Garden home	2 enclosed spaces per unit
Patio home	2 enclosed spaces per unit
Townhome	2 enclosed spaces per unit 0.25 guest spaces per unit
Office (non-medical)	1 space per 200 square feet of gross floor area
Medical office	1 space per 300 square feet of gross floor area
Retail	1 space per 250 square feet of gross floor area Maximum 1.5 spaces per 250 square feet of gross floor area
Restaurant	2 spaces per 250 square feet of gross floor area
Tavern	2 spaces per 200 square feet of gross floor area
Hotel/Motel	.5 spaces per room and 1 space per 200 square feet of gross floor area
Theater/Auditorium/Church/Assembly hall	.25 spaces per seat

Deviations from the above requirements shall be considered by the City's Designated Official on a case by case basis. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

The City's Designated Official shall determine the minimum number of parking spaces required for any use not specified above. Appeals to the Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the determination.

Shared parking should be encouraged where appropriate. Adjustment of the minimum number of parking spaces required to serve a combination of occupancies shall be determined according to the following formula:

1) Determine the parking requirement for each occupancy as though it were a separate use;

2) Multiply each amount by the corresponding percentage for each applicable time period shown in the following schedule:

TABLE 6
Shared Parking Schedule

	Weekdays			Weekends	
Use	**Night Midnight – 6 a.m.**	**Day 9 a.m. – 4 p.m.**	**Evening 6 p.m. - Midnight**	**Day 9 a.m. – 4 p.m.**	**Evening 6 p.m. - Midnight**
Retail	5%	50%	90%	100%	70%
Hotel/Motel	80%	80%	100%	80%	100%
Office	5%	100%	10%	10%	5%
Restaurant / Tavern	10%	50%	100%	50%	100%
Entertainment / Recreation	10%	40%	100%	80%	100%
All Others	100%	100%	100%	100%	100%

3) Calculate the column total for each time period;

4) The column with the highest value shall be the parking requirement

D. Definitions

Accessory structure – any above ground structure that is (1) incidental to and customarily associated with the main structure on the site, and (2) located on the same lot as the principle building. Accessory structures may include, but are not limited to detached garages and gazebos, but does not include utility or storage sheds.

Acreage lot – a single family lot that is at least one acre in area

Alley – a private right-of-way that provides vehicular access to buildings or properties that front on an adjacent street.

Architectural feature – an ornamentation or decorative feature attached to or protruding from the exterior wall of a building. Architectural features may include, but are not limited to windows (e.g. bay windows), chimneys, columns, awnings, marquees, façade or facia.

Attached housing – a building containing two or more dwelling units.

Banking or financial institution – a chartered financial institution that engages in deposit banking and closely related functions such as making loans, investments and other

fiduciary activities. Drive-up windows and drive-thru automated teller machines (ATM) are permitted as an accessory use.

Block length – the distance measured along a street between two intersecting streets.

Building – a structure used for or supporting any use or occupancy that requires a building permit.

Child care facility – a commercial or non-profit facility that provides shelter, care, activity, and supervision of children for periods of less than 24 hours a day and is licensed by the state.

Collector street – a public street designated as a "minor corridor" on the City's Major Thoroughfare Plan.

Community center – a meeting place used by the community in which community members may gather for social, educational, recreational, or cultural activities. Uses include recreation, fitness center, meeting areas, and restaurants with or without alcohol sales. Community center use may be restricted to dues paying members.

Convenience store – Any retail establishment offering for sale gasoline and a limited line of groceries and household items intended for the convenience of the neighborhood. Automotive washing is permitted as an accessory use. The sale of alcohol is permitted as an accessory use.

Council – Shall mean the City Council of the City of Manvel.

Cul-de-sac - Any street with only one outlet that terminates in a vehicular turnaround.

Designated Official – The individual authorized by the City of Manvel to provide direction and oversight and personally perform duties related to a comprehensive program to protect the health and safety of citizens and the quality of life by ensuring that planning activities meet appropriate codes, standards, and city ordinances.

Detached housing – A site-built building containing only one dwelling unit.

Drill site – A tract of land designated for the purpose of extracting oil or gas comprising a "spacing unit "or "proration unit" as determined by the State Railroad Commission.

Dwelling unit - Any building or portion thereof which is designed or used exclusively for residential purposes.

Entry features – Primary points of vehicular entry into the property that are enhanced with landscaping, water features, architectural treatments, and lighting.

Front loaded – Any dwelling unit that takes vehicular access from the street on which it fronts.

Frontage – Frontage shall mean that portion of any lot or tract that abuts a street or approved common area. A lot or tract abutting more than one street shall have frontage on only one street which shall be deemed to be the side having the shortest dimension unless otherwise indicated on the subdivision plat.

*Garden home – D*etached, single family dwelling units on the perimeter of the overall Project boundary. Lots shall have a minimum lot width of 50 feet and a minimum lot area of 6,300 square feet.

General development plan – A plan that illustrates the portion of Meridiana located within the City, which identifies the major thoroughfares and collector streets that are proposed in the property and any recorded easements over 20 feet in width that affect the property and proposed land use.

Grocery store – A retail establishment primarily selling prepackaged and perishable food as well as other convenience and household goods. The sale of alcohol is permitted as an accessory use.

Gross acreage – Gross acreage shall mean the total area of land inclusive of all encumbrances, including, but not limited to rights-of-way, drainage ways, pipeline and utility easements, detention facilities, parks and open space areas.

Gross density – A measurement of density based on the calculation of the total gross acres within a subdivided area divided by the total number of dwelling units within that area.

Home occupation – An occupation or activity which is clearly incidental and secondary to use of the premises as a dwelling and which is carried on wholly or in part within a main building or accessory building by a member of the family who resides on the premises. A home occupation use shall not change the residential character of the property or the neighborhood and shall meet all applicable legal requirements. A home occupation may not display signage on the property. No more than one (1) employee may reside off-premises.

Home owner's association (HOA) – A non-profit corporation, established for the purpose of managing and maintaining community property and services within a subdivision. All residential property owners within the subdivision shall be a member of the HOA for that subdivision.

Institutional use – A use designated for public facilities including, but not limited to major and minor utilities, public safety sites, libraries, schools (both public and private) and other civic uses.

Knuckle – The projection toward the outside corner of a bend in the right-of-way of that allows for adequate turning movements for emergency and other vehicles.

Landscaping – Planting and related improvements for the purpose of beautifying and enhancing a portion of land and for the control of erosion and the reduction of glare, dust and noise. Rocks and/or gravel, by itself shall not constitute landscaping.

Laundry services (including dry cleaning) – A facility that launders or dry cleans articles dropped off on the premises directly by the customers or where articles are dropped off, sorted, and picked up, but where laundering is done elsewhere.

Local street - A public street that is not a major thoroughfare, collector, or neighborhood collector street and conforms to the criteria established in this PUD.

Lodging facilities – A building in which lodging is offered for compensation for a period of less than seven (7) days. This use includes hotels, motels, inns, and bed and breakfast residences, but does not include group homes and boarding houses.

Lot – An undivided tract of land having frontage on a public or private street which is designated as a separate and distinct tract and identified by numerical identification on a duly and properly recorded subdivision plat.

Maintenance facility – A facility intended to store equipment related to the maintenance, upkeep, or repair of the parks, open space, and detention/drainage areas inside the Project.

Major thoroughfare - A public street designated as a "major corridor" on the City's Major Thoroughfare Plan.

Major utility – Uses or structures providing utility services that have a potential major impact by virtue of appearance, noise, size, traffic generation, or other operational characteristics, which include, but are not limited to, transmission substations,

wastewater treatment facilities, water reservoirs and pump stations, and power plants. This use does not include private individual water supplies or septic tanks. *See Minor Utilities.*

Minor utility – Small scale facilities that are necessary to support development and that involve only minor structures. Minor utilities include, but are not limited to facilities such as power lines, water and sewer lines, storm drainage facilities, transformers, hydrants, switching boxes, wastewater lift stations, and similar structures.

Mixed-use – A tract of land, building, or structure developed for two or more different uses such as, but not limited to, residential, office, retail, public, or entertainment. The mix of uses may occur either on the same tract of land, but compartmentalized into separate buildings, or located within the same building (e.g. retail on the first floor and office or residential on the floors above the retail).

Neighborhood – A collection of compatible subdivisions.

Neighborhood collector – A public street that is not a major thoroughfare, or collector street and is designed to help distribute traffic within residential areas.

Open space – A portion of land designated as open space on the Preliminary Land Use Plan. Open space areas shall include pipeline and utility easements, drainage ways, and wet and dry detention areas.

Overall project - The approximately 2,906 acres of land that constitutes the entire Meridiana project.

Patio home - A detached, single-family residence which has a zero (0) foot side setback on one of the side lot lines.

Personal services – Establishments providing non-medical related services generally related to personal needs, including beauty and barber shops, day spas, garment and shoe repair shops, laundry services (including dry cleaning), photographic studios, dance studios, and health clubs. These uses may include the accessory retail sales of products related to the services provided.

Personal storage – An area used or intended for the storage of materials, vehicles or equipment not in service.

Private – Elements of the development that are not intended for public use and are operated and maintained by a private entity.

Private street - A street that is privately owned and maintained. Private streets may be gated.

Private utilities – Utilities other than water and wastewater. Other utilities may be public and/or private in nature and may include, but are not limited to electrical power, gas, telephone, wireless communication, internet, and cable television.

Professional office- A room or group of rooms used for conducting the affairs of a business, medical, professional or service industry.

Project – The approximately 1,735 acres of land which is the subject of this PUD, the legal description of which is contained in the appendix of this document.

Property owner's association (POA) – A non-profit corporation, established for the purpose of managing and maintaining community property and services within a commercial development.

Public facilities – Any non-commercial land use (whether publicly or privately owned) which is to be used and/or allocated for the general good of the public. These uses include, but are not limited to governmental offices, libraries, parks, and major and minor utilities.

Public safety site – A building or structure that is designated for police, fire, or emergency services.

Public utilities – Any utilities that are provided by the city, county or municipal utility district which may include, but are not limited to water and wastewater.

Recreational facilities – Any structure or building intended for active recreational use. Recreational uses shall include, but are not limited to clubhouses, tennis courts, basketball courts, sports fields, pools, playground equipment, bleachers, etc.

Religious assembly – A building or group of buildings used or proposed to be used for conducting organized religious services and accessory uses directly associated with the use.

Restaurant (including carry-out and drive-thru) – A commercial establishment where food and beverages are prepared for consumption either on or off the premises. The sale of alcohol is permitted.

Retail – Retail sales of any article, substance, or commodity within a building or structure.

School (public or private) – An institution for the teaching of children or adults including primary and secondary schools, colleges, professional schools, art schools, trade schools, and similar facilities.

Shared parking – The use of the same off-street parking stall or stalls to satisfy the off-street parking requirements for two or more individual land uses without significant conflict or encroachment.

Subdivision – The division of a lot, tract, or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose of residential, industrial, office, and business development or other uses.

Telecommunication tower – A structure on which there are electronic facilities for receiving or transmitting communication signals.

Temporary use – Any use allowed for a specific period of time. A use that is not of a permanent nature.

Theater – An outdoor or indoor area or building used for dramatic, operatic, motion pictures, or other performances.

Townhome - One (1), of a group of attached single family residences separated by a fire rated wall. Each dwelling unit shall be platted on an individual lot.

Wastewater treatment facilities – Any facility used for the treatment of commercial and residential wastewater for sewer systems and for the reduction and handling of solids and gasses removed from such wastes.

Water plant facilities – Any facility used for the collection, treatment, testing, storage, pumping, or distribution of water for a public water system.

IV. GENERAL ADMINISTRATION & AMENDMENTS

A. Purpose

This section establishes guidelines regarding the administration and future amendments to the PUD.

B. Changes to the Zoning Ordinance

The Development Regulations section of the PUD addresses only those areas that differ from the City of Manvel Zoning Ordinance. In the event that an issue, condition, or situation arises that is not specifically addressed in the PUD, the City of Manvel Zoning Ordinance in place at the time of the adoption of this document shall be used by the City's Designated Official as the basis to resolve the issue.

C. Variances from the Subdivision Ordinance

The criteria established in this PUD require variances from the City of Manvel Subdivision Ordinance as adopted on June 23, 2008. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 7 describes the requested variances and their corresponding section of the subdivision ordinance. These variances shall apply to all property within the PUD.

D. Variances from the Design Manual

The criteria established in this PUD require variances from the City of Manvel Design Manual as adopted on December 15, 2008. These variances are necessary to achieve the community vision established in the City's Comprehensive Plan. Table 8 describes the requested variances and their corresponding section of the design manual. These variances shall apply to all property within the PUD.

TABLE 7

Meridiana Subdivision Variances

Ordinance reference	Requirement	Proposed	Difference	Justification
Sec. 62-38 Preliminary plat process (e)	Upon action by the planning commission, city staff shall schedule the preliminary plat for action at a regular city council meeting, which meeting shall be held within 30 days of the planning commission's meeting date at which action was taken on such preliminary plat.	In accordance with the current Manvel sudivision ordinance (Ordinance #2019-O-24), preliminary plats shall be acted on by the Planning, Development, and Zoning Commission. No final action shall be required by City Council.	No final action shall be required by City Council.	This is in accordance with the current Manvel subdivision ordinance (Ordinance #2019-O-24).
Sec. 62-39 Master preliminary plat procedure for a large tract (a)	Where the proposed subdivision constitutes a large tract consisting of a minimum of 100 acres or more in size, and which is intended to be subsequently subdivided as additional units of the same subdivision, the subdivision plat shall be accompanied by a master preliminary plat showing the tentative proposed layout of the streets, blocks and drainage of the entire area. The over-all layout, if approved by the council, shall be attached to and filed with a copy of the approved subdivision plat in the permanent files of the city. Thereafter, fractional final plats of subsequent units of each subdivision may be submitted without additional preliminary plat approval, provided no significant changes are made to the master preliminary plat. Any request to change the over-all layout must be submitted according to the procedures prescribed in Section 62-38.	A general development plan illustrating all contiguous property under one ownership shall be submitted for approval of the Planning and Zoning Commission prior to or simultaneously with the application for the first preliminary subdivision plat. The General Development Plan shall show the alignment of any major thoroughfares and collector streets in accordance with the City's Thoroughfare Plan, all recorded easements, other proposed streets that are necessary to demonstrate an overall circulation system for the development and proposed land uses and public facilities. This approval shall eliminate the requirement of a master preliminary plat set forth in Section 62-39 of the City of Manvel's Subdivision Ordinance. Preliminary plats shall be required for each section of development with the exception of minor plats as defined by state law. Preliminary plats should generally conform to the General Development Plan. Any significant change shall require the submittal of a revised general development plan.	Rather than submit one "master" preliminary plat, a general development plan will be submitted which will establish the general framework for the development. Preliminary plats will be submitted for each section of development.	It is not feasible to provide the level of detail necessary to submit a preliminary plat for tract of land of this size. The proposed General Development Plan meets the intent and general purpose of the requirement and by submitting preliminary plats for each section of the development, the city will be provided with the same level of detail with less chance for error.
Sec. 62-41 Final plat procedure (a)	No final plat shall be considered unless and until a preliminary plat has been submitted and approved, unless the minor plat procedure is used, and a set of final construction plans has been approved by the city engineer for the public infrastructure improvements.	Final plat submittal shall be permitted if the respective drainage district has approved construction plans and that was the only outstanding construction plan comment from the City of Manvel.	In this scenario, a final plat may be submitted to the City without construction plan approval by the City engineer.	In order for plat submittals to occur in a timely manner, consistent with the City's platting schedule, final plat submittals may occur if all outstanding construction plan comments have legitimately been addressed.
Sec. 62-41 Final plat procedure (b) (29)	Upon action by the planning commission, city staff shall schedule the final plat for action at a regular city council meeting to be held within the 30 days of date the planning commission took action on the final plat.	In accordance with the current Manvel sudivision ordinance (Ordinance #2019-O-24), final plats shall be acted on by the Planning, Development, and Zoning Commission. No final action shall be required by City Council.	No final action shall be required by City Council.	This is in accordance with the current Manvel subdivision ordinance (Ordinance #2019-O-24).
Sec. 62-41 Final plat procedure (b) (32)	In the event the tract of land being subdivided fronts on a street or road that does not meet the city's design specifications, the subdivider shall be required to improve such street or road to meet those specifications from the point where such street or road does meet the city's requirements, to the farthermost boundary of the subdivision.	The developer would dedicate any additional right-of-way required for County Road 67 and County Road 72, but shall not be required to make any paving, drainage, or utility improvements along said roads.	Additional right-of-way will be dedicated for these facilities, but no improvements will be made at this time.	The cost to bring these roads up the city's specifications would not be proportionate to the impact that this development will have on these facilities. In addition, it is not practical to only improve a small segment of a road. The necessary right-of-way will be dedicated so that these facilities may be improved at the appropriate time.

Sec. 62-44 (a) Replatting without vacating preceding plat	A replat of a subdivision or any part of a subdivision may be recorded and is controlling over a preceding plat, without vacation of such preceding plat, if the replat: (3) Does not attempt to amend or remove any covenants or restrictions.	Rules governing partial replats of certain property. (a) The rules in this section govern partial replats of subdivision plats recorded in the real property records and shall apply to each subsequent replat as though it were the first replat of the original subdivision plat. These rules do not apply to a replat of all the property in the original subdivision plat by all of the current owners thereof. For purposes of this section, "original subdivision plat" means the first recorded subdivision plat in which a plat restriction was included, and a "partial replat" means a replat of part of a recorded subdivision plat. (b) Property within a subdivision plat that does not contain lots restricted to single-family residential or residential use may be replatted to amend any plat restriction/note contained on the preceding subdivision plat, subject to the procedure of Texas Local Government Code § 212.014. (c) For the purposes of Sec. 62-44(c) and Texas Local Government Code § 212.014(3), a “restriction” shall not include a plat restriction or note that designates a public safety site that is contrary to the land use shown in the PUD.	The term “restriction” does not include a plat restriction or note that designates a public safety site that is contrary to land use shown in the PUD.	The true land use restriction is what the property is zoned as, and a face of plat restriction cannot change that.
Sec. 62-44 (c) Replatting without vacating preceding plat	Notice of the hearing required under section 62-42 hereof shall be given before the 15th day before the date of the hearing by:	In accordance with the current Manvel sudivision ordinance (Ordinance #2019-O-24) and Texas State Law, a replat of a tract of land that is not associated with a previously recorded single family deed restriction shall not be required to establish a public hearing.	A replat of a tract of land that is not associated with a previously recorded single family deed restriction shall not be required to establish a public hearing.	This is in accordance with the current Manvel subdivision ordinance (Ordinance #2019-O-24) and Texas State Law.
Sec. 62-69 Extension of water mains, wastewater mains, or stormwater drainlines to developments and within developments (b)	Developers shall bear the entire costs of water and wastewater main extensions within their developments, except that on any mains larger than 12 inches, the city may elect to participate in the cost and refund the difference between the cost of the oversized main and the 12 inch main. The city shall determine the adequate size of such water and wastewater mains, and its decision will be final.	The developer shall bear the cost of all water, wastewater, and storm sewer lines. The entire cost of which shall be eligible for reimbursement by the MUD or TIRZ.	The developer will build all necessary infrastructure and the city will not have to participate in the cost of "oversizing" of any lines that will benefit areas outside of Meridiana.	The TIRZ allows for the construction of infrastructure that will benefit areas outside of Meridiana without any out-of-pocket expense by the city.
Sec. 62-104 Streets, Minimum right-of-way (Clarification)	The minimum right-of-way for collector streets shall be 80 feet.	In addition to collector streets, Meridiana will feature Neighborhood Collectors that are designed to help distribute traffic through residential areas. Neighborhood collectors shall have a minimum right-of-way of 60 feet.	Clarification that Neighborhood Collectors shall not be considered collectors as defined by the subdivision ordinance.	N/A
Sec. 62-104 Streets, Minimum right-of-way	The minimum right-of-way for residential streets shall be 60 feet.	Residential streets shall have a minimum right-of-way width of 50 feet within single family sections in which more than 50% of the lots are less than 70 feet wide.	10 foot reduction in right-of-way width. 10 foot utility easements will provide 5 additional feet on both sides for utility purposes. Paving section shall remain 28 feet	The street paving section shall remain 28 feet and thus will have no affect on traffic circulation. The 10 foot utility easements provide more area for utility maintenance than a 60 foot right-of-way in addition to allowing for the preservation of more open space.

Sec. 62-104 Streets, Subsection 5 Multiple Access Points (clarification)	All subdivisions, except those with single dead-end streets, shall have a minimum of two access points to existing (or future) public streets. A boulevard shall be acceptable where a second access is not available.	All subdivisions shall provide a minimum of two points of access. A divided or boulevard entry shall be considered two points of access for these purposes provided that the divided paving section extends to the first intersecting street.	Clarification that a boulevard entry shall be considered two points of access in all cases.	N/A
Sec. 62-104 Streets (15) *Street Design* (Clarification)	The details of all street designs shall conform to the city's engineering standards and standard details	The O-PUD has established certain street criteria that will apply to streets within Meridiana in addition to the city's standards.	Clarification that streets within Meridiana shall be designed to meet both sets of criteria. In the event of a conflict, the standards within the O-PUD shall govern.	N/A
Sec. 62-105 Alleys (b)	The width of alleys within commercial and industrial districts shall be at least 20 feet. The width of alleys within residential districts shall be at least 20 feet where possible; however, a minimum width of 16 feet may be allowed.	Meridiana may contain private alleys. Private alleys shall have a minimum right-of-way width of 20 feet with a 14 foot paving section. Private alleys are for residential use only.	16 feet wide private alleys are not allowed.	Private alleys shall be privately maintained.
Sec. 62-106 Alleys (d) (clarification)	Dead-end alleys shall be avoided where possible but when unavoidable, adequate turnaround facilities at such dead end shall be provided.	Dead-end alleys will be avoided, but may be necessary or more desirable in certain circumstances. Dead-end alleys greater than 150 feet in length shall provide an adequate turnaround.	Clarification that a dead-end alley may be avoidable, but undesirable and therefore permitted provided that the dead-end does not exceed 100 feet in length.	The fire code allows for dead-end access without a turnaround up to 150 feet in length.
Sec. 62-107 Lengths, widths and shapes of blocks (4)	No block shall exceed 1,200 feet in length within residential or commercial developments.	The maximum block length for major thoroughfares, collectors and neighborhood collectors shall be 2,600 feet except where the thoroughfare runs parallel to a drainage feature having a minimum width of 50 feet in which case the maximum block length shall be 4,000 feet. The maximum block length for collectors and neighborhood collectors shall be 1,800 feet and the maximum block length for local streets shall be 1,200 feet. Crossings of bayous or canals shall only be required by streets that are identified as major corridors on the City's Thoroughfare Plan. The maximum block length along pipeline easements and drainage features having a minimum width of 50 feet shall be 2,000 feet.	1,400 feet for major thoroughfares 2,800 feet for major thoroughfares that run parallel to drainage features that are a minimum of 50 feet in width 600 feet for collectors and neighborhood collectors 800 feet along pipelines and drainage features	Generally, intersections along major thoroughfares and collectors should be spaced farther apart than along local streets. This allows for more efficient traffic flow and limits pedestrian/auto conflicts. Pipelines and drainage features represent physical encumbrances that warrant additional spacing standards.
Sec. 62-108 Lots (b) *Lots smaller than one acre (1)*	The minimum front setback lines shall not be less than 25 feet. Each corner lot shall have at least the minimum front setback line on both streets.	The minimum front setback for single family lots in sections in which 50% or more of the lots are 60 feet or less in width, as well as all cul-de-sacs and knuckles shall be 20 feet. Corner lots shall have a minimum side setback of 10 feet. Porches may encroach into the front setback up to 10 feet provided they have a minimum depth of 6 feet. On corner lots, porches may encroach into the side setback up to 5 feet provided they have a minimum depth of 6 feet. Where garages face directly onto a street, the garage must be setback a minimum of 20 feet. Side-entry garages must be set back a minimum of 10 feet.	5 foot reduction for front setbacks for lots in sections in which 50% or more of the lots are 60 feet lor less in width, and on all cul-de-sacs and knuckles 10 foot reduction for porches having a minimum depth of 6 feet 15 foot reduction for side-entry garages 15 foot reduction for side setbacks on corner lots	Reduced setbacks foster a pedestrian friendly environment and encourage neighbor interaction. Porches and varying building lines create interest along the street and help to achieve a more attractive street scene.

Sec. 62-108 Lots (b) ***Lots smaller than one acre (2)***	Lot dimensions shall not be less than 60 feet in width at the building setback line and of a depth so as to provide an area of not less than 6,300 square feet.	The minimum lot width for single family lots shall be 55 feet at the front building setback line with a minimum area of 6,300 s.f. The minimum lot width for garden homes shall be 50 feet at the front building setback line with a minimum area of 6,300 s.f. The minimum lot width for patio home lots shall be 45 feet with a minimum area of 4,500 s.f. The minimum lot width for townhome lots shall be 25 feet at the front building setback line with a minimum area of 2,500 s.f.	5 foot reduction in width 10 foot reduction in width 15 foot reduction in width and 1,800 s.f. reduction in area 35 foot reduction in width and 3,800 s.f. reduction in area	Allowing reductions in minimum lot width and area is necessary in order to achieve a variety of housing products which is an essential component of healthy and sustainable communities.
Sec. 62-111 Additional street requirements (b)	The developer shall be responsible for construction of all roadways within the development in accordance with the city's minor street standards. Where the major thoroughfare plan requires street widths over and above the local street requirements, the developer shall dedicate the amount of right-of-way required for the larger street and shall construct such street with a pavement width of up to 38 feet. If the city requires a pavement width of more than 38 feet, the city shall provide funding for such increased width, subject to the availability of funds and within legal limitations.	The developer shall bear the cost of all streets within Meridiana. The entire cost of thoroughfares, collectors and neighborhood collectors, but not local or private streets shall be eligible for reimbursement by the MUD or TIRZ.	The developer will build all necessary streets within Meridiana and the city will not have to fund any street improvements.	The TIRZ allows for the construction of infrastructure that will benefit areas outside of Meridiana without any out-of-pocket expense by the city.
Sec. 62-111 Additional street requirements (c)	The developer shall be responsible for construction of necessary improvements on all perimeter streets in order to bring the pavement and curbing up to minor street standards for the one-half of the street abutting the development.	The developer would dedicate any additional right-of-way required for County Road 67 and County Road 72, but shall not be required to make any paving, drainage, or utility improvements along said roads.	Additional right-of-way will be dedicated for these facilities, but no improvements will be made at this time.	The cost to bring these roads up the city's specifications would not be proportionate to the impact that this development will have on these facilities. In addition, it is not practical to only improve a small segment of a road. The necessary right-of-way will be dedicated so that these facilities may be improved at the appropriate time.
Sec. 62-113 Sidewalks	In large subdivisions, sidewalks shall be constructed at a minimum of four feet wide and in accordance with the city's design criteria. If not constructed prior to issuance of a building permit, any sidewalks required by this article must be constructed as part of the issuance of a building permit for each tract.	Sidewalks adjacent to reserves or open space areas shall be constructed prior to the release of the construction maintenance bond for the appropriate section.	Sidewalks will be constructed prior to acceptance by the city rather than the issuance of building permits.	Sidewalks are frequently damaged during the home construction process. Allowing sidewalks to be put in after permitting is more efficient, avoids unnecessary damage and achieves the desired result.
Sec. 62-115 Drainage and drainage structures	The subdivider shall furnish and install all necessary drainage improvements in accordance with the "Brazoria County Drainage Criteria Manual" and the appropriate county drainage district's drainage criteria. All drainage improvements shall be dedicated or turned over for maintenance to the appropriate drainage district. If maintenance is rejected by the drainage district for any reason, the subdivider must provide for maintenance of all improvements, in a form satisfactory to the city, prior to the filing of the final plat.	Drainage structures and improvements may be dedicated to the appropriate drainage district or municipal utility district for maintenance.	Allows a municipal utility district to assume responsibility for drainage structures and improvements.	The MUDs created to serve Meridiana will have the responsibility and financial capability to maintain the required improvements

TABLE 8

Meridiana Design Manual Variances

Design Manual reference	Requirement	Proposed	Difference	Justification
Section 3 - Water 1.05 G	New Section - Criteria Manual is silent on topic of reclaimed water	Any reclaimed water shall comply with TECQ requirements.	Additional option for use of reclaimed water for irrigation purposes.	Use of reclaimed water conserves natural resources.
Section 4 - Paving 1.04 B.1	The minimum ROW width for all streets in the city of Manvel and its ETJ is 60 feet.	The minimum ROW width for local residential streets is 50 feet with a 10-foot utility easement on each side.	A reduction of 10 feet of ROW width, but an overall increase in area available for the street and utilities from 60 feet to 70 feet.	The pavement width would remain unchanged at 28 feet, so there is no impact on vehicular accessibility. The ROW reduction allows additional property to be on the tax rolls rather than in non-taxable ROW.
Section 4 - Paving 1.04 B.7	The minimum ROW for major arterials in the city of Manvel and its ETJ is 120 feet. The minimum pavement width for major arterials is two divided traffic lanes of 34 feet B/B of curb (four lane divided).	{Note: The 34 foot width may be a typo; normal section for four lane divided is 25 feet.} The minimum ROW width for McCoy Parkway and Manvel Parkway (CR 786) is 120 feet except within the Village Center area, where the minimum width may be 80 feet. The pavement width for McCoy Parkway and Manvel Parkway is 25 feet B/B of curb (four lane divided). Median widths and other related standards are to conform to the street sections provided in this O-PUD.	ROW: 40' reduction within Village Center area only. Pavement Width: Clarification of standard pavement width for standard four lane divided roadway.	The traffic model prepared by Wilbur Smith Associates that analyzes the transportation system through year 2035 indicates that the proposed ROW and paving sections are more than adequate. The reduced ROW section in the Village Center promotes a pedestrian-friendly environment that provides improved walkability and accommodation of other non-motorized forms of transportation. This concept is consistent with the land use and transportation goals of the comprehensive plan.
Section 4 - Paving 1.04 G.7	The radius for cul-de-sac pavement shall be 50 feet in a 60-foot radius ROW.	Add: Islands within cul-de-sacs are allowed provided minimum fire apparatus turning radius requirements are provided. Islands shall have a maximum radius of 16 feet.	Clarification to be clear that cul-de-sac islands are allowed.	A 50-foot pavement radius is a large expanse of paving that creates excess storm water run off, increases heat effects, and promotes unsafe driving and parking practices. An island is an esthetic solution to all of these problems, while still preserving the fire department access requirements.
Section 5 - Drainage 1.04 F.4	Wet detention ponds may be connected by a submerged pipe.	Add: Storm sewers discharging into wet detention ponds may be submerged from the last manhole to the outfall.	The Criteria Manual allows submerged storm sewer pipe between two wet ponds. This addition allows a similar submerged outfall for storm sewers.	The submerged outfall is more esthetic. By limiting the submerged portion to the last run of pipe, maintenance access problems are minimized.
Section 5 - Drainage 1.04 G.4	Detention Pond Structural Requirements (subsections a-g will be unchanged)	Add: h. The maintenance berm shall be 30 feet in width at a slope not to exceed a 10:1 (10%) slope. i. No back slope swales are required for areas of the detention basin where there are 5:1 or flatter side slopes and no more than 1/2 of the adjacent lot depth (or a maximum of 50 feet in nonresidential areas) draining over the side slope. Areas with side slopes steeper than 5:1, or areas draining more than 1/2 of the adjacent lot (or more than 50 feet in nonresidential) must have back slope swales.	Additional criteria for detention ponds.	Provides clarity for detention pond design.
Section 5 - Drainage 1.04 G.6.b	Excess detention capacity may not be used for mitigation of fill in the flood plain. {refers to offsite, regional detention facilities}	Excess detention capacity may be used for mitigation of fill in the flood plain, as authorized by the GR-M1 agreement to purchase capacity in the City of Manvel (Haddock) regional detention pond.	Purchased capacity in the "Haddock" pond may be used for flood plain fill mitigation.	The agreement, by which the volume has already been purchased, allows the volume to be used for flood plain fill mitigation. Additionally, due to the location of the pond, it is adjacent to the C-12 ditch and the Meridiana project, so the pond functions more like an "on-site" pond, in which flood plain mitigation is allowable.

Section 5 - Drainage 1.06 C	New Section	C. Conceptual drainage plans, master drainage plans, storm water and drainage routing models shall be submitted for review and approval by the appropriate drainage district; courtesy copies will be provided to the city. Submittals to FEMA related to CLOMR's, LOMR's, LOMR-F's, or similar documents requiring approval of the flood plain administrator shall be submitted to the city's flood plain administrator; courtesy copies will be provided to the appropriate drainage district.	Clarification of jurisdiction and responsibility.	The proposed process eliminates duplicate plan reviews and review fees from multiple jurisdictions and clarifies the respective responsibilities of each entity.
New Requirement	New Section	Maintenance bonds shall be for two (2) years, not one (1) year as is defined in the 2008 Design Criteria Manual.	New Section	Requested by City staff.
New Requirement	New Section	"Click 2 Enter" emergency access systems shall be required for all gated sections and installed during initial construction of gates.	New Section	Requested by City staff.

E. Interpretation

The City's Designated Official shall be responsible for interpreting the provisions of the PUD. Appeals to the Designated Official's interpretation may be made to the Zoning Board of Adjustments within thirty (30) days of the date of the interpretation. Appeals shall be heard by the Zoning Board of Adjustments a maximum of sixty (60) days after receipt by City staff.

F. Administrative Approval

Certain changes to the provisions may be made administratively by the City of Manvel Designated Official, provided such changes are consistent with the intent and general purpose of the PUD and do not result in the reduction of open space by more than ten (10) percent within the project or exceed the maximum number of dwelling units permitted.

Decisions by the Designated Official regarding administrative changes shall be subject to appeal by the Zoning Board of Adjustments. The following categories shall be considered administrative changes, but are not limited to:

- The addition of new information to the PUD, including maps or text that does not change or affect any of the regulations or guidelines contained therein.
- Changes to the community infrastructure phasing and alignment, such as roads, drainage, water and sewer systems, excluding water and sewer plant locations.
- Changes in land use plan boundaries within the PUD, division of areas or combinations of areas provided there is not a net loss of open space and no net increase in the total of units allowed.
- Changes or modifications in lot sizes and/or configuration, provided that the lots meet the minimum requirements established in the development standards for their respective land use.
- Changes to development regulations that are in the interest of the community and do not affect health or safety issues.
- Placement and/or construction of community identity or character features not addressed in the City of Manvel Sign Ordinance, such as entry monuments, neighborhood signage, community art, mailboxes, etc.

- Relocation or modification of school or park sites.
- The creation of gated neighborhoods, private residential streets, or other modifications in common area assets to be maintained by a group of residential homeowners, provided the overall circulation of the project is maintained.
- The determination that a use may be allowed which is not specifically listed as a permitted use, but may be determined to be analogous and/or accessory to a permitted use as determined by the City's Designated Official.

The City's Designated Official shall have the authority to make a determination whether an administrative approval is appropriate regarding any situations or circumstances that are not specifically listed here.

G. Substantial Change

The PUD may be substantially amended by the procedure outlined in the City of Manvel Zoning Ordinance, Section 7 of the City of Manvel Zoning Ordinance. If additional tracts of land are added to the PUD through a rezoning process with the intention to be designated as Garden Home, this specific document shall not be required to be updated and re-approved by City Council.

H. Fees

All fees associated with the entitlement process shall be assessed as indicated by the City's adopted fee schedule that is in place at the time of Council approval. All fees shall be fair and reasonable.

Appendix 1

Metes & Bounds Description and Boundary Map

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 7
BEING 72.47 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 72.47 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64 AND THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 72.47 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the intersection of the westerly right-of-way line of Meridiana Parkway Phase 7 (based on a variable width at this location) with the southwesterly right-of-way of the B. N. & S. F. Railroad (called 100-feet wide);

THENCE, along the westerly right-of-way line of Meridiana Parkway the following five (5) courses:

(1) S 26°58'03" W, for a distance of 228.59 feet to a point for curvature;

(2) In a southerly direction along the arc of a curve to the left having a radius of 780.00 feet, an angle of 14°44'09", an arc length of 200.61 feet, and a chord bearing S 19°35'59" W for a distance of 200.05 feet to a point for compound curvature;

(3) In a southerly direction along the arc of a compound curve to the left having a radius of 500.00 feet, an angle of 08°39'46", an arc length of 75.60 feet, and a chord bearing S 07°54'01 W for a distance of 75.52 feet to a point for tangency;

(4) S 03°34'08" W, for a distance of 111.22 feet to a point for curvature;

(5) In a southerly direction along the arc of a curve to the right having a radius of 1,000.00 feet, an angle of 03°08'11", an arc length of 54.74 feet, and a chord bearing S 05°08'14" W for a distance of 54.73 feet to a point for corner

(6) **THENCE**, N 70°26'36" W, for a distance of 55.08 feet to a point for corner;

(7) **THENCE**, S 15°13'36" W, for a distance of 20.05 feet to a point for corner;

(8) **THENCE**, S 70°26'31" E, for a distance of 57.92 feet to a point for corner in arc of a curve in the westerly right-of-way line of Meridiana Parkway;

THENCE, along the westerly right-of-way line of Meridiana Parkway the following two (2) courses:

(9) In a southerly direction along the arc of a curve to the right having a radius of 1,000.00 feet, an angle of 04°22'20", an arc length of 76.31 feet, and a chord bearing S 10°03'51" W for a distance of 76.29 feet to a point for tangency;

(10) S 12°15'01" W, for a distance of 213.65 feet to a point for corner;

(11) **THENCE**, S 19°33'24" W, for a distance of 353.58 feet to a point for corner;

(12) **THENCE**, N 70°26'36" W, for a distance of 2,441.13 feet to a point for corner;

(13) **THENCE**, N 19°33'24" E, for a distance of 1,319.69 feet to a point for corner;

(14) **THENCE**, S 70°29'03" E, for a distance of 2,367.15 feet to the point of **POINT OF BEGINNING** and containing 72.47 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC. dba EHRA, Inc. TBPELS No. 10092300

Robert L Boelsche



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10011 Meadowglen Ln.
Houston, Texas 77042
713-784-4500

Date: October 19, 2023
Job No: 081-011-00
File No: R:\2008\081-011-00\documents\technical\PUD\08101100V-MANVELPUD TRACT-7-72.36 AC.doc

ORDINANCE NO. 2009-O-03

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF A CERTAIN TRACT OF LAND TOTALLING 1663.3 ACRES FROM OPEN SINGLE-FAMILY RESIDENTIAL DISTRICT (O-SFR), HEAVY COMMERCIAL DISTRICT (HC), AND LIGHT COMMERCIAL DISTRICT (LC) TO OPEN – PLANNED UNIT DEVELOPMENT DISTRICT (O-PUD), SAID TRACT BEING LOCATED IN THE OLIVER HALL SURVEY, ABSTRACT 203, THE MARY V. O'DONNELL SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.& B.R.R. CO. SURVEY ABSTRACT 282, SECTION 1, AND THE J.M.O'DONNELL SURVEY, ABSTRACT-470, IN THE CITY OF MANVEL, BRAZORIA COUNTY, TEXAS, WITHIN THE CITY LIMITS OF THE CITY; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; REPEALING ORDINANCE NO. 2007-O-22 PASSED, APPROVED, AND ADOPTED ON THE 21st DAY OF MAY, 2007; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * *

WHEREAS, GR-M1, Ltd. is the owner (the "Owner") of a certain 1663.3 acre tract of land presently zoned Open-Planned Unit Development District (O-PUD), Open Single-Family Residential District (O-SFR), Heavy Commercial District (HC), and Light Commercial District (LC) pursuant to the City's Zoning Ordinance, as amended; and

WHEREAS, the Owner has made application to the City to change the zoning classification of said 1663.3 acre tract, same being more particularly described in Exhibit "A" attached hereto and for all things made a part hereof, from Open-Planned Unit Development (O-PUD), Single-Family Residential District (O-SFR), Heavy Commercial District (HC), and Light Commercial District (LC) to Open - Planned Unit Development District (O-PUD); and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended approval of the application and the City Council deems it appropriate to grant such request, subject to certain regulations, restrictions, and conditions; now, therefore,

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

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

Section 2. The zoning classification of the 1663.3 acre tract, same being more particularly described in Exhibit "A," attached hereto and for all things made a part hereof, known as located in the Oliver Hall Survey, Abstract 203, the Mary V. O'Donnell Survey, Abstract 484, Section 62, the H.T. & B.R.R. Co. Survey, Abstract 483, Section 64, the H.T. & B.R.R. Co. Survey Abstract 283, Section 63, the H.T. & B.R.R. Co. Survey, Abstract 286, Section 55, J.M. O'Donnell Survey, Abstract 470, and the H.T. & B.R.R. Co. Survey, Abstract 282, Section 61, Brazoria County, Texas, and within the city limits of the City, is hereby changed from Open Single-Family Residential District to Open – Planned Unit Development District for use as permitted within such zone classification, subject to the regulations, restrictions, and conditions hereinafter set forth.

Section 3. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said 1663.3 acre tract, as described and as provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 4. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said 1663.3 acre tract as described above.

Section 5. Ordinance No. 2007-O-22 passed, approved, and adopted on the 21st day of May, 2007, together with any ordinances or parts of ordinances in conflict herewith, is hereby repealed.

Section 6. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 7. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 23rd day of Feb, 2009.

PASSED, APPROVED, AND ADOPTED on second and final reading this 2/14, 2009.

Delores M. Martin
Delores Martin, Mayor

ATTEST:

Tammy Bell, City Secretary

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 1
BEING 1632.3 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55
H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1632.3 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE OLIVER HALL SURVEY, ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 1632.3 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the point of intersection of the west line of the H.T. & B.R.R. Co. Survey, Abstract 282, Section 61and the projection of the Northwest line of the Oliver Hall Survey Abstract 203;

(1) **THENCE,** North 59°48'12" East, along the northwest line of the Oliver Hall Survey Abstract 203, generally along the centerline County Road 72 a distance of 8133.57 feet to the northeast corner of said Oliver Hall Survey Abstract 203;

(2) **THENCE,** South 30°06'57" East, along the northeast line of the Oliver Hall Survey Abstract 203 a distance of 1564.29 feet to a point;

(3) **THENCE,** North 19°31'28" East, a distance of 256.51 feet to a point;

(4) **THENCE,** South 70°42'13" East, a distance of 200.00 feet to a point;

(5) **THENCE,** North 19°31'28" East, a distance of 360.09 feet to a point in the southerly right-of-way of Jordan Road (60-feet right-of-way);

(6) **THENCE,** South 70°26'36" East, along the southerly right-of-way line of said Jordan Road, a distance of 1120.49 feet to the west right-of-way line of Peter's Road (60-feet wide);

(7) **THENCE,** South 19°33'24" West, along the west right-of-way line of said Peter's Road, a distance of 1738.16 feet to a point in the northeast line of said Oliver Hall Survey;

(8) **THENCE,** South 30°06'57" East, along the northeast line of said Oliver Hall Survey, a distance of 1513.49 feet to the northeast corner of Lulling Stone Section 1as recorded under Volume 21, Page 267-270, B.C.P.R.;

(9) **THENCE,** South 30°16'05" East, along the northeast line of said Lulling Stone Section 1, a distance of 3115.87 feet to a point in an arc of a non-tangent curve to the right in the northerly right-of-way line of County Road 67 (80-feet right-of-way);

(10) **THENCE,** in a southwesterly direction along the northerly right-of-way line of County Road 67 and with the arc of said non-tangent curve to the right having a radius of 260.00 feet, a length of 203.66 feet, a delta of 44°52'47" and a chord bearing South 37°30'48" West 198.49 feet to a point of tangency;

(11) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 3004.38 feet to a point;

(12) THENCE, North 30°02'46" West, a distance of 648.54 feet to a point in the common line of Lot 15 and Lot 16 of said Lulling Stone Section 1;

(13) THENCE, South 59°57'14" West, a distance of 200.00 feet to a point in the common line of Lot 16 and 17 of said Lulling Stone Section 1;

(14) THENCE, North 30°02'46" West, along the common line of Lot 16 and Lot 17 a distance of 612.84 feet to a point;

(15) THENCE, South 59°57'12" West, a distance of 1293.09 feet to a point in the centerline of Chocolate Bayou;

(16) THENCE, North 19°17'03" West, along the meanders of the centerline of said Chocolate Bayou a distance of 95.75 feet to a point;

(17) THENCE, North 18°46'45" West, along the meanders of the centerline of said Chocolate Bayou a distance of 225.19 feet to a point;

(18) THENCE, South 59°57'12" West, a distance of 916.87 feet to a point in the common line of Lot 8 and Lot 9 of Lulling Stone Section 3, Volume 22, Page 231, B.C.P.R.;

(19) THENC, North 71°59'30" West, a distance of 582.23 feet to a point;

(20) THENCE, South 59°53'05" West, a distance of 210.82 feet to a point in the common line of Lot 6 and Lot 7;

(21) THENCE, South 30°02'48" East, along the common line of Lot 6 and Lot 7 a distance of 2009.10 feet to a point in the northerly right-of-way line of said County Road 67;

(22) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67 a distance of 600.00 feet to the southerly common corner of Lot 4 and 5;

(23) THENCE, North 30°02'48" West, a distance of 3183.51 feet to the northerly common corner of Lot 4 and Lot 5;

(24) THENCE, South 59°53'03" West, along the North line of said Lulling Stone Section 3, a distance of 600.00 feet to the northerly common corner of Lot 2 and Lot 3;

(25) THENCE, South 30°02'48" East, along the common line of Lot 2 and Lot 3, a distance of 1704.88 feet to a point;

(26) THENCE, South 59°53'03" West, a distance of 701.91 feet to a point in the easterly line of the City of Alvin 100-foot Strip;

(27) THENCE, North 29°57'14" West, along the easterly line of said City of Alvin 100-foot Strip, a distance of 646.47 feet to an angle point;

(28) THENCE, South 87°19'17" West, along the northerly line of said City of Alvin 100-foot Strip, a distance of 4098.79 feet to a point:

(29) THENCE, North 02°52'03" West, a distance of 3966.65 feet to a point;

(30) THENCE, North 87°13'12" East, a distance of 1325.71 feet to a point in the west line of aforementioned H.T. & B.R.R. Co. Survey, Abstract 282, Section 61;

(31) THENCE, North 03°03'24" West, along the west line of H.T. & B.R.R. Co. Survey, Abstract 282, Section 61, a distance of 1179.10 feet to a the **POINT OF BEGINNING** and containing 1633.3 acres of land, SAVE and EXCEPT the following 1.000 acre tract of land being more particularly described as follows:

(32) COMMENCING at the southeasterly corner of Lot 3 of Lulling Stone Section 1;

(33) THENCE, North 30°02'46" West, along the common line of Lot 3 and Lot 2, a distance of 1,505.00 feet for corner;

(34) THENCE, South 59°57'21" West, a distance of 10.00 feet to the southeasterly corner and **POINT OF BEGINNING** of the herein described tract;

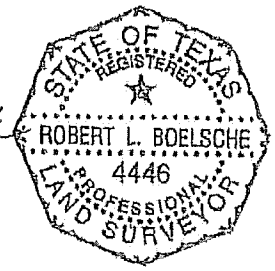
(35) THENCE, South 59°57'21" West, a distance of 180.00 feet to the southwesterly corner of the herein described tract;

(36) THENCE, North 30°02'39" West, a distance of 242.00 feet to the northwesterly corner of the herein described tract;

(37) THENCE, North 59°57'21" East, a distance of 180.00 feet to the northeasterly corner of the herein described tract;

(38) THENCE, South 30°02'39" East, a distance of 242.00 feet to the **POINT OF BEGINNING** of the SAVE and EXCEPT Tract resulting in Tract 1 containing a net area of 1,632.3 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, Icad revised December 16, 2008
Job No: 081-011-00
File No: R:\2008\081011100V-MANVELPUD TRACT-1-1632.3AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 2
BEING 3.123 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.123 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 3.123 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) **THENCE**, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 909.81feet to the intersection with the northerly right-of-way line of Jordan Road (50-feet wide as monumented);

(2) **THENCE**, North 70°26'30" West, along the northerly right-of-way line of said Jordan Road, a distance of 133.89 feet to a point;

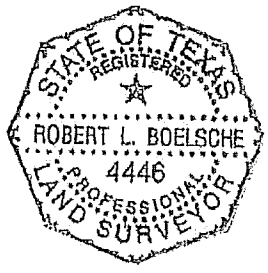
(3) **THENCE**, North 19°35'12" East, a distance of 364.31 feet to a point;

(4) **THENCE**, North 70°26'36" West, a distance of 16.30 feet to a point;

(5) **THENCE**, North 17°27'25" East, a distance of 545.87 feet to a point in the southerly right-of-way line of Kreuzer Street;

(6) **THENCE**, South 70°26'36" East, along the southerly right-of-way line of said Kreuzer Street, a distance of 170.00 feet to the **POINT OF BEGINNING** containing an area of 3.123 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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10555 Westoffice Drive
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713-784-4500
Date: December 10, 2008, [cnal, revised 12-16-08
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-2-3.123AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 3
BEING 1.259 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1.259 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 1.259 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) **THENCE**, North 70°26'36" West, along the northerly right-of-way line of Kreuzer Street, a distance of 80.00 feet to a point;

(2) **THENCE**, North 19°33'24" East, a distance of 640.74 feet to a point;

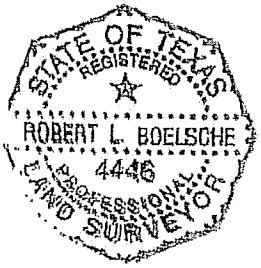
(3) **THENCE**, North 70°26'31" West, a distance of 97.67 feet to a point;

(4) **THENCE**, North 15°13'36" East, a distance of 20.05 feet to a point;

(5) **THENCE**, South 70°26'36" East, a distance of 179.19 feet to the westerly right-of-way line of Peter's Road;

(6) **THENCE**, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 660.74 feet to the point of **POINT OF BEGINNING** and containing 1.259 acres of land,

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500
Date: December 10, 2008, [final, revised 12-16-08
Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-3-1.259AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 4
BEING 10.13 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 10.13 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 10.13 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of McCoy Road (called 60-feet wide);

(1) THENCE, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of said McCoy Road;

(2) THENCE, South 19°30'10" West, along the westerly right-of-way line line of McCoy Road, a distance of 854.45 feet to a point;

(3) THENCE, North 70°29'03" West, a distance of 327.45 feet to a point in the centerline of a ditch;

(4) THENCE, North 10°27'19" East, along the centerline of said ditch, a distance of 56.33 feet to an angle point;

(5) THENCE, North 03°46'29" West, along the centerline of said ditch, a distance of 736.28 feet to an angle point;

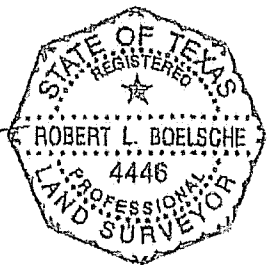
(6) THENCE, North 15°36'22" West, along the centerline of said ditch, a distance of 155.93 feet to a point in the southerly right-of-way line of SH-6;

(7) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 79.10 feet to a point;

(8) THENCE, South 81°47'41" East, along the southerly right-of-way line of SH-6, a distance of 101.98 feet to a point;

(9) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 512.86 feet to the POINT OF BEGINNING and containing 10.13 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, [cont], revised 12-16-08
Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-4-10.13AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 5
BEING 3.779 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.779 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 3.779 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of Wilson Road (called 60-feet wide);

(1) **THENCE**, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of Wilson Road;

(2) **THENCE**, South 19°30'10" West, along the westerly right-of-way line of Wilson Road, a distance of 225.57 feet to the intersection with the northerly right-of-way line of Rodger Road (called 60-feet wide);

(3) **THENCE**, North 70°26'14" West, along the northerly right-of-way line of Rodger Road, a distance of 660.23 feet to the intersection with the easterly right-of-way line of McCoy Road;

(4) **THENCE**, North 19°30'10" East, along the easterly right-of-way line of McCoy Road, a distance of 225.02 feet to a point in the southerly end of a cutback corner at the intersection with the southerly right-of-way line of SH-6;

(5) **THENCE**, North 64°30'32" East, along the cutback corner, a distance of 35.35 feet to a point in the southerly right-of-way line of SH- 6;

(6) **THENCE**, South 70°29'05" East, along the southerly right-of-way of SH-6, a distance of 610.23 feet to the **POINT OF BEGINNING** and containing 3.779 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500
Date: December 10, 2008, [cad], revised 12-16-08
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-5-3.779AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 6
BEING 12.68 ACRES, SITUATED IN THE
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 12.68 ACRE TRACT OF LAND BEING A PORTION OF LOT 9 OF LULLING STONE SECTION 3 AS RECORDED IN VOLUME 22, PAGE 23, B.C.P.R., SITUATED IN THE OLIVER HALL SURVEY ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 12.68 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of said Lot 9 in the northerly right-of-way line of County Road 67 (80-feet right of way);

(1) **THENCE,** North 30°02'48" West, a distance of 1100.30 feet to a point in the common line of Lot 9 and Lot 8;

(2) **THENCE,** North 59°57'12" East, a distance of 876.30 feet to a point in the centerline of Chocolate Bayou;

(3) **THENCE,** along the meanders of the centerline of Chocolate Bayou the following courses and distances:

South 56°42'47" East, a distance of 92.05 feet to an angle point;

South 62°15'15" East, a distance of 93.04 feet to an angle point;

South 56°44'16" East, a distance of 122.71 feet to an angle point;

South 08°14'48" East, a distance of 74.15 feet to an angle point;

South 04°03'51" East, a distance of 214.71 feet to a point in the common line of Lot 9 and Lot 10;

(4) **THENCE,** South 72°07'42" West, along the common line of Lot 9 and Lot 10, a distance of 103.07 feet to a point;

(5) **THENCE,** North 56°29'15" West, along the common line of Lot 9 and Lot 10, a distance of 66.57 feet to a point;

(6) **THENCE,** South 27°57'22" West, along the common line of Lot 9 and Lot 10, a distance of 53.41 feet to a point;

(7) **THENCE,** North 31°13'20" West, along the common line of Lot 9 and Lot 10, a distance of 46.16 feet to a point;

(8) **THENCE,** North 56°48'48" West, along the common line of Lot 9 and Lot 10, a distance of 72.96 feet to a point;

(9) **THENCE,** South 89°05'06" West, along the common line of Lot 9 and Lot 10, a distance of 110.48 feet to a point;

(10) **THENCE,** North 76°06'35" West, along the common line of Lot 9 and Lot 10, a distance of 252.57 feet to a point;

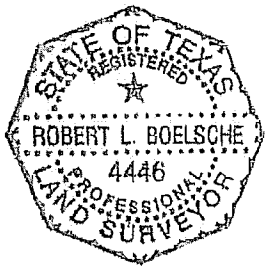
(11) **THENCE,** South 63°18'12" West, along the common line of Lot 9 and Lot 10, a distance of 40.82 feet to a point;

(12) **THENCE,** South 35°14'44" West, along the common line of Lot 9 and Lot 10, a distance of 79.36 feet to a point;

(13) **THENCE,** South 30°02'48" East, along the common line of Lot 9 and Lot 10, a distance of 930.41 feet to southerly common corner of said lots in the northerly right-of-way line of said County Road 67;

(14) **THENCE,** South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 300.00 feet to the **POINT OF BEGINNING** and containing 12.68 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, (cad)
Job No: 081-011-00
File No: R:\2000\08101100\V-MANVELPUD TRACT-6-12.68AC..doc

ORDINANCE NO. 2009-O-04

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING ORDINANCE NO. 2001-14 PASSED, APPROVED AND OPTED ON THE 28TH DAY OF JUNE, 2001, SAME BEING THE ZONING ORDINANCE OF THE CITY, MAKING CERTAIN FINDINGS; APPROVING A DEVELOPMENT PLAN PURSUANT TO SECTION 7 OF SAID ZONING ORDINANCE FOR A CERTAIN TRACT OF LAND TOTALLING 1663.3 ACRES SAID TRACT BEING LOCATED IN THE OLIVER HALL SURVEY, ABSTRACT 203, THE MARY V. O'DONNELL SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.& B.R.R. CO. SURVEY ABSTRACT 282, SECTION 1, AND THE J.M.O'DONNELL SURVEY, ABSTRACT-470, IN THE CITY OF MANVEL, BRAZORIA COUNTY, TEXAS, WITHIN THE CITY LIMITS OF THE CITY; PLAN PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * *

WHEREAS, GR-M1, Ltd. is the owner (the "Owner") of a certain 1663.3 acre tract of land, more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference for all purposes (the "Property"); and

WHEREAS, the Property is presently zoned Open Planned Unit Development (O-PUD), pursuant to the City's Zoning Ordinance, as amended; and

WHEREAS, pursuant to Section 7 of the City's Zoning Ordinance, the Owner has prepared a development plan covering the Property; and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended approval of the development plan and the City Council adopt such development plan as an ordinance of the City, subject to certain regulations, restrictions, and conditions as set forth herein; now, therefore,

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

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

Section 2. The City Council has reviewed the development plan attached hereto as Exhibit "A" (the "Development Plan") and makes the following findings in accordance with Section 7.C of the City's Zoning Ordinance:

a. The Development Plan outlines development within the Open – Planned Unit Development ("O-PUD") District encourages pedestrian circulation between structures and open spaces;

b. The mixture of proposed uses contained within the O-PUD District is complimentary in function, encourage complimentary use, and are planned to pose minimal impact on each others quality of life;

c. Vehicular circulation within the O-PUD District is pedestrian friendly, emphasizing slow vehicular speeds, and safe crosswalks wherever necessary;

d. The development within the O-PUD District emphasizes professionally designed, constructed, and maintained landscape areas with shaded pedestrian gathering areas, landscaped parking lots, and landscaping which visually enhance all structures within the District;

e. Open space, either active or passive, has been included and is designed and located in a manner to best serve the prospective users;

f. Signage within the O-PUD District shall comply with all City regulations governing signs, shall not compete with view of buildings, shall not impede pedestrian or vehicular flow, and shall use natural products to the greatest extent possible; and

g. The development within the O-PUD District is visually and functionally compatible with surrounding developed property.

Section 3. The Development Plan attached to this Ordinance as Exhibit "A" is hereby adopted by the City as a part of this Ordinance, to have full force and effect as any other ordinance of the City. In adopting the Development Plan, the City Council specifically finds that the Development Plan does not fully satisfy the requirements of Section 7.D of the Zoning Ordinance and that the Owner must amend this Development Plan to provide the additional information required by Section 7.D prior to any building permit may be issued for construction of any structure on the Property. The additional information required from the Owner shall be approved in the manner set out in the Zoning Ordinance for the approval of a Development Plan for an O-PUD District.

Section 4. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except to approve the Development Plan for the Property, attached hereto as Exhibit "A."

Section 5. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 6. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 23rd day of Feb, 2009.

PASSED, APPROVED, AND ADOPTED on second and final reading this N/A, 2009.

Delores M. Martin
Delores Martin, Mayor

ATTEST:

Tammy Bell, City Secretary

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 1
BEING 1632.3 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55
H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1632.3 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 286, SECTION 55, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 282, SECTION 61, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, THE OLIVER HALL SURVEY, ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 1632.3 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the point of intersection of the west line of the H.T. & B.R.R. Co. Survey, Abstract 282, Section 61and the projection of the Northwest line of the Oliver Hall Survey Abstract 203;

(1) THENCE, North 59°48'12" East, along the northwest line of the Oliver Hall Survey Abstract 203, generally along the centerline County Road 72 a distance of 8133.57 feet to the northeast corner of said Oliver Hall Survey Abstract 203;

(2) THENCE, South 30°06'57" East, along the northeast line of the Oliver Hall Survey Abstract 203 a distance of 1564.29 feet to a point;

(3) THENCE, North 19°31'28" East, a distance of 256.51 feet to a point;

(4) THENCE, South 70°42'13" East, a distance of 200.00 feet to a point;

(5) THENCE, North 19°31'28" East, a distance of 360.09 feet to a point in the southerly right-of-way of Jordan Road (60-feet right-of-way);

(6) THENCE, South 70°26'36" East, along the southerly right-of-way line of said Jordan Road, a distance of 1120.49 feet to the west right-of-way line of Peter's Road (60-feet wide);

(7) THENCE, South 19°33'24" West, along the west right-of-way line of said Peter's Road, a distance of 1738.16 feet to a point in the northeast line of said Oliver Hall Survey;

(8) THENCE, South 30°06'57" East, along the northeast line of said Oliver Hall Survey, a distance of 1513.49 feet to the northeast corner of Lulling Stone Section 1as recorded under Volume 21, Page 267-270, B.C.P.R.;

(9) THENCE, South 30°16'05" East, along the northeast line of said Lulling Stone Section 1, a distance of 3115.87 feet to a point in an arc of a non-tangent curve to the right in the northerly right-of-way line of County Road 67 (80-feet right-of-way);

(10) THENCE, in a southwesterly direction along the northerly right-of-way line of County Road 67 and with the arc of said non-tangent curve to the right having a radius of 260.00 feet, a length of 203.66 feet, a delta of 44°52'47" and a chord bearing South 37°30'48" West 198.49 feet to a point of tangency;

(11) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 3004.38 feet to a point;

(12) THENCE, North 30°02'46" West, a distance of 648.54 feet to a point in the common line of Lot 15 and Lot 16 of said Lulling Stone Section 1;

(13) THENCE, South 59°57'14" West, a distance of 200.00 feet to a point in the common line of Lot 16 and 17 of said Lulling Stone Section 1;

(14) THENCE, North 30°02'46" West, along the common line of Lot 16 and Lot 17 a distance of 612.84 feet to a point;

(15) THENCE, South 59°57'12" West, a distance of 1293.09 feet to a point in the centerline of Chocolate Bayou;

(16) THENCE, North 19°17'03" West, along the meanders of the centerline of said Chocolate Bayou a distance of 95.75 feet to a point;

(17) THENCE, North 18°46'45" West, along the meanders of the centerline of said Chocolate Bayou a distance of 225.19 feet to a point;

(18) THENCE, South 59°57'12" West, a distance of 916.87 feet to a point in the common line of Lot 8 and Lot 9 of Lulling Stone Section 3, Volume 22, Page 231, B.C.P.R.;

(19) THENC, North 71°59'30" West, a distance of 582.23 feet to a point;

(20) THENCE, South 59°53'05" West, a distance of 210.82 feet to a point in the common line of Lot 6 and Lot 7;

(21) THENCE, South 30°02'48" East, along the common line of Lot 6 and Lot 7 a distance of 2009.10 feet to a point in the northerly right-of-way line of said County Road 67;

(22) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67 a distance of 600.00 feet to the southerly common corner of Lot 4 and 5;

(23) THENCE, North 30°02'48" West, a distance of 3183.51 feet to the northerly common corner of Lot 4 and Lot 5;

(24) THENCE, South 59°53'03" West, along the North line of said Lulling Stone Section 3, a distance of 600.00 feet to the northerly common corner of Lot 2 and Lot 3;

(25) THENCE, South 30°02'48" East, along the common line of Lot 2 and Lot 3, a distance of 1704.88 feet to a point;

(26) THENCE, South 59°53'03" West, a distance of 701.91 feet to a point in the easterly line of the City of Alvin 100-foot Strip;

(27) THENCE, North 29°57'14" West, along the easterly line of said City of Alvin 100-foot Strip, a distance of 646.47 feet to an angle point;

(28) THENCE, South 87°19'17" West, along the northerly line of said City of Alvin 100-foot Strip, a distance of 4098.79 feet to a point:

(29) THENCE, North 02°52'03" West, a distance of 3966.65 feet to a point;

(30) THENCE, North 87°13'12" East, a distance of 1325.71 feet to a point in the west line of aforementioned H.T. & B.R.R. Co. Survey, Abstract 282, Section 61;

(31) THENCE, North 03°03'24" West, along the west line of H.T. & B.R.R. Co. Survey, Abstract 282, Section 61, a distance of 1179.10 feet to a the POINT OF BEGINNING and containing 1633.3 acres of land, SAVE and EXCEPT the following 1.000 acre tract of land being more particularly described as follows:

(32) COMMENCING at the southeasterly corner of Lot 3 of Lulling Stone Section 1;

(33) THENCE, North 30°02'46" West, along the common line of Lot 3 and Lot 2, a distance of 1,505.00 feet for corner;

(34) THENCE, South 59°57'21" West, a distance of 10.00 feet to the southeasterly corner and POINT OF BEGINNING of the herein described tract;

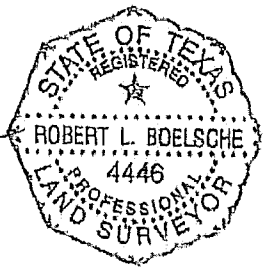
(35) THENCE, South 59°57'21" West, a distance of 180.00 feet to the southwesterly corner of the herein described tract;

(36) THENCE, North 30°02'39" West, a distance of 242.00 feet to the northwesterly corner of the herein described tract;

(37) THENCE, North 59°57'21" East, a distance of 180.00 feet to the northeasterly corner of the herein described tract;

(38) THENCE, South 30°02'39" East, a distance of 242.00 feet to the POINT OF BEGINNING of the SAVE and EXCEPT Tract resulting in Tract 1 containing a net area of 1,632.3 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, (and revised December 16, 2008
Job No: 081-011-00
File No: R:\2008\081011000V-MANVELFUD TRACT-1-1632.3AC. doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 2
BEING 3.123 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.123 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 3.123 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) THENCE, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 909.81feet to the intersection with the northerly right-of-way line of Jordan Road (50-feet wide as monumented);

(2) THENCE, North 70°26'30" West, along the northerly right-of-way line of said Jordan Road, a distance of 133.89 feet to a point;

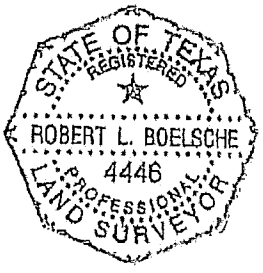
(3) THENCE, North 19°35'12" East, a distance of 364.31 feet to a point;

(4) THENCE, North 70°26'36" West, a distance of 16.30 feet to a point;

(5) THENCE, North 17°27'25" East, a distance of 545.87 feet to a point in the southerly right-of-way line of Kreuzer Street;

(6) THENCE, South 70°26'36" East, along the southerly right-of-way line of said Kreuzer Street, a distance of 170.00 feet to the POINT OF BEGINNING containing an area of 3.123 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500
Date: December 10, 2008, [cad, revised 12-16-08
Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-2-3.123AC.doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D. - TRACT 3
BEING 1.259 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 1.259 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62, BRAZORIA COUNTY, TEXAS, SAID 1.259 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwest corner of the intersection of Kreuzer Street (50-feet wide) and Peter's Road (called 60-feet wide);

(1) THENCE, North 70°26'36" West, along the northerly right-of-way line of Kreuzer Street, a distance of 80.00 feet to a point;

(2) THENCE, North 19°33'24" East, a distance of 640.74 feet to a point;

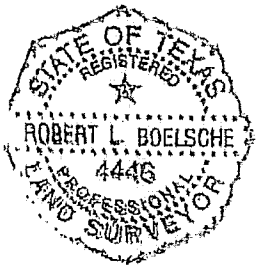
(3) THENCE, North 70°26'31" West, a distance of 97.67 feet to a point;

(4) THENCE, North 15°13'36" East, a distance of 20.05 feet to a point;

(5) THENCE, South 70°26'36" East, a distance of 179.19 feet to the westerly right-of-way line of Peter's Road;

(6) THENCE, South 19°33'24" West, along the westerly right-of-way line of said Peter's Road, a distance of 660.74 feet to the point of POINT OF BEGINNING and containing 1.259 acres of land,

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
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10555 Westoffice Drive
Houston, Texas 77042
713-784-4500
Date: December 10, 2000, [csa] , revised 12-16-00
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-3-1.259AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 4
BEING 10.13 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 10.13 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 483, SECTION 64, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63, THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 484, SECTION 62 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 10.13 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of McCoy Road (called 60-feet wide);

(1) THENCE, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of said McCoy Road;

(2) THENCE, South 19°30'10" West, along the westerly right-of-way line line of McCoy Road, a distance of 854.45 feet to a point;

(3) THENCE, North 70°29'03" West, a distance of 327.45 feet to a point in the centerline of a ditch;

(4) THENCE, North 10°27'19" East, along the centerline of said ditch, a distance of 56.33 feet to an angle point;

(5) THENCE, North 03°46'29" West, along the centerline of said ditch, a distance of 736.28 feet to an angle point;

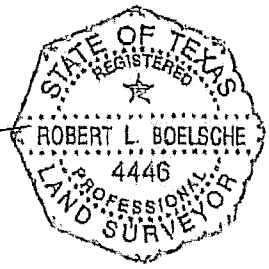
(6) THENCE, North 15°36'22" West, along the centerline of said ditch, a distance of 155.93 feet to a point in the southerly right-of-way line of SH-6;

(7) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 79.10 feet to a point;

(8) THENCE, South 81°47'41" East, along the southerly right-of-way line of SH-6, a distance of 101.98 feet to a point;

(9) THENCE, South 70°29'05" East, along the southerly right-of-way line of SH-6, a distance of 512.86 feet to the POINT OF BEGINNING and containing 10.13 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500
Date: December 10, 2008, Icon1, revised 12-16-08
Job No: 081-011-00
File No: R:\2008\08101100V-MANVELPUD TRACT-4-10.13AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 5
BEING 3.779 ACRES, SITUATED IN THE
H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63
J.M. O'DONNELL SURVEY, ABSTRACT-470
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 3.779 ACRE TRACT OF LAND IN THE H.T.&B.R.R. CO. SURVEY, ABSTRACT 283, SECTION 63 AND THE J.M. O'DONNELL SURVEY, ABSTRACT-470, BRAZORIA COUNTY, TEXAS, SAID 3.779 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the northwesterly end of a cutback corner at the intersection of the southerly right-of-way line of State Highway No. 6 (SH-6 called 120-feet wide) and the westerly right-of-way line of Wilson Road (called 60-feet wide);

(1) THENCE, South 25°29'28" East, along the cutback corner, a distance of 35.36 feet to a point in the westerly right-of-way line of Wilson Road;

(2) THENCE, South 19°30'10" West, along the westerly right-of-way line of Wilson Road, a distance of 225.57 feet to the intersection with the northerly right-of-way line of Rodger Road (called 60-feet wide);

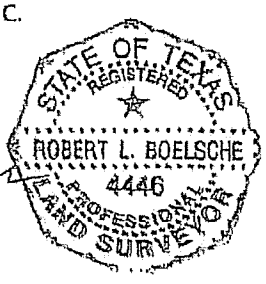
(3) THENCE, North 70°26'14" West, along the northerly right-of-way line of Rodger Road, a distance of 660.23 feet to the intersection with the easterly right-of-way line of McCoy Road;

(4) THENCE, North 19°30'10" East, along the easterly right-of-way line of McCoy Road, a distance of 225.02 feet to a point in the southerly end of a cutback corner at the intersection with the southerly right-of-way line of SH-6;

(5) THENCE, North 64°30'32" East, along the cutback corner, a distance of 35.35 feet to a point in the southerly right-of-way line of SH- 6;

(6) THENCE, South 70°29'05" East, along the southerly right-of-way of SH-6, a distance of 610.23 feet to the POINT OF BEGINNING and containing 3.779 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500
Date: December 10, 2008, [cnal , revised 12-16-08
Job No: 001-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-5-3.779AC..doc

METES AND BOUNDS DESCRIPTION
CITY OF MANVEL P.U.D.-TRACT 6
BEING 12.68 ACRES, SITUATED IN THE
OLIVER HALL SURVEY ABSTRACT 203
BRAZORIA COUNTY, TEXAS

A DESCRIPTION OF A 12.68 ACRE TRACT OF LAND BEING A PORTION OF LOT 9 OF LULLING STONE SECTION 3 AS RECORDED IN VOLUME 22, PAGE 23, B.C.P.R., SITUATED IN THE OLIVER HALL SURVEY ABSTRACT 203, BRAZORIA COUNTY, TEXAS, SAID 12.68 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983 SOUTH CENTRAL ZONE AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the southwest corner of said Lot 9 in the northerly right-of-way line of County Road 67 (80-feet right of way);

(1) THENCE, North 30°02'48" West, a distance of 1100.30 feet to a point in the common line of Lot 9 and Lot 8;

(2) THENCE, North 59°57'12" East, a distance of 876.30 feet to a point in the centerline of Chocolate Bayou;

(3) THENCE, along the meanders of the centerline of Chocolate Bayou the following courses and distances:

South 56°42'47" East, a distance of 92.05 feet to an angle point;

South 62°15'15" East, a distance of 93.04 feet to an angle point;

South 56°44'16" East, a distance of 122.71 feet to an angle point;

South 08°14'48" East, a distance of 74.15 feet to an angle point;

South 04°03'51" East, a distance of 214.71 feet to a point in the common line of Lot 9 and Lot 10;

(4) THENCE, South 72°07'42" West, along the common line of Lot 9 and Lot 10, a distance of 103.07 feet to a point;

(5) THENCE, North 56°29'15" West, along the common line of Lot 9 and Lot 10, a distance of 66.57 feet to a point;

(6) THENCE, South 27°57'22" West, along the common line of Lot 9 and Lot 10, a distance of 53.41 feet to a point;

(7) THENCE, North 31°13'20" West, along the common line of Lot 9 and Lot 10, a distance of 46.16 feet to a point;

(8) THENCE, North 56°48'48" West, along the common line of Lot 9 and Lot 10, a distance of 72.96 feet to a point;

(9) THENCE, South 89°05'06" West, along the common line of Lot 9 and Lot 10, a distance of 110.48 feet to a point;

(10) THENCE, North 76°06'35" West, along the common line of Lot 9 and Lot 10, a distance of 252.57 feet to a point;

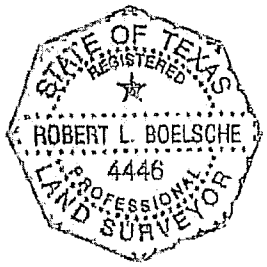
(11) THENCE, South 63°18'12" West, along the common line of Lot 9 and Lot 10, a distance of 40.82 feet to a point;

(12) THENCE, South 35°14'44" West, along the common line of Lot 9 and Lot 10, a distance of 79.36 feet to a point;

(13) THENCE, South 30°02'48" East, along the common line of Lot 9 and Lot 10, a distance of 930.41 feet to southerly common corner of said lots in the northerly right-of-way line of said County Road 67;

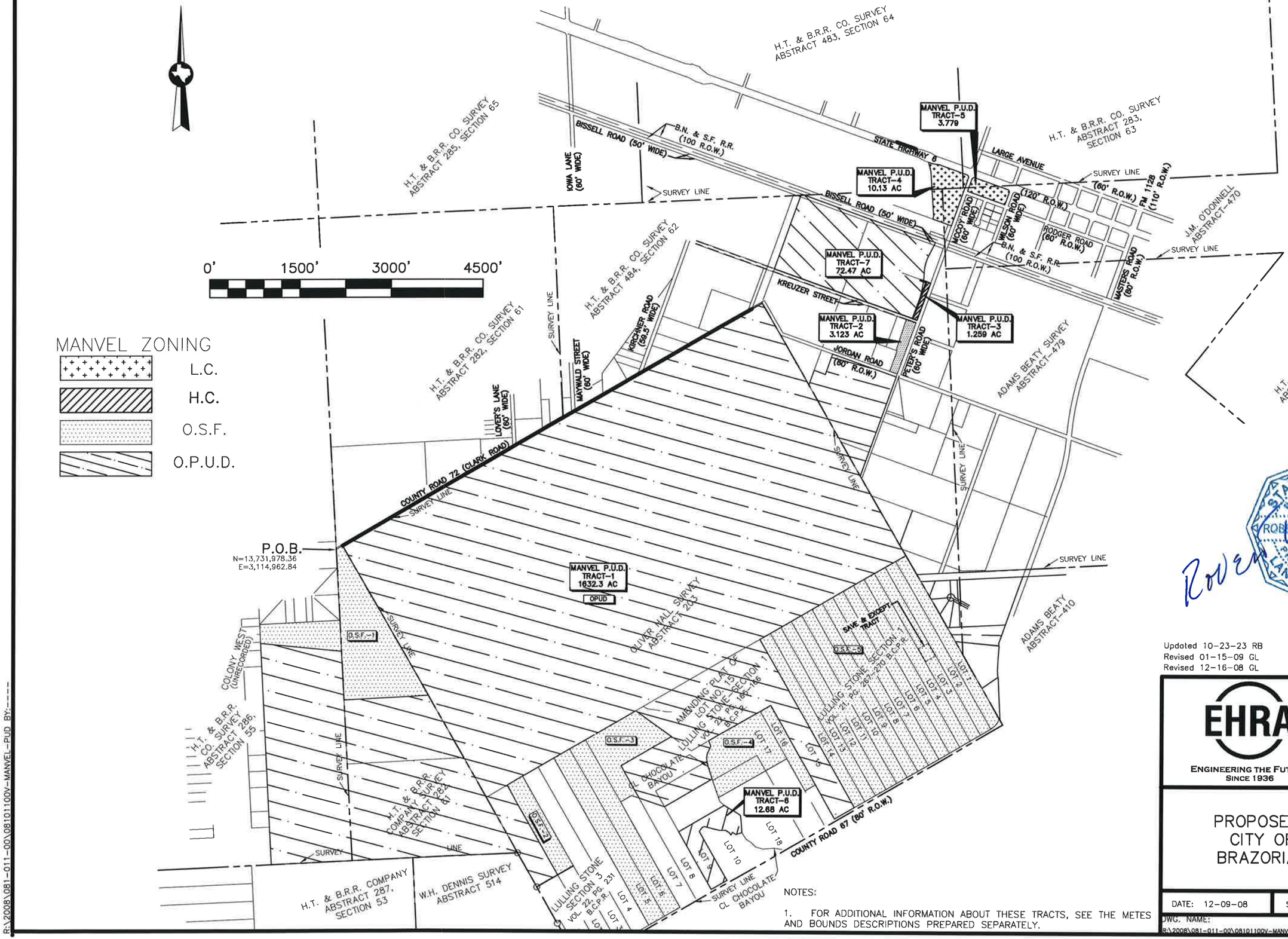
(14) THENCE, South 59°57'12" West, along the northerly right-of-way line of said County Road 67, a distance of 300.00 feet to the POINT OF BEGINNING and containing 12.68 acres of land.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC.



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10555 Westoffice Drive
Houston, Texas 77042
713-784-4500

Date: December 10, 2008, (cad)
Job No: 081-011-00
File No: R:\2008\081011\00V-MANVELPUD TRACT-6-12.68AC..doc



ACREAGE TABLE	
TRACT-1	1,632.3 AC.
TRACT-2-OSF	3.123 AC.
TRACT-3-HC	1.259 AC.
TRACT-4-LC	10.13 AC.
TRACT-5-LC	3.779 AC.
TRACT-6-OPUD	12.68 AC.
TRACT-7-OPUD	72.47AC.
TOTAL	1,735.7 AC.

TRACT 1	ACREAGE TABLE
OPUD	1,264.5 AC.
O.S.F.-1	56.69 AC.
O.S.F.-2	11.74 AC.
O.S.F.-3	64.51 AC.
O.S.F.-4	30.96 AC.
O.S.F.-5	203.89 AC.
TOTAL	1,632.3 AC.

NOTES:

1. FOR ADDITIONAL INFORMATION ABOUT THESE TRACTS, SEE THE METES AND BOUNDS DESCRIPTIONS PREPARED SEPARATELY.

STATE OF TEXAS
REGISTERED
ROBERT L. BOELSCHE
4446
PROFESSIONAL
LAND SURVEYOR

Robert L. Boelsche

Updated 10-23-23 RB
Revised 01-15-09 GL
Revised 12-16-08 GL

EHRA
ENGINEERING THE FUTURE
SINCE 1936
10011 MEADOWGLEN LN
HOUSTON, TEXAS 77042
713-784-4500
EHRA.TEAM
TBPE No. F-726
TBPELS No. 10092300

PROPOSED BOUNDARY MAP
CITY OF MANVEL P.U.D.
BRAZORIA COUNTY, TEXAS

DATE: 12-09-08 | SCALE: 1"= 1400' | JOB NO.: 081-011-00

DWG. NAME: R:\2008\081-011-00\08101100V-MANVEL-PUD.dwg | DRAWING NO.: NONE

R:\2008\081-011-00\08101100V-MANVEL-PUD BY:----

Appendix 2

Ordinance No. 2024-O-13

(PUD Ordinance)

ORDINANCE NO. 2024-O-13

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY AMENDING THE ZONING CLASSIFICATION OF 1,735 ACRES OF LAND GENERALLY LOCATED EAST OF STATE HIGHWAY 288 AND SOUTH OF HIGHWAY 6 FROM OPEN PLANNED UNIT DEVELOPMENT (O-PUD) TO PLANNED UNIT DEVELOPMENT (PUD) FOR THE MERIDIANA PLANNED UNIT DEVELOPMENT AND RENAMING THIS DEVELOPMENT FROM SEVEN OAKS RANCH TO THE MERIDIANA DEVELOPMENT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * *

WHEREAS, GR-M1, Ltd. Is the developer of a certain 1,735 acres tract of land, more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference for all purposes (the "Property"); and

WHEREAS, this development is known as "Seven Oaks Ranch" development with a total 1663.3-acres and is currently zoned Open Planned Unit Development District (O-PUD) adopted by Ordinance #2009-O-04; and

WHEREAS, the development currently known as "Seven Oaks Ranch" development and is to be renamed to the "Meridiana" development; and

WHEREAS, an additional 72.0 acres is being added to the development for a total acreage of 1,735 acres and is being rezoned to the Planned Unit Development District (PUD); and

WHEREAS, pursuant to Section 7 of the City's Zoning Ordinance, the developer has modified the prepared development plan covering the property; and

WHEREAS, the Planning Development, and Zoning Commission and the City Council have conducted, in the time and manner required by law and the Zoning Ordinance of the City, a public hearing on said rezone and development plan amendment; and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended in its report the approval of such request, and the City Council deems it appropriate to approve said rezoning and development plan amendments; now, therefore,

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

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

Section 2. The zoning classification of 1,735 acres generally located east of State Highway 288 and South of Highway 6 is hereby changed to Planned Unit Development (PUD) District as more particularly described in Exhibit "A".

Section 3. The City Council has reviewed the amended development plan attached hereto as Exhibit "B" (the "Development Plan") and complies with the findings in accordance with following Section 77-29(o)(5) of the City's Zoning Ordinance.

Section 4. Development of the Property shall strictly comply with the **Meridiana PUD Document**, attached hereto as Exhibit "B" and made a part of hereof for all purposes.

Section 5. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said land, as described and provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 6. The City Council hereby finds and determines that said rezoning comports to the City's comprehensive land use plan, and to the extent of any conflict, amends said comprehensive land use plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tracts as described above.

Section 7. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 8. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 18 day of March, 2024.

PASSED, APPROVED, AND ADOPTED on second and final reading this 1st day of April, 2024.

Dan Davis, Mayor

ATTEST:

Tammy Bell, City Secretary

APPROVED AS TO FORM:

Robert Gervais, City Attorney

Appendix 3

Ordinance No. 2024-O-03 (Bissell Road Right-of-Way Abandonment Ordinance)

2024016981
Total Pages: 7 MM

CORRECTION DEED

THE STATE OF TEXAS §

COUNTY OF BRAZORIA §

KNOW ALL MEN BY THESE PRESENTS:

This ***Correction Deed*** corrects and replaces that Quitclaim Deed issued by the City of Manvel pursuant to the authority of the City Council of the City of Manvel by the adoption of Ordinance No. 2024-O-03, said deed executed on the 11th of April, 2024, and recorded with the County Clerk in the Official Public Records of Brazoria County, Texas, Instrument Number: 2024015954. The following shall correct and replace the original Quitclaim Deed referenced above:

That the CITY OF MANVEL, TEXAS, a home-rule municipality located in Brazoria County, State of Texas, ("Grantor"), by authority of Ordinance No. 2024-O-03, passed and approved by the City Council of the City of Manvel on April 1, 2024, for mutual consideration, the receipt of which is hereby acknowledged, has abandoned and by these presents does release and QUITCLAIM unto adjacent property owner GR-M1 Ltd., a Texas limited partnership ("Grantee"), all of its right, title and interest in and to the following-described real property situated in Brazoria County, Texas, to-wit:

> **city right-of-way being a 2.713 acre tract of land in the H.T & R.R. CO. Survey, Section 62, Abstract No. 484, Brazoria County, Texas, being a portion of Bissell Road (50 foot wide) west of Meridiana Parkway and east of the GCWA canal and being more particularly shown by map and survey, as attached as Exhibit A, attached hereto and incorporated herein.**

TO HAVE AND TO HOLD all of Grantor's right, title and interest in and to the above-described property and premises unto the said Grantee, Grantee's successors and assigns forever, so that neither Grantor, nor Grantor's successors, legal representatives or assigns shall have, claim or demand any right or title to the aforesaid property, premises or appurtenances or any part thereof.

This quitclaim is made expressly subject to and is not intended in anyway to affect the existing rights of owners of public or private utilities, if any, to continue to occupy, use, and have access to all of said quitclaimed property. Such rights shall continue in full force and effect until

released by owners of such utility facilities. This abandonment shall not affect any private easement rights.

EXECUTED this 18 day of April, A.D. 2024

Dan Davis, Mayor
City of Manvel, Texas

ATTEST:

Tammy Bell
City Secretary

APPROVED AS TO FORM:

Robert Gervais
City Attorney

STATE OF TEXAS §
§
COUNTY OF BRAZORIA §

Before me, the undersigned authority, on this day personally appeared DAN DAVIS, Mayor of the City of Manvel, Texas, a home-rule municipality located in Brazoria County, Texas, 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 consideration therein expressed, in the capacity therein stated and as the act and deed of said corporation.

Given under my hand and seal of office on this, the 18th day of April, A.D., 2024.

Notary Public

ALYSSA DEATON
My Notary ID # 130322444
Expires January 28, 2025

Alyssa Deaton
(Printed Name)

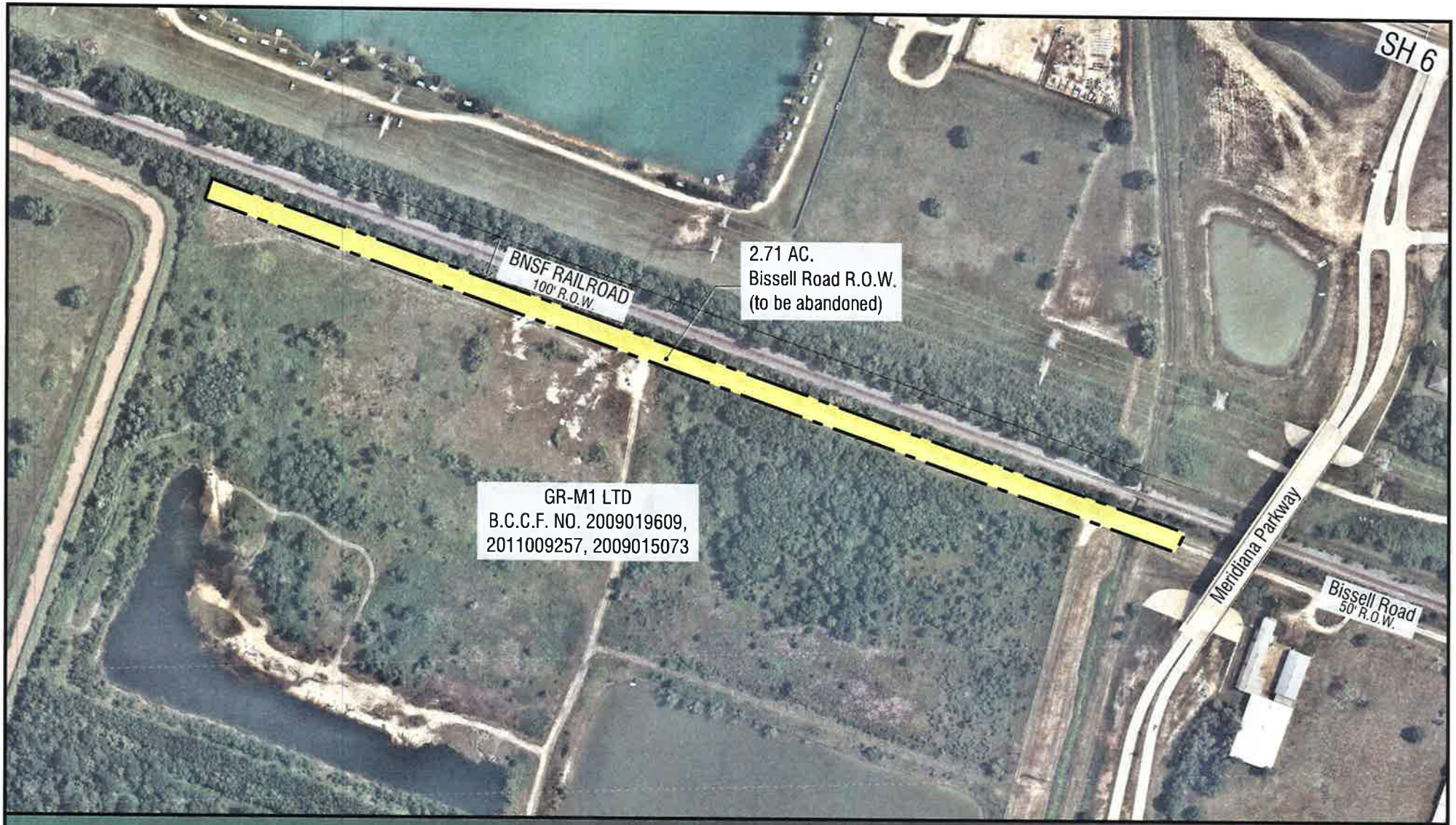
My Commission Expires: 1/28/2025

AFTER RECORDATION
Please return to:

City Secretary
City of Manvel
20025 Morris Avenue
Manvel, TX 77578

Exhibit A

A-1 Map of abandoned area
A-2 Survey showing abandoned area



Bissell Road R.O.W.: Portion to be Abandoned

2,713 acres of right-of-way situated in the H.T. & R.R. Co. Survey, Section 62, Abstract 484, Brazoria County, Texas

September, 2023

0 50' 100' 200'

SCALE: 1"=200'
TRUE SCALE AT 11" x 17"

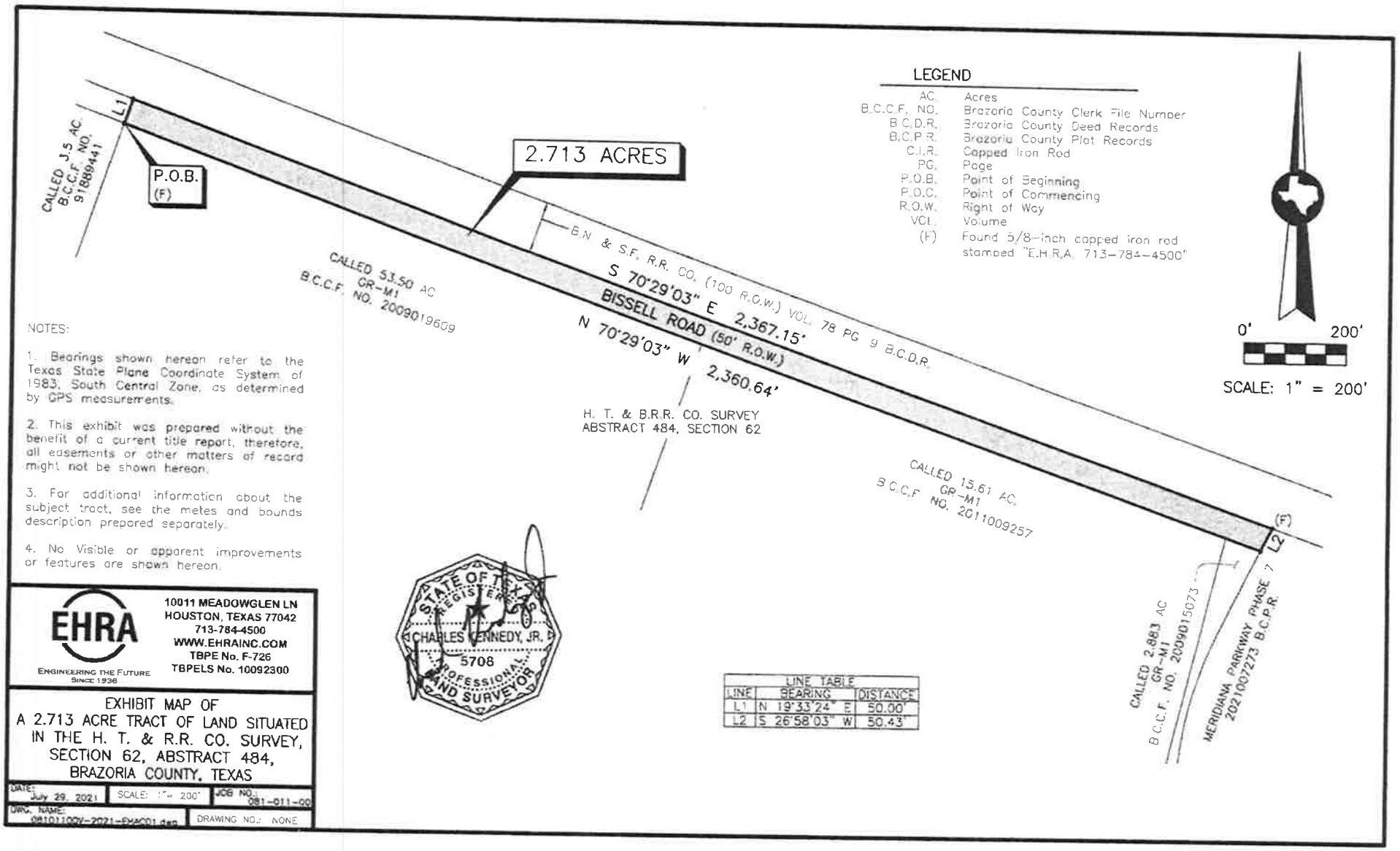
NORTH

EHRA JOB NO.
081-011-150

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

P:\081-011-150\Land\Plat\ROW Abandonment\Bissell Road Abandonment\EXHIBITS\Bissell Road ROW Abandonment Area.dwg Sep 13, 2023-11:28am Edited by: awiggins



LEGEND

AC.	Acres
B.C.C.F. NO.	Brazoria County Clerk File Number
B.C.D.R.	Brazoria County Deed Records
B.C.P.R.	Brazoria County Plat Records
C.I.R.	Capped Iron Rod
PG.	Page
P.O.B.	Point of Beginning
P.O.C.	Point of Commencing
R.O.W.	Right of Way
VOL.	Volume
(F)	Found 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500"

NOTES:

1. Bearings shown hereon refer to the Texas State Plane Coordinate System of 1983, South Central Zone, as determined by GPS measurements.

2. This exhibit was prepared without the benefit of a current title report, therefore, all easements or other matters of record might not be shown hereon.

3. For additional information about the subject tract, see the metes and bounds description prepared separately.

4. No visible or apparent improvements or features are shown hereon.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 19°33'24" E	50.00'
L2	S 26°58'03" W	50.43'

EHRA
ENGINEERING THE FUTURE
SINCE 1936

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

STATE OF TEXAS
REGISTERED
CHARLES KENNEDY, JR.
5708
PROFESSIONAL
LAND SURVEYOR

EXHIBIT MAP OF A 2.713 ACRE TRACT OF LAND SITUATED IN THE H. T. & R.R. CO. SURVEY, SECTION 62, ABSTRACT 484, BRAZORIA COUNTY, TEXAS

DATE: July 29, 2021	SCALE: 1" = 200'	JOB NO.: 081-011-00
DWG. NAME: 081011007-2021-PMC01.dwg	DRAWING NO.: NONE	

METES AND BOUNDS DESCRIPTION
BEING A 2.713 ACRE TRACT OF LAND
IN THE H. T. & R.R. CO. SURVEY, SECTION 62, ABSTRACT 484
BRAZORIA COUNTY, TEXAS

DESCRIPTION OF A 2.713 ACRE TRACT OF LAND IN THE H. T. & R.R. CO. SURVEY, SECTION 62, ABSTRACT NO. 484, BRAZORIA COUNTY, TEXAS, BEING A PORTION OF BISSELL ROAD (50 FOOT WIDE); SAID 2.713 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, (BEARINGS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE, AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at a 5/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found in the southerly right-of-way of Bissel Road marking the northerly common corner of a called 3.5 acre tract recorded under Brazoria County Clerk's File Number (B.C.C.F. NO.) 91889441 and a called S3.50 acre tract recorded under B.C.C.F. NO. 2009019609;

1) **THENCE,** North 19°33'24" East for a distance of 50.00 feet to a point for corner the northerly right-of-way line of said Bissell Road same being the southerly line of the B.N. & S.F. R.R. CO. (100 foot wide) as recorded in Vol. 78, Pg. 9 of the Brazoria County Deed Records (B.C.D.R.) and marking the northwesterly corner of the herein described tract of land;

2) **THENCE,** South 70°29'03" East, along the common line of said B.N. & S.F. R.R. CO. and said Bissell Road for a distance of 2,367.15 feet to a S/8-inch capped iron rod stamped "E.H.R.A. 713-784-4500" found at the northwesterly intersection said Bissell Road and Meridiana Parkway as per the plat Meridiana Parkway Phase 7 Replat recorded under B.C.P.R. 2021007273;

3) **THENCE,** South 26°58'03" West, along the westerly right-of-way line of said Meridiana Parkway for a distance of 50.43 feet to the southeasterly corner of the herein described tract of land being in the southerly line of said Bissell Road and the northerly line of a 2.883 acre tract of land recorded under B.C.C.F. No. 2009015073;

4) **THENCE,** North 70°29'03" West, along the southerly line of Bissell Road same being the northerly line of said 2.883 acre tract, a called 15.61 acre tract of land recorded under B.C.C.F. No. 2009015073 and the aforementioned S3.50 acre tract of for a distance of 2,360.64 feet to the **POINT OF BEGINNING** and containing or 2.713 acres of land. This description has been prepared in conjunction with an exhibit map (08101100V-2021-EHAC01.dwg) prepared by EHRA dated July 29, 2021.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC. dba EHRA, Inc. TBPELS No. 10092300

Charles Kennedy Jr., R.P.L.S.
Texas Registration No. 5708
10011 Meadowglen Ln
Houston, Texas 77042
713-784-4500



Date: July 29, 2021
Job No: 081-011-00
File No: R:\2008\081-011-00\documents\technical\2021\July\08101100V-2021-EHAC01-MB.doc

FILED and RECORDED

Instrument Number: 2024016981

Filing and Recording Date: 04/23/2024 01:00:17 PM Pages: 7 Recording Fee: $45.00

I hereby certify that this instrument was FILED on the date and time stamped hereon and RECORDED in the OFFICIAL PUBLIC RECORDS of Brazoria County, Texas.

Joyce Hudman, County Clerk
Brazoria County, Texas

ANY PROVISION CONTAINED IN ANY DOCUMENT WHICH RESTRICTS THE SALE, RENTAL, OR USE OF THE REAL PROPERTY DESCRIBED THEREIN BECAUSE OF RACE OR COLOR IS INVALID UNDER FEDERAL LAW AND IS UNENFORCEABLE.

DO NOT DESTROY - Warning, this document is part of the Official Public Record.

cclerk-rachael

Appendix 4

Ordinance No. 2025-O-18 (Meridiana Garden Home Tract No. 2 PUD)

ORDINANCE NO. 2025-O-18

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY CHANGING THE ZONING CLASSIFICATION OF AN APPROXIMATE 35.3 ACRES OF LAND GENERALLY LOCATED AT 9825 S MASTERS (PIDS: 537539 & 619349), SITUATED WEST OF CHOCOLATE BAYOU AND AT THE NORTHEAST CORNER OF INTERSECTION OF CUMULUS DRIVE AND MASTERS ROAD, FROM OPEN SINGLE-FAMILY RESIDENTIAL (O-SFR) DISTRICT TO PLANNED UNIT DEVELOPMENT (PUD) DISTRICT FOR INCLUSION IN THE MERIDIANA PLANNED UNIT DEVELOPMENT; PROVIDING FOR THE AMENDMENT OF THE CITY'S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * * *

WHEREAS, Dorothy Wynne and Ralph Wayne Eubank are the owners (the "Owner") of a certain tract of land 35.3 acres (13.739 acres and 21.57 acres respectively) located at 9825 S. Masters Road (PIDS: 537539 & 619349), being a tract or parcel containing 35.30 acres of land situated in the Oliver Hall Survey, Abstract No. 203, Brazoria County, Texas, being a portion of Lots 7, 8, and 9 of Lulling Stone Section Three as per the plat recorded under Volume 231-234 of the Brazoria County Plat Records (B.B.P.R)., as shown on said map and description of which is attached hereto as Exhibit "A"; and

WHEREAS, Owner has made application to change the zoning of said 35.3 acre tract of land from the Open-Single Family Residential District (O-SFR) to Planned Unit Development (PUD) for inclusion in the Meridiana PUD and for uses as permitted within such zone classification; and

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

WHEREAS, the Planning, Development, and Zoning Commission has not recommended approval of such request, and, the City Council deems it appropriate to approve said rezoning; now, therefore,

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

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

Section 2. The zoning classification of the certain tract of land 35.3 acres located at 9825 S. Masters Road (PIDS: 537539 & 619349), being a tract or parcel containing 35.30 acres of land situated in the Oliver Hall Survey, Abstract No. 203, Brazoria County, Texas, being a portion of Lots 7, 8, and 9 of Lulling Stone Section Three as per the plat recorded under Volume 231-234 of the Brazoria

County Plat Records (B.B.P.R)., as shown on a map and description of which is attached hereto as Exhibit "A" attached hereto and for all things made a part hereof, shall be changed from the Open-Single Family Residential District (O-SFR) to Planned Unit Development (PUD) for inclusion in the Meridiana PUD and for uses as permitted within such zone classification.

Section 3. The development of the property shall strictly comply with the **Meridiana PUD Document** (Ordinance No. 2024-O-13), incorporated herein by reference and made a part of hereof for all purposes.

Section 4. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said tracts, as described and as provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 5. The City Council hereby finds and determines that said rezoning comports to the City's Comprehensive Land Use Plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tract(s) as described above.

Section 6. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 7. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this 2 day of June, 2025.

PASSED, APPROVED, AND ADOPTED on second and final reading this 7 day of July, 2025.

Dan Davis, Mayor

ATTEST:

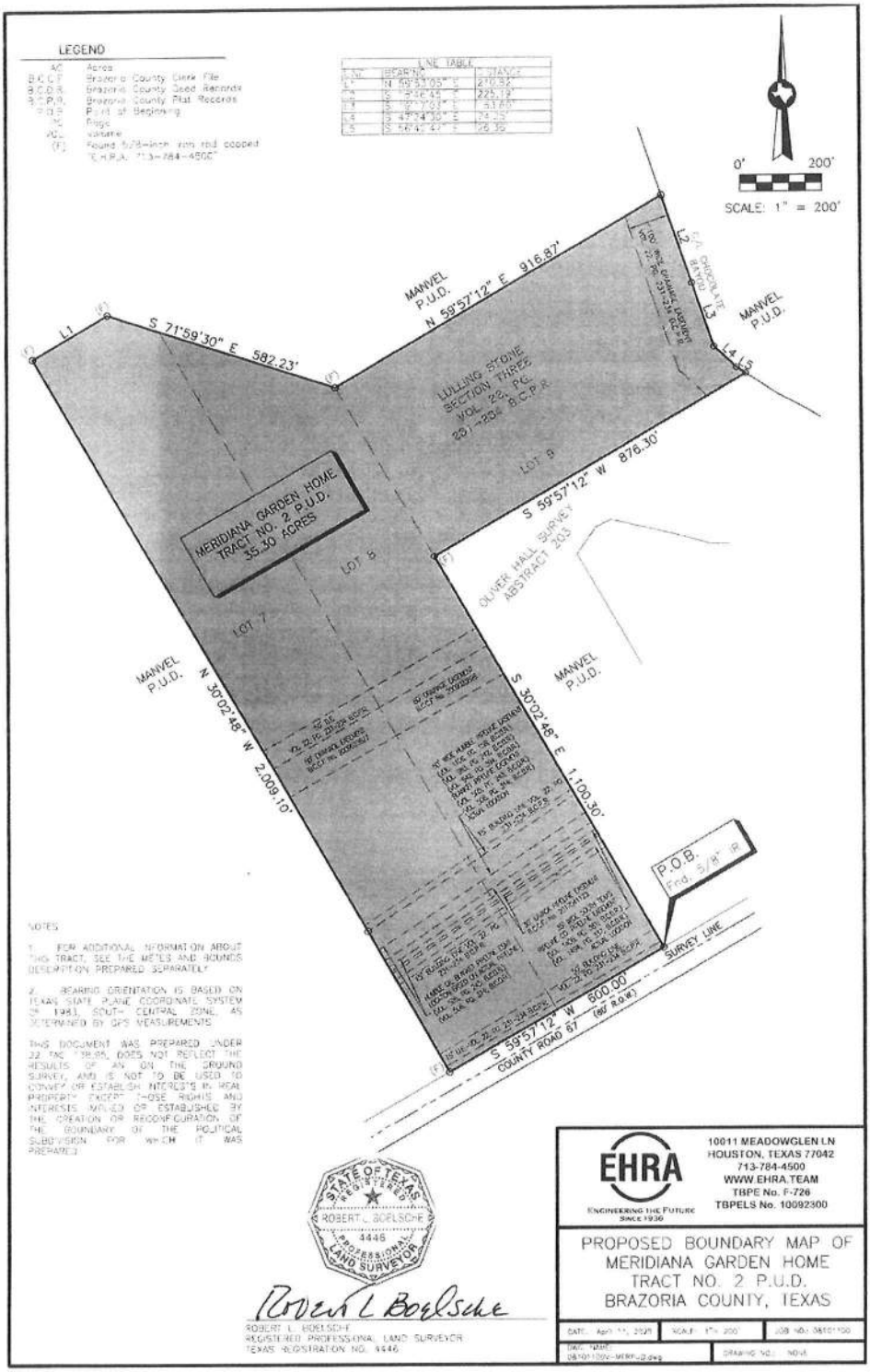
Tammy Bell, City Secretary

APPROVED AS TO FORM:

Robert Gervais, City Attorney

EXHIBIT A

A TRACT OR PARCEL CONTAINING 35.30 ACRES OF LAND SITUATED IN THE OLIVER HALL SURVEY, ABSTRACT NO. 203, BRAZORIA COUNTY, TEXAS, BEING A PORTION OF LOTS 7, 8, AND 9 OF LULLING STONE SECTION THREE AS PER THE PLAT RECORDED UNDER VOLUME 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS (B.B.P.R)



DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

REZONING APPLICATION

PROJECT INFORMATION

Project Name: Meridiana Garden Home Tract No. 2

Project Location/Address: A portion of lots 7, 8, & 9, of Lulling Stone Section 3 Located at 9825 Masters Road, Manvel, TX 77578

Legal Description: 35.31 Acres of Land in The Oliver Hall Survey, Abstract No. 203, Brazoria County, Texas

Current Zoning: O-SFR Proposed Zoning: PUD

Parcel/Tax ID# (s): 619349, 537539 Total Acreage: 35.31 ac. Proposed Land Use: PUD

APPLICANT INFORMATION

Applicant Name: Brad Sweitzer

Company Name: EHRA Engineering

Address: 10011 Meadowglen Lane City: Houston State: TX Zip: 77042

Phone #: 713-784-4500 Email: bsweitzer@ehra.team

This is to certify that the information on this form is COMPLETE, TRUE, and CORRECT, and I, the undersigned, am authorized to make this application on behalf of the owner(s). I understand that this application will expire one year from the date submitted.

Brad Sweitzer 04/14/2025

Applicant Signature (REQUIRED) **Date**

PROPERTY OWNER INFORMATION

Owner(s) Name: Dorothy Wynne & Ralph Wayne Eubank

Address: 9825 Masters Road City: Manvel State: TX Zip: 77578

Phone #: 281-585-8145 Email: sundanceranch04@sbcglobal.net

PROPERTY OWNER'S AUTHORIZATION (Required – If owner is also the applicant, must sign as both):

I am the owner of the property for which this application is being made. I authorize the above person (Applicant) to submit this application and to correspond with the City of Manvel regarding this application ~~on my behalf~~.

Dorothy Wynne 4-14-25

Owner's Signature (REQUIRED) Date

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

SUBMITTAL CHECKLIST

So that we may efficiently review your project 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 development; however, it is incumbent upon the applicant to inquire about these exceptions for your project **before** submitting an application. Answers to rezoning applications can be obtained by attending a pre-development meeting with our Development Review Committee (DRC) prior to submitting a formal application. Please call the phone number on the application to schedule an appointment. Submit application and accompanying documents to the Permits and Inspections 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.

REZONING SUBMITTAL CHECKLIST ITEMS	REQUIRED (PLEASE CHECK)
Completed Rezoning Application (with all signatures)	✓
One (1) Legal Description of Property (metes & bounds description if not platted)	✓
One (1) Copy of Recorded Plat (if platted)	N/A
One (1) Applicant Letter of Request	✓
Traffic Impact Analysis, if applicable	N/A
Paid Application Fee	✓

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.

Brad Smeltzer — 04/14/2025

Applicant Signature — Date

DEVELOPMENT SERVICES DEPARTMENT
20025 HIGHWAY 6
MANVEL, TX 77578
P: 281-489-0630
F: 281-489-0634

LETTER OF AUTHORIZATION

Have property owner complete and sign, if applicant differs from property owner.

_____

Owner Name

_____

Owner Address

_____

Owner City, State Zip

_____

Date

SEE NEXT PAGE

Development Services
20025 Highway 6
Manvel, TX 77578

Dear City of Manvel Development Services,

I, _____, certify that I am the owner of the project property located at _____ and that the forgoing statements and answers made and all data, information, and evidence herewith submitted are in all respects to the best of my knowledge and belief, true, and correct. I appoint _____ with the company _____ (if applicable) to act as my representative for this project. 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 project – up to and including rejecting the project and forfeiting any fees paid.

Please contact me directly at _____ if you have any questions.

Sincerely,

Owner Name _____

Owner Signature _____

March 25, 2025

City of Manvel
20025 Highway 6
Manvel, TX 77578

I, Dorothy Wynne, property owner of the 13.739 acres of Lot 7 of Lulling Stone Section 3, located at 9825 Masters Road, Manvel, TX 77578, hereby consent for this letter to serve as authorization for EHRA Engineering to submit any necessary plats, permit requests, and construction plans on my behalf to incorporate this tract into the Meridiana PUD.

Notwithstanding the foregoing, however, this instrument shall not constitute my consent to any request for zoning change, incorporation of my property into the Meridiana PUD or to any other action of the City of Manvel that would in any way be final or binding upon my property until after GR-M1, Ltd.'s closing of the purchase thereof.

Sincerely,

Ms. Dorothy Wynne
Property Owner

March 25, 2025

City of Manvel
20025 Highway 6
Manvel, TX 77578

I, Ralph Wayne Eubank, property owner of 21.57 acres of Lots 8 & 9 of Lulling Stone Section 3, located at 9825 Masters Road, Manvel, TX 77578, hereby consent for this letter to serve as authorization for EHRA Engineering to submit a zoning change request and any necessary plats, permit requests, construction plans on my behalf to incorporate this tract into the Meridiana PUD.

Notwithstanding the foregoing, however, this instrument shall not constitute my consent to any request for zoning change, incorporation of my property into the Meridiana PUD or to any other action of the City of Manvel that would in any way be final or binding upon my property until after GR-M1, Ltd.'s closing of the purchase thereof.

Sincerely,

Ralph Wayne Eubank

Mr. Ralph Wayne Eubank
Property Owner

METES AND BOUNDS DESCRIPTION
MERIDIANA GARDEN HOME TRACT NO. 2 P.U.D.
BEING 35.30 ACRES SITUATED IN THE
OLIVER HALL SURVEY, ABSTRACT 203,
BRAZORIA COUNTY, TEXAS

DESCRIPTION OF A 3S.30 ACRE TRACT OF LAND SITUATED IN THE OLIVER HALL SURVEY, ABSTACT NO. 203, BRAZORIA COUNTY, TEXAS, BEING A PORTION OF LOTS 7, 8 AND 9 OF LULLING STONE SECTION THREE AS PER THE PLAT RECORDED UNDER VOLUME 231-234 OF THE BRAZORIA COUNTY PLAT RECORDS (B.C.P.R.); SAID 3S.30 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS (BEARINGS BASED ON TEXA5 STATE PLANE COORDINATE SYSTEM OF 1983, 5OUTH CENTRAL ZONE 4204, AS DETERMINED BY GPS MEASUREMENTS):

BEGINNING at the intersection of the southerly common corner of said Lot 8 and Lot 9 with the northerly right of way line of County Road No. 67 (80-foot right-of-way) also known as Masters Road, being the southeast corner of the herein described tract of land;

1) **THENCE**, South 59°57'12" West, along the said northerly right-of-way line of Masters Road for a distance of 600.00 feet to the southwesterly corner of said Lot 7;

2) **THENCE**, North 30°02'48" West, for a distance of 2,009.10 feet to a point for corner;

3) **THENCE**, North S9°S3'0S" East, for a distance of 210.82 feet to a point for corner;

4) **THENCE**, South 71°59'30" East, for a distance of S82.23 feet to a point for corner;

S) **THENCE**, North S9°S7'12" East, for a distance of 916.87 feet to a point for corner in the centerline of Chocolate Bayou;

6) **THENCE**, South 18°46'4S" East, along the centerline of Chocolate Bayou for a distance of 22S.19 feet to a point for corner;

7) **THENCE**, South 19°17'03" East, continuing along the centerline of Chocolate Bayou for a distance of 163.60 feet to a point for corner;

8) **THENCE**, South 47°24'30" East, continuing along the centerline of Chocolate Bayou for a distance of 74.2S feet to a point for corner;

9) **THENCE**, South S6°42'47" East, continuing along the centerline of Chocolate Bayou for a distance of 26.36 feet to a point for corner;

10) **THENCE**, 5outh S9°S7'12" West, for a distance of 876.30 feet to a point for corner;

11) **THENCE**, South 30°02'48" East, for a distance of 1,100.30 feet to the **POINT OF BEGINNING** and containing 35.30 acres of land.

This document was prepared under 22 TAC 138.9S, does not reflect the results of an on the ground survey, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.

EDMINSTER, HINSHAW, RUSS AND ASSOCIATES, INC. **dba EHRA, Inc. TBPELS No. 10092300**

Robert L. Boelsche



Robert L. Boelsche, R.P.L.S.
Texas Registration No. 4446
10011 Meadowglen Ln.
Houston, Texas 77042
713-784-4500

Date: April 11, 2025
Job No: 081-011-00
File No: R:\2008\081-011-00\documents\technical\PUD\08101100V-MERPUD.doc

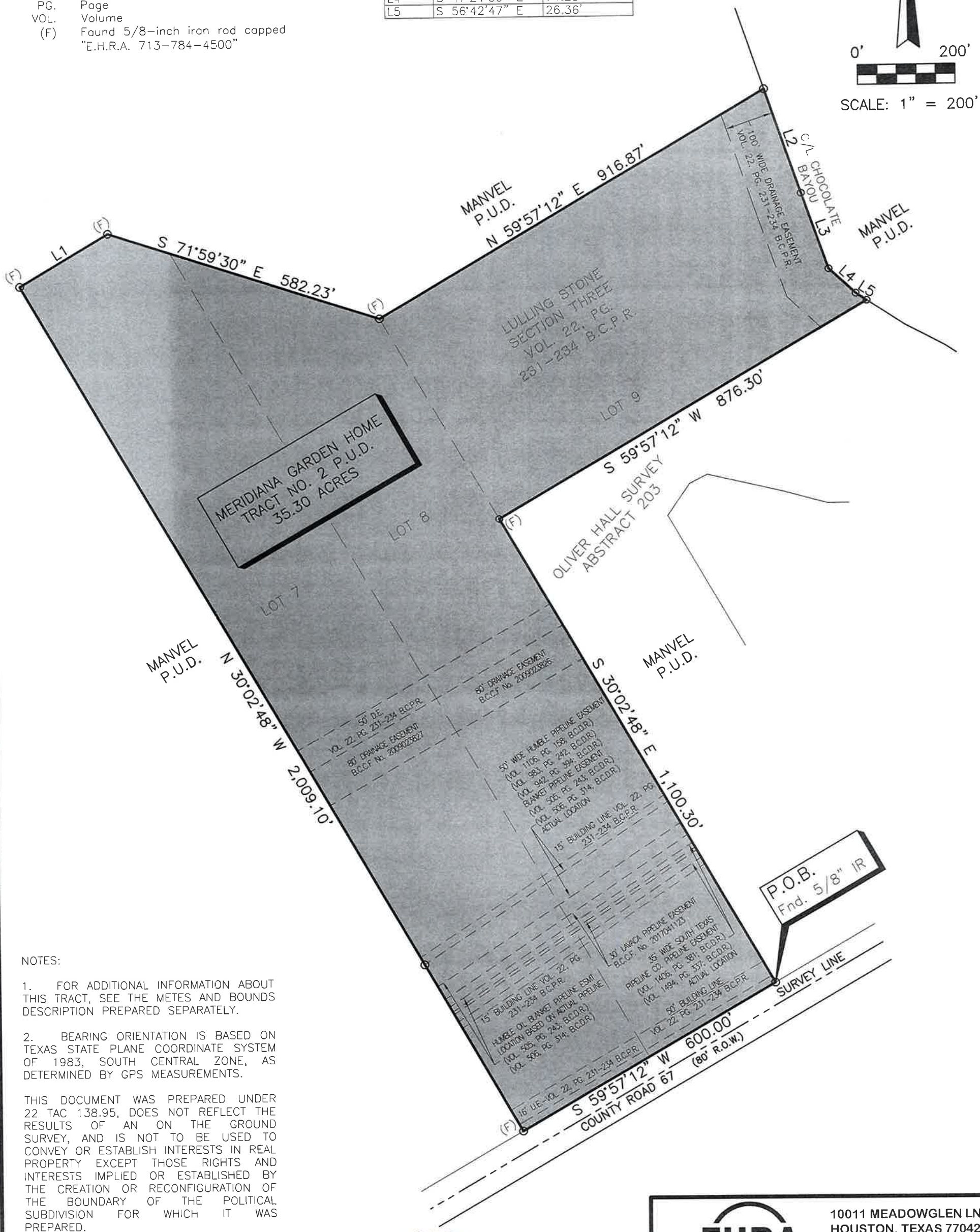
LEGEND

AC.	Acres
B.C.C.F.	Brazoria County Clerk File
B.C.D.R.	Brazoria County Deed Records
B.C.P.R.	Brazoria County Plat Records
P.O.B.	Point of Beginning
PG.	Page
VOL.	Volume
(F)	Found 5/8-inch iron rod capped "E.H.R.A. 713-784-4500"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 59°53'05" E	210.82'
L2	S 18°46'45" E	225.19'
L3	S 19°17'03" E	163.60'
L4	S 47°24'30" E	74.25'
L5	S 56°42'47" E	26.36'

0' 200'

SCALE: 1" = 200'



NOTES:

1. FOR ADDITIONAL INFORMATION ABOUT THIS TRACT, SEE THE METES AND BOUNDS DESCRIPTION PREPARED SEPARATELY.

2. BEARING ORIENTATION IS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM OF 1983, SOUTH CENTRAL ZONE, AS DETERMINED BY GPS MEASUREMENTS.

THIS DOCUMENT WAS PREPARED UNDER 22 TAC 138.95, DOES NOT REFLECT THE RESULTS OF AN ON THE GROUND SURVEY, AND IS NOT TO BE USED TO CONVEY OR ESTABLISH INTERESTS IN REAL PROPERTY EXCEPT THOSE RIGHTS AND INTERESTS IMPLIED OR ESTABLISHED BY THE CREATION OR RECONFIGURATION OF THE BOUNDARY OF THE POLITICAL SUBDIVISION FOR WHICH IT WAS PREPARED.

STATE OF TEXAS
REGISTERED
ROBERT L. BOELSCHE
4446
PROFESSIONAL
LAND SURVEYOR

Robert L Boelsche

ROBERT L. BOELSCHE
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS REGISTRATION NO. 4446

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

PROPOSED BOUNDARY MAP OF MERIDIANA GARDEN HOME TRACT NO. 2 P.U.D. BRAZORIA COUNTY, TEXAS

DATE: April 11, 2025	SCALE: 1"= 200'	JOB NO.: 08101100
DWG. NAME: 08101100V-MERPUD.dwg	DRAWING NO.: NONE	

EHRA
ENGINEERING THE FUTURE
SINCE 1936

TBPE No. F-726
TBPLS No. 10092300

April 14, 2025

City of Manvel
20025 Highway 6
Manvel, TX 77578

Re: Meridiana Garden Home Tract No. 2 Planned Unit Development District

To whom it may concern,

On behalf of our client, Rise Communities (the developer of Meridiana), I respectfully request the City of Manvel considers approval for the rezoning of the +/- 35 acre parcel located at 9825 Masters Road from Open Single-Family Residential District to Planned Unit Development District.

The intent for this rezoning is for the +/-35 acres is to in essence be a part of Meridiana and to be classified under the Garden Home land use. The addition of this new parcel will produce development that is cohesive with the surrounding Meridiana land uses and will help the City of Manvel achieve its goal of a well-planned and designed infrastructure system, which will benefit the city and its residents for many years to come.

The intent of the previous PUD amendment was that if adjacent tracts of land are added to the project, the Meridiana PUD would not be amended and the new trats would be regulated as Garden Home. (See below).

> "*If additional tracts are added to the PUD through the rezoning process these tracts shall be considered as Garden Home land use, and a new preliminary land use plan shall be submitted to the City showing the change*." – Pg 15 of Meridiana PUD Amendment No. 3

> "*If additional tracts of land are added to the PUD through a rezoning process with the intention to be designate as Garden Home, this specific document shall not be require to be and re-approved by City Council."* – Pg 106 of Meridiana PUD Amendment No. 3

If there are any questions or any additional supporting documentation is needed, please feel free to reach out to me and I would be happy to assist.

Thank you for your consideration,

Regards,



Brad Sweitzer, AICP, PLA
Associate | Director of Planning & Visioning
EHRA Engineering

Attachments : Pg . 70-72 Meridiana PUD Amendment No. 3 (Garden Homes Land Use).

Attachments : Pg . 88-89 Meridiana PUD Amendment No. 3 (Parks & Open Space Land Use).

**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

2. Garden Homes (GH)

Purpose: The Garden Homes category is intended for the development of detached, single family dwelling units and compatible uses on the perimeter of the overall Project boundary.

Permitted uses:

Accessory structures

Community centers

Drill sites

Entry features & monuments

Garden homes

Institutional uses

Minor utilities

Open space

Parks

Recreational facilities

Religious assembly

Single family homes

Temporary uses

Tree farms

Minimum Lot Area: 6,300 square feet

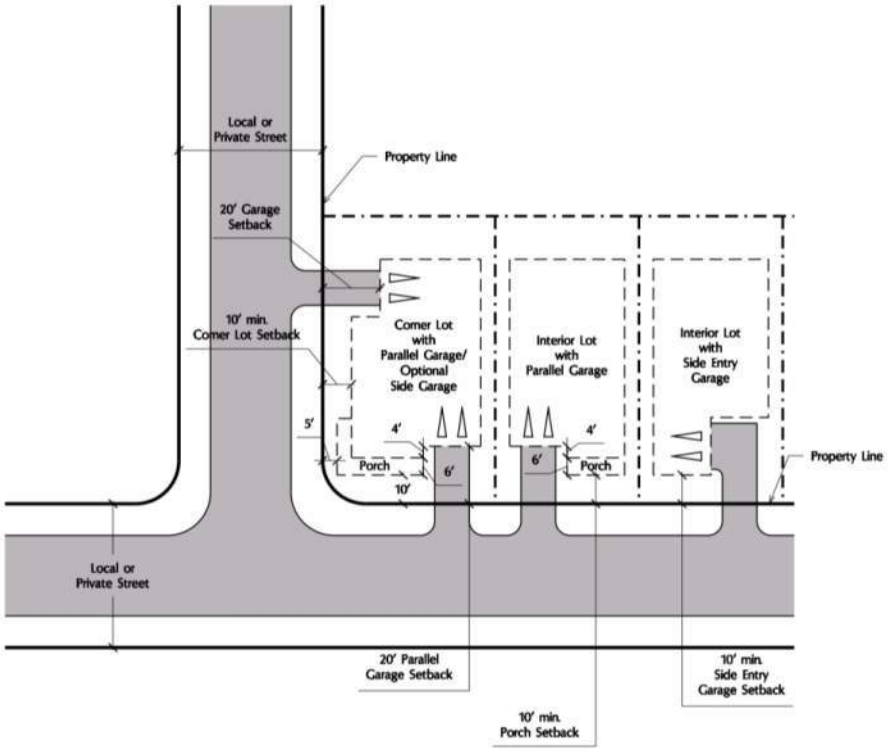
Minimum Lot width: 50 feet at the front building setback line

Minimum Setbacks:

Front:	20 feet*
Rear:	15 feet**
Side:	5 feet**
Corner:	10 feet*

* Porches (if provided) may encroach into the front setback up to ten (10) feet provided they have a minimum depth of six (6) feet. On corner lots, porches may encroach into the side setback up to five (5) feet provided they have a minimum depth of six (6) feet. Where garages face directly onto a street with the garage door parallel to the street, the garage must meet the minimum setback requirement. Side-entry garages where the garage door is perpendicular to the street may be set back a minimum of ten (10) feet. (see lot diagram below)

GARDEN HOME LOT DIAGRAM



**One Story accessory structures may be setback three (3) feet from the rear or side property lines provided that they do not encroach into any utility easement. Accessory structures greater than one story in height must comply with the minimum setback requirements.

Architectural features may encroach into the setback area a maximum of three (3) feet and may not extend more than five (5) feet above the principal structure.

Maximum Building Height: Three (3) stories

Parking Requirement: Shall comply with the parking standards established in this section.

Architectural features may encroach into the setback area a maximum of three (3) feet.

Maximum Building Height: Sixty (60) feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

8. Parks & Open Space (P-OS)

Purpose: The Parks & Open Space category is intended to provide for the development of recreation and open space areas within the community.

Permitted uses:

Community centers

Drill site

Entry features & monuments

Institutional uses

Maintenance facility

Minor utilities

Open space

Parks

Public facilities, excluding major utilities

Recreational facilities

Telecommunication towers

Temporary uses

Tree farms

Minimum Lot Area: None

Minimum Lot width: None

Minimum Lot depth: None

Minimum Setbacks:

Along Major Thoroughfares: 25 feet

Along other streets: 10 feet

Rear: 10 feet

Side: 10 feet

Architectural features may encroach into the setback area a maximum of three (3) feet.

Max. Building Height: 34 feet

Parking Requirement: Shall comply with the parking standards established in this section

Additional Requirements: Telecommunication towers may not exceed 80 feet in height and shall be set back from property lines a distance equal to or greater than the height of the tower.

ORDINANCE NO. 2026-O-13

AN ORDINANCE OF THE CITY OF MANVEL, TEXAS AMENDING THE ZONING ORDINANCE OF THE CITY, BY AMENDING MERIDIANA PLANNED UNIT DEVELOPMENT DOCUMENT (PUD DOCUMENT) TO AMEND CERTAIN PROVISIONS TO ALLOW DETACHED SINGLE-FAMILY HOMES ON LOTS WITHIN THE REMAINING, UNDEVELOPED TOWNHOME LAND USE AREAS, AND TO ALLOW TWO-STORY STRUCTURES ON ALL PATIO HOME LOTS; PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED $2,000 FOR EACH DAY OF VIOLATION OF ANY PROVISION HEREOF.

* * * * * * * * *

WHEREAS, GR-M1, Ltd. is the developer of a certain 1,770.3 acres tract of land, more particularly described in Appendix 1 of Exhibit "A" attached hereto and incorporated herein by this reference for all purposes (the "Property"); and

WHEREAS, this development was formerly known as "Seven Oaks Ranch" and included an approximate 1663.3-acres and was zoned Open Planned Unit Development District (O-PUD) adopted by Ordinance No 2009-O-04; and

WHEREAS, the development was renamed and was known as "Meridiana" subsequently; and

WHEREAS, an additional 72.0 acres of land was added to the development for a total acreage of 1,735 acres and was rezoned to the Planned Unit Development District (PUD) with several major and minor changes to the PUD Document by adopting Ordinance No 2024-O-13; and

WHEREAS, an additional 35.3 acres of land was added to the development for a total acreage of 1,770.3 acres and was rezoned to the Planned Unit Development District (PUD) by adopting Ordinance No 2024-O-13; and

WHEREAS, pursuant to Section 77-29 of the City's Zoning Ordinance and provisions of the Meridiana PUD document, the developer has requested an amendment to the PUD Document to allow detached single-family dwelling units within Townhome use areas, and allowing two-story dwelling units on all patio home lots; and

WHEREAS, the Planning Development, and Zoning Commission and the City Council have conducted, in the time and manner required by law and the Ordinance of the City, a public hearing on said rezone and development plan amendment; and

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

WHEREAS, the Planning, Development, and Zoning Commission has recommended in its report the approval of such request, and the City Council deems it appropriate to approve said rezoning and development plan amendments; now, therefore,

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

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

Section 2. The Meridiana PUD Document is hereby amended and attached hereto as Exhibit "A".

Section 3. Development of the Property shall strictly comply with the Meridiana PUD Document, attached hereto as Exhibit "A" and made a part of hereof for all purposes.

Section 4. The Zoning District Map of the City of Manvel shall be revised and amended to show the designation of said land, as described and provided in Section 2 above, with the appropriate reference thereon to the number and effective date of this Ordinance and a brief description of the nature of the change.

Section 5. The City Council hereby finds and determines that said amendment comports to the City's comprehensive land use plan, and to the extent of any conflict, amends said comprehensive land use plan. This Ordinance shall in no manner amend, change, supplement, or revise any provision of any ordinance of the City of Manvel, save and except the change in zoning classification of said tracts as described above.

Section 6. In the event any section, paragraph, subdivision, clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Manvel, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

Section 7. Any person who shall intentionally, knowingly, recklessly or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction, shall be fined in an amount not to exceed $2,000.00. Each day of violation shall constitute a separate offense.

PASSED AND APPROVED on first reading this _____ day of _____, 2026.

PASSED, APPROVED, AND ADOPTED on second and final reading this _____day of __, 2026.

_____

_____

Dan Davis, Mayor

ATTEST:

_____

Tammy Bell, City Secretary

APPROVED AS TO FORM:

_____

Robert Gervais, City Attorney