

MANVEL 2015 COMPREHENSIVE PLAN



CITY OF MANVEL

2015 MANVEL COMPREHENSIVE PLAN STEERING COMMITTEE

Debbie Harrison*
Loraine Hehn*
Jerome Hudson*
Devin Jones
Kyle Marasckin*
Stewart Martin
Jason Rains*
Mary Ann Shuffler
Angela Vickerman
Buddy Williams
Brian Wilmer*
Dorothy Wynne*

* Also member of the Planning, Development and Zoning Commission; all members of PD&Z served as members of the Steering Committee

MANVEL CITY COUNCIL

Mayor Delores Martin
Larry Akery
John Cox
Maureen DelBello
Adrian Gaspar
Melody Hanson
Lew Shuffler

CITY OF MANVEL STAFF AND CONSULTANTS

Kyle Jung, City Manager
Tammy Bell, City Secretary
Bobby Gervais, Olson & Olson, LLP, City Attorney
Kimberley Mickelson, JD, AICP, Olson & Olson, LLP
Elisabeth Garner, Olson & Olson, LLP
Dan Johnson, Daniel Scott Engineering, LLC, City Engineer

TABLE OF CONTENTS

2014 COMPREHENSIVE PLAN OVERVIEW AND IMPLEMENTATION NOTES	1
CITY ORGANIZATION	8
MAP 1—MANVEL JURISDICTION (2007)	
1. GOVERNMENT AND ADMINISTRATION	10
2015 GOALS AND OBJECTIVES	12
MAP 2—PUBLIC FACILITIES (2009)	
2. LAND USE	16
2015 GOALS AND OBJECTIVES	19
MAP 3—CURRENT OFFICIAL ZONING MAP (2014)	
MAP 4—NEW DEVELOPMENTS (2007)	
3. ECONOMIC DEVELOPMENT	28
2015 GOALS AND OBJECTIVES	29
4. UTILITIES	35
2015 GOALS AND OBJECTIVES	37
5. DRAINAGE	40
2015 GOALS AND OBJECTIVES	42
MAP 5—FLOODPLAIN MAP (2007)	
MAP 6—DITCHES, CREEKS & BAYOUS (2007)	
MAP 7—WATERSHED MAP (2007)	
MAP 8—DRAINAGE DISTRICTS (2007)	
MAP 9—ELEVATED CANALS AND RAILROADS (2007)	
MAP 10—PROPOSED IMPROVEMENTS (2007)	
6. TRANSPORTATION	52
2015 GOALS AND OBJECTIVES	54
MAP 11—TRANSPORTATION CORRIDOR PLAN (2007)	
7. ENVIRONMENT, CONSERVATION, SUSTAINABILITY	58
2015 GOALS AND OBJECTIVES	59
8. OPEN SPACE, PARKS, TRAILS	60
2015 GOALS AND OBJECTIVES	60
MAP 12—PUBLIC FACILITIES/OPEN SPACE (2007)	
9. COMMUNITY IMAGE	64

2015 COMPREHENSIVE PLAN OVERVIEW AND IMPLEMENTATION

The City of Manvel began drafting of its first Comprehensive Plan in 2007. The City Council adopted the plan in February of 2008, and revised the document in September of 2009 (“2007/2009 Comprehensive Plan”). In 2013, the City of Manvel commissioned what was anticipated to be a minor revision of and update to the 2007/2009 Comprehensive Plan, but with the growth in the Houston region, and particularly in Brazoria County, the discussion expanded to address a wider variety of issues.

This Plan is adopted with most of the same maps that were included in the 2007/2009 Comprehensive Plan. The project scope did not anticipate new mapping, and several specialized plans are underway or are planned for the upcoming fiscal year, and this Plan will be amended as the specifics are developed and adopted by City Council. This Plan is designed to be a fluid document to guide the City’s decisions over the next ten years.

To undertake this project, City Council appointed a Steering Committee, consisting of all members of the City’s Planning, Development and Zoning Commission (PD&Z), along with additional members of the community. In addition, the Mayor and City Council members, Directors of the Manvel Economic Development Council (MEDC), representatives from the Houston Galveston Area Council, and city staff and consultants attended various meetings and provided input. The Steering Committee was deeply engaged in the process, and had detailed discussions about the issues over a period of a year. At the end of their discussions, the Steering Committee established goals and objectives for each chapter of this 2014 Comprehensive Plan, and held two town-hall style meetings for input from the public. City Council also undertook a thorough review of the document and goals, linking these draft goals with their own City Council Goal Setting Workshop Objectives from September 27, 2014.

PUBLIC PARTICIPATION. This Comprehensive Plan is the end result of a community driven planning process. Following the appointment of the Steering Committee, that group served as the primary public interface with the Consultant Team, and provided input in the visioning process, identifying goals, objectives, and implementation priorities.

The public was notified of the process and invited to participate in a variety of ways. Information about the comprehensive plan activities was advertised in newspaper articles and announcements, distributed via flyers, and communicated through the City’s notification system, in addition to being posted to the City’s web site.

The Committee held twenty-two meetings to discuss goals, objectives, and to review the Comprehensive Plan, and held joint workshops with PD&Z and Council. The Committee identified which goals established in the 2009 Comprehensive Plan had been met, which were still appropriate for the City given the increased pace of growth and development, and established new goals for the next five years. During these workshops, the Steering Committee discussed each of the topics presented in this Comprehensive Plan, bringing in other City committees and employees as appropriate to contribute area-specific insight and background.

STEERING COMMITTEE AND PUBLIC MEETINGS:

1. June 3, 2013 – Visioning
2. June 17, 2013 - Land Use
3. July 1, 2013 – Land Use
4. July 15, 2013 – Economic Development
5. August 5, 2013 - Utilities and Drainage
6. August 19, 2013 – Livable Centers and Downtown; Transportation
7. September 3, 2013 – Transportation
8. October 8, 2013 – Reviewed goals; established public meeting schedule
9. November 4, 2013 – Equestrian Trails; Parks and Open Space; and continued review goals
10. February 17, 2014 – Reviewed comments from public meetings; approved, prioritized goals; outlined objectives and implementation steps
11. April 1, 2014 – Reviewed first draft of Comprehensive Plan update; discussed schedule for approval
12. May 15, 2014 – Reviewed second draft of Comprehensive Plan update; Prepared for joint workshop with City Council
13. May 19, 2014 – Jeff Taebel, H-GAC presented regarding Livable Centers project and “Our Great Region 2040” project
14. June 2, 2014 – Joint workshop with Council
15. June 30, 2014 – Joint workshop with Council
16. Revised over summer per comments
17. September 2, 2014—revisions reviewed by Steering Committee
18. September 27, 2014—Council Goal Setting Workshop
19. October 14, 2014—update to Council
20. November 17, 2014—Series of meetings with PD&Z, Steering Committee, MEDC, Council
21. December 1, 2014—PD&Z meeting, Council public hearing
22. December 8, 2014—Council review and comments on Draft Plan
23. January 12 and 26, 2015—Continuation of the Council public hearing and consideration and adoption of 2015 Comprehensive Plan

PUBLIC MEETINGS. Two public meetings were held to receive public comments on the draft goals developed by the Steering Committee: Thursday, November 7, 2013 and Saturday, November 23, 2013. Both public meetings were organized in an “open house” style in order to allow for more interaction and conversation between participants and city representatives. The meetings were publicized on the City’s website, fliers around town and through a Connect CTY blast, the City’s notification system. *The Manvel Reporter* also published a guest column by consultant, Kim Mickelson (November 6, 2013) and a large advertisement (November 20, 2013).

According to the sign in sheets, attendance totaled at least 54, however, many people did not sign in. Committee members noted that it was a great turn out. There were attendees who had lived in Manvel all their lives and were from families who had been there for generations, as well as new residents, with a few who reside outside the City limits.

Attendees were supplied with a list of the draft goals and possible actions and were encouraged to write comments on post-it notes in order to document their responses. Large posters of the goals and maps were placed in the room. Overall, the notes and conversations were consistent with the conversations of the Steering Committee, primarily focusing on the desire for Manvel to maintain its small town, still rural character and to improve and maintain public services such as water, sewer, and drainage.

IMPLEMENTATION NOTES. A plan must be implemented to have true life. The goals in each section are further divided into objectives—tasks that must be accomplished to achieve the goals identified in this Plan. The Plan is outlined to establish the timing to accomplish each step, the resources necessary, and the responsible parties. In the majority of these, resources include either funding, or time—by staff, Council, and committees. This should be generally understood; specifics will be identified with each step. A large number of objectives were identified as needing to be accomplished “ASAP”, and Council has acknowledged that this will take further refinement in prioritizing during the first quarter of 2015, following adopting of this 2015 Comprehensive Plan.

VISION STATEMENT

A VISION STATEMENT IS AN IMPORTANT ELEMENT TO GUIDE THE GOALS, OBJECTIVES AND IMPLEMENTATION OF MANVEL'S 2015 COMPREHENSIVE PLAN. WE MUST CONTINUALLY ASK: DOES EACH GOAL, EACH OBJECTIVE, EACH STEP IN IMPLEMENTATION, FULFILL THE LONG-TERM VISION OF THIS PLAN?

The vision statement approved in the 2007/2009 Comprehensive Plan public participation process, was re-confirmed by the 2013 Steering Committee:

Manvel, according to its motto, is “A CITY ON THE RISE” located at the strategic crossroads of Brazoria County. Manvel seeks to maintain its rural character and small town values while managing its growth by:

- **Benefiting from our strategic location by encouraging well-planned quality retail, commercial and residential development that reflects and enhances our small town quality of life;**
- **Preserving our rural characteristics by providing open space for recreation and protecting our natural environment;**
- **Promoting a strong and diverse economic base that supports efficient high-quality public infrastructure, municipal services, education, and collaborative governance;**
- **Offering a variety of housing choices that reinforce our small town values;**
- **Preserving and protecting links to our past; and**
- **Establishing our reputation as the “home” of country living in Brazoria County.**

WHERE IS MANVEL? As Map #1¹ shows, the City of Manvel is located in northern Brazoria County at the intersections of State Highway 288 and State Highway 6, and State Highway 6 and Farm to Market Road 1128, just 18 miles south of downtown Houston. With the rapid pace of growth occurring in the Houston metropolitan region, Manvel is a desirable place to locate, given its convenient, easy access to the Medical Center, Hobby Airport, and downtown Houston. Like many of the other municipalities in Brazoria County, much of the City's development is linked to that of the region.

Houston is currently ranked by Forbes as the tenth fastest growing city in the United States and predicted to be “widely acknowledged as America’s next great global city” in the next ten years.² It is anticipated that much of Houston’s growth will spill over into the neighboring cities and counties; Brazoria County can expect a population growth of 21% over the next ten years (2025), and 78% by 2035.³ Manvel is experiencing unprecedented residential development rates that puts its actual growth rate above those previously projected.

Without careful thought given to how growth will occur, the City will continue to shift from a rural community to a stereotypical suburban city. It is one of the largest cities in land size in the Houston area with more than 40 square miles of available land inside the city limits and extraterritorial jurisdiction (ETJ). Subdivisions are being planned among the horse and cattle ranches of the city and ETJ, as family land is sold and there is less involvement in agricultural uses. Nonetheless, the citizens desire to maintain a semi-rural appeal, reconciling the location’s access to the amenities of a major metropolitan area, and still being far enough away to offer a relaxed, family and community oriented lifestyle.⁴

BACKGROUND AND HISTORY

MANVEL IS PRESENTLY A SMALL CITY IN A POPULOUS REGIONAL CONTEXT, BUT WILL NOT STAY THAT WAY FOR LONG, AND WILL HAVE TO QUICKLY RESPOND TO AND PREPARE FOR THE GROWTH PRESSURES OF THE REGION.

¹ Map #1 was prepared by Knudson & Associates for the 2007 Comprehensive Plan. A new boundary map was not available at time of adoption.

² Source: “A Map Of America’s Future: Where Growth Will Be Over The Next Decade”, by Joel Kotkin, Forbes.com, Accessed March 01, 2014 <<http://www.forbes.com/sites/joelkotkin/2013/09/04/a-map-of-americas-future-where-growth-will-be-over-the-next-decade/>>

³ Houston Galveston Area Council < http://www.h-gac.com/community/socioeconomic/forecasts/archive/documents/2035_regional_growth_forecast.pdf>

⁴ Manvel Community Profile, <<http://www.cityofmanvel.com/Uploads/Development/EDT%20revised%20community%20profile%202-11%20July%202013.pdf>>

The City of Manvel was originally called Pomona. When it was discovered that a city in West Texas was also named Pomona, the name was later changed to Manvel, after Allen Manvel (1837-1893) who was the 11th president of the Atchison, Topeka and Santa Fe Railway. Original settlers made Chocolate Bayou their home, and the original town site itself, in 1890, was at the railroad crossing of the Gulf, Colorado and Santa Fe Railway. In 1931, the Texas Oil Company struck oil on property in Manvel, and it became a rich oil-producing community. In 1936, local rice production began and the City maintains its still-mostly rural roots today.⁵

BUSINESS: In 1975, Manvel had twelve businesses and 110 inhabitants. This grew to fifty-seven businesses and a population of 3,549 in 1985; and, in 1988, it reported a population of 4,441 and sixty-eight businesses. The population fluctuation followed the trends of the Houston area, dropping to 3,046 by 2000 and then rising to 5,179 according to the 2010 U.S. Census. The population in 2013 was estimated at around 8,000 and the City anticipates over 10,000 homes to be built in the next 15-20 years bringing the population up to 130,000⁶.

In 2014, the City reported having 115 businesses, the majority of which are located along SH6 and SH288. The town does not have an established “town-center,” and the land uses in the city limits remain predominantly rural or residential. In 2012, 61% of the population reported living in a “rural” area in 2012⁷.

EDUCATION: The City is part of the highly rated Alvin Independent School District (AISD), and is home to Manvel High School. A junior high school will be built in 2015 adjacent to Manvel High School, located in the city limits, in 2015. Currently, children now attend other District junior high schools and elementary schools.

INFRASTRUCTURE: Roads, drainage and utility services continue to be major concerns for the City. Many residents are not connected to the public water and waste services and continue to rely on private wells for their water supply. While Manvel continues to remain a primarily tranquil and rural city, several large subdivisions are under construction in the City and the ETJ and the City anticipates large population increases upon completion. The purpose of this Comprehensive Plan is to identify a vision for the growth of Manvel, and to give the City leaders goals and tools to proactively manage this development in a manner that is consistent with the goals set forth herein.

CITY STAFF: After adopting the City Charter, the City hired its first City Manager, Kyle Jung in 2012. The City currently has more than forty employees, and contracts for

⁵ More information on Manvel’s History can be found at these resources: TexasExplorer.com <http://www.texasexplorer.com/ManvelHistory.htm>; and Texas State Historical Association <http://www.tshaonline.org/handbook/online/articles/hgm02>.

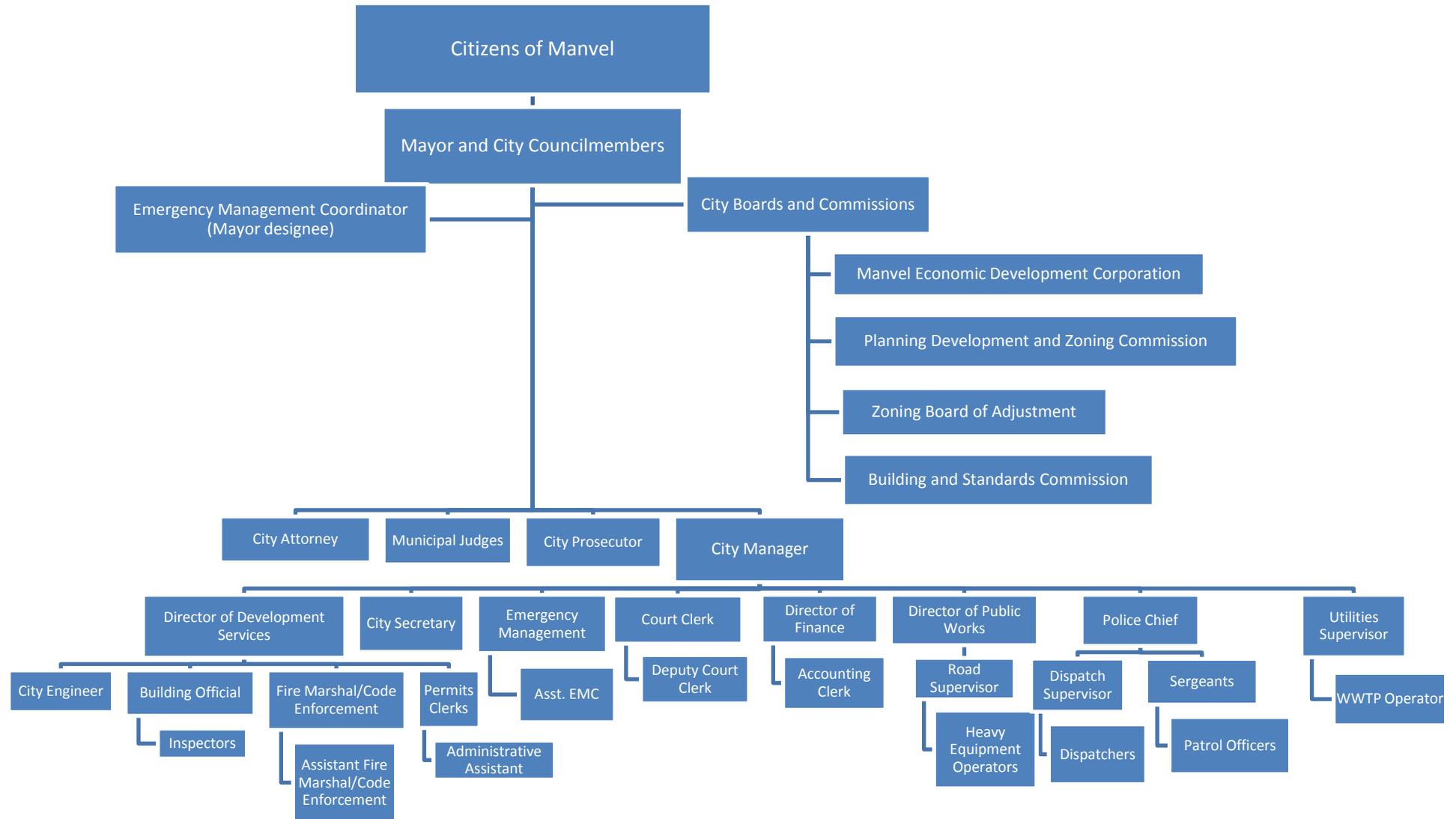
⁶ KTRK online: Population growth behind massive developments planned in Manvel” accessed February 28, 2014, <<http://abclocal.go.com/ktrk/story?section=news/local&id=9393167>>

⁷ Manvel, Texas, City-Data.com <<http://www.city-data.com/city/Manvel-Texas.html>>

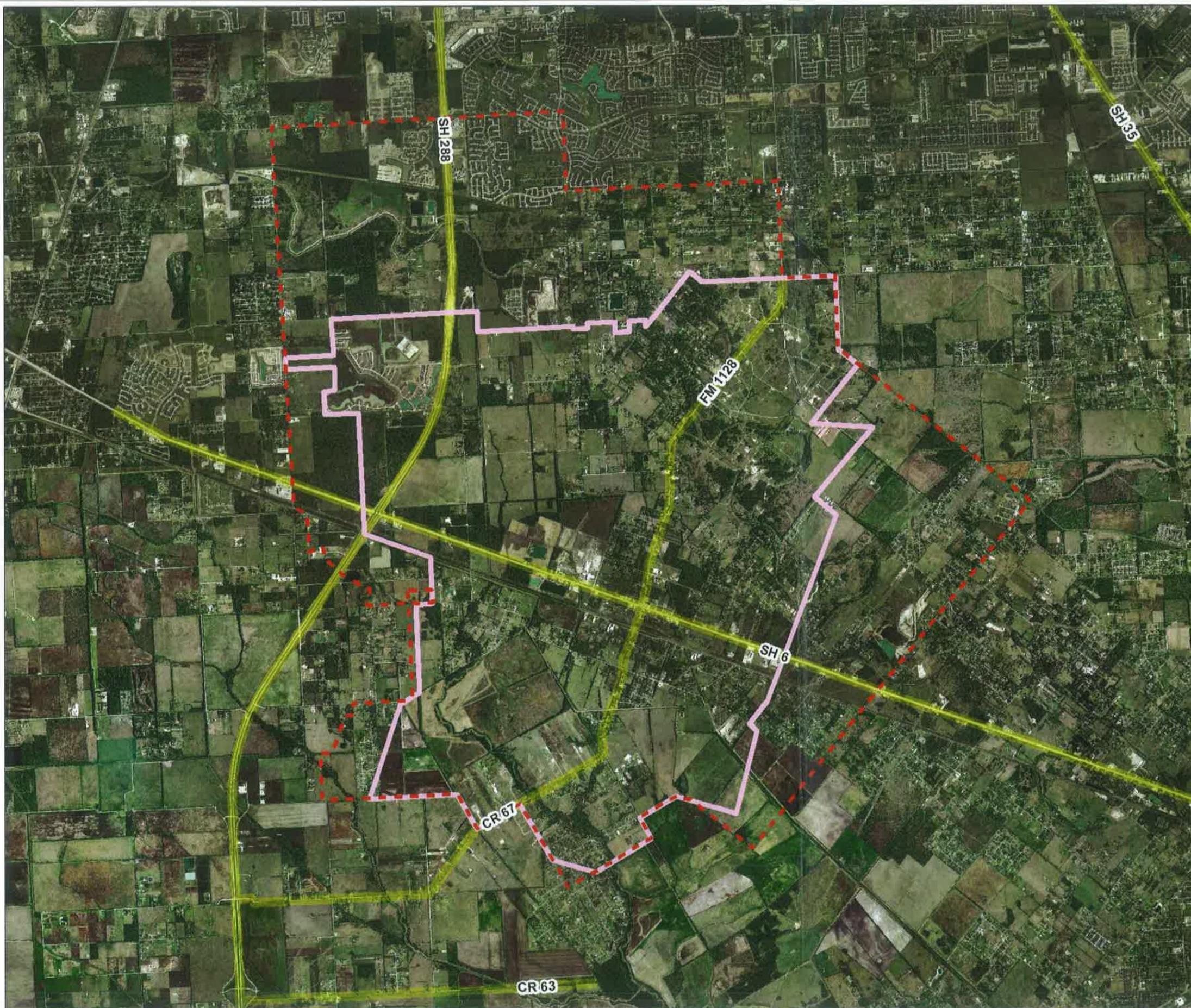
engineering, legal, and other professional services. The current organizational chart is shown on page 8.

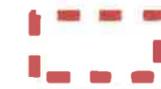
Given the growth pressure anticipated in the next few years, staffing needs will increase, and may be more affordable by the addition of in-house employees. The eventual number of all types of employees—public safety, administrative, code enforcement—that the City will need to hire in order to meet the needs of the growing population will vary based on the services the City will provide, and the demands of the residents. Immediate staffing needs have been identified in the Fiscal Year 2014-15 budget, and will continue as an ongoing implementation step.

City of Manvel Organization Chart



MANVEL JURISDICTION



-  Manvel ETJ
-  Manvel City Limits
-  Brazoria Major Roads



SECTION 1

GOVERNMENT AND ADMINISTRATION

FORM OF GOVERNMENT: After reaching a population of over 5,000 in the 2010 census, the City became eligible under Texas law to change from a general law city to a home-rule city. The City's first charter was adopted by the Charter Commission on February 1, 2011, and passed by the voters at an election held on May 14, 2011. Since that date, Manvel is a home-rule City with a council-manager form of government.

The adoption of the Home Rule Charter and the Council-Manager form of government occurred concurrently with the regional demands and rapid growth, and this has assisted in dealing with the increased administrative demands.

RELATIONSHIP OF THE CITY AND ETJ: As a home rule city, Manvel now has broader authority to annex territory located in its extra-territorial jurisdiction (ETJ) into the city limits. State law defines ETJ as the area outside the existing city limits, over which cities have limited regulatory authority, but which may be annexed into the city under certain circumstances. For rapidly developing cities, annexing property into the city can have substantial long-term benefits. Annexation may protect land uses in the city from adjoining inconsistent land uses and development patterns. Because the city may provide utility or public safety services to these areas, it is beneficial that development patterns and building code standards are the same. After annexation, inconsistent land uses and developments may be grandfathered for a period, but future development must be in conformity with the city's land use regulations and comprehensive plans.

There is potential for incompatible development and land uses in the Manvel ETJ. Brazoria County, like most counties in Texas, has extremely limited regulatory powers. Growth in areas outside of municipal boundaries occurs at a more rapid pace just because these are less regulated. Land outside municipal limits is often the preferred for the following potential uses: landfills, developments with substandard or unsafe infrastructure, buildings that are not constructed to safety codes, and other locally unacceptable land uses. In anticipation of this, Manvel has passed an ordinance zoning all property annexed into the city as residential.

Further, without annexation, the City may miss future tax revenue by not anticipating non-city taxing districts in the ETJ. This is important to Manvel, as the areas that will face the most substantial large business development are currently outside the City limits. Residents and businesses in the ETJ commonly use city services, including city

streets, without contributing to the tax base for improvement and maintenance. Manvel enjoys a relatively low rate of property taxes, and with anticipated future sales tax, annexation into the City will have minimal financial impact on residents and property owners, and will minimize the tax burden on current residents.

KEEPING CITIZENS INFORMED: In order to keep citizens better informed, Manvel can improve its public relations strategies to reach the growing constituency and staff. Improving the website, which has recently been accomplished (Summer 2014), continuing use of the city’s emergency alert system, expanding into social media and developing mobile apps are effective approaches that other cities in the area are using. This could also include hosting the “State of the City” address at times other than during work hours, holding the address more than once during a week, and recording the presentation and posting it online. Annual city retreats could also improve Council, inter-departmental and committee communication—whether singly or in joint meetings. The Steering Committee expressed great interest in improving the education and knowledge initiatives of the administration to better inform and update Manvel’s citizens, as well as improving general communication strategies for the City. Consistent, timely, and reliable sources of information will improve the relationship between the local government and the residents.

2007/2009 Comprehensive Plan Goals and Actions
for Government and Administration

“Goal Statement #1 – Hold an election on the issue of Home Rule and the creation of a City Charter within three years of the adoption of the Comprehensive Plan” – Accomplished 2011.

The City’s charter was adopted by the Charter Commission on February 1, 2011, and passed by the voters at an election held on May 14, 2011. Manvel is now a home-rule City with a council-manager form of government

“Goal Statement #2 – Adopt Policies and Plans to Promote Predictable and Continuous Service” – Continuous, and reaffirmed in Council’s 2014 Goal Setting Workshop.

“Goal Statement #3 – Develop a Capital Improvement Plan and update it annually” – Accomplished 2013 but will be Continuous.

The City Council adopted the Capital Improvement Plan (CIP) in 2013 with plans to update it annually. The CIP can be see online at this website: <http://www.manveledc.com/wp-content/uploads/2014/01/2012-R-18-Capital-Improvement-Plan.pdf>; accessed June 2, 2014.

2015 GOALS AND IMPLEMENTATION STEPS
FOR GOVERNMENT AND ADMINISTRATION

As the City continues to grow, so will the demands on the structure of the government and its capacity to serve its citizens in an efficient way. The City will continue to review its administrative capacities and needs, most likely as part of the budgetary process.

Goal Statement # 1: Annual Meeting and Review of Plan. Establish an annual meeting for elected and appointed City representatives to review responsibilities and comprehensive plan for any updates.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Provide training for new members of MEDC, PD&Z and Council and refresh remaining members on each committee’s procedures, authorities and duties	w/in 3-6 months		City Attorney, City Manager, City Boards
Appoint members from MEDC, PD&Z and Council to a Comprehensive Plan Cross-Committee, and solicit continued	Annually		City Manager, City Boards

participation from the Steering Committee			
Hold joint annual meeting of each board to discuss upcoming priorities and issues for the year, prior to budget.	Annually		City Attorney, City Manager, Boards
Review Comprehensive Plan for relevance, goals, updates and changes.	Annually		PDZ and City Council and Steering Committee
Create action plan for the year on how to achieve priorities; align with annual budget	6 mos/ Annually		City Manager, City Council, City Finance Officer

Goal Statement # 2: Identify City administration and facility needs.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Create a personnel plan for anticipated new City personnel and consultants based on population increase and needs and services	Annually		City Manager, City Council
Create task force to identify emergency service public facilities building needs	2-4 years		City Manager, City Council
Include results of first two steps in annual budget review process	Annually		City Manager, City Council

Goal Statement # 3: Review current annexation plan and identify key ETJ areas for annexation

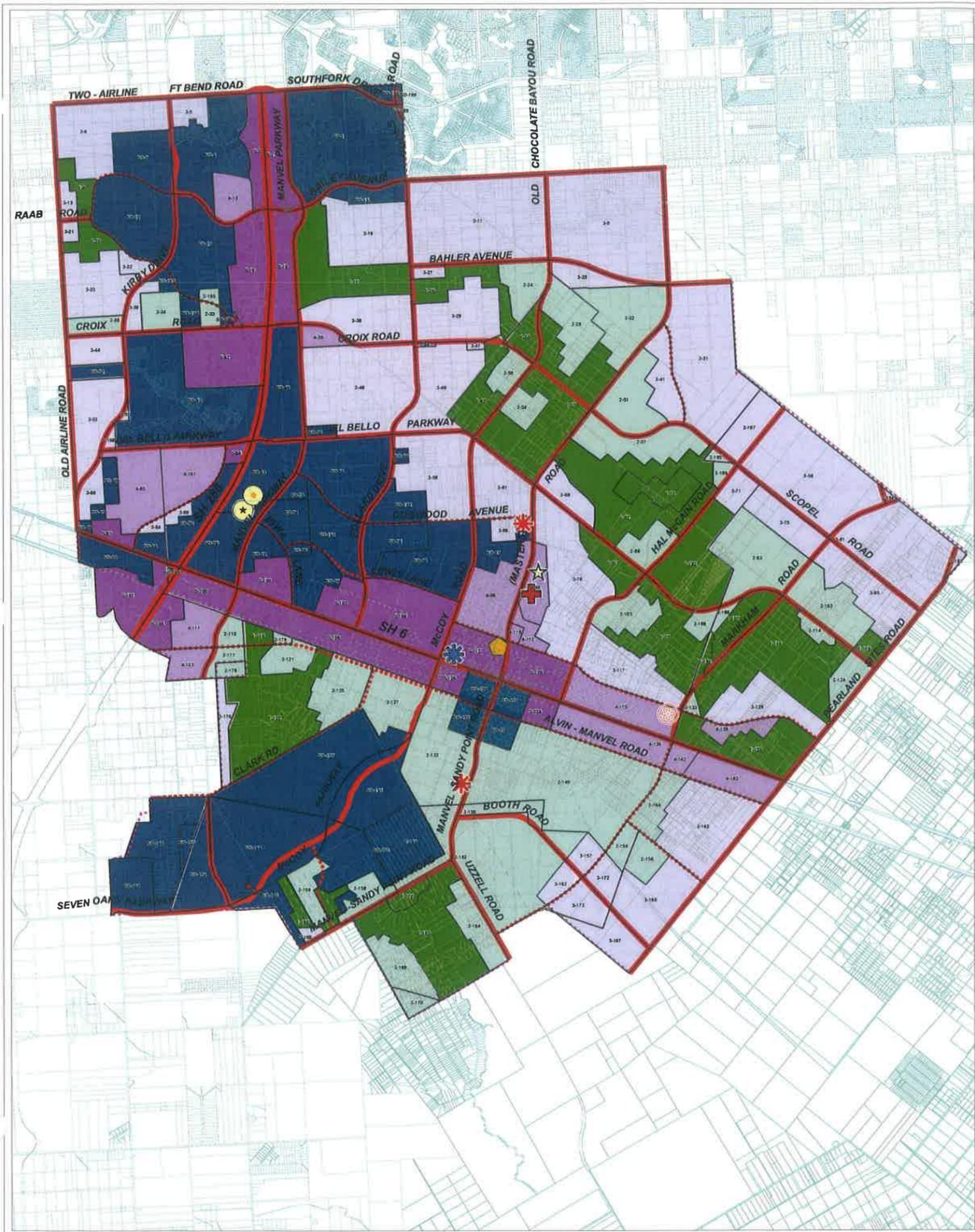
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Complete inventory of property uses in ETJ	1-3 years		City Staff, Consultant
Create annexations plan and timeline for annexations	1-3 years		City Staff, City Council, City Attorney
Develop a public relations and information sharing strategy	6 mos.- 1 year		City Staff, City Council

Goal Statement # 4: Improve public relations and education strategies for governmental actions			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Improve online presence through website development, mobile apps, and social media	Underway		City Staff at direction of City Council
Identify and strategize for upcoming issues of significant interest to the general public	Ongoing		City Staff, City Council
Use the State of the City address as a platform to educate citizens on plans for the year and identify ways to make the presentation more accessible to the general public	Annually		City Manager, Mayor, City Staff

Recommendations:

In addition to goals and actions, the Steering Committee and consultants make the following recommendations regarding Government and Administration:

- Each year in their annual meeting, the PD&Z and the MEDC should review the Comprehensive Plan for relevance and updating. As part of this workshop, the City staff will update everyone on the use and relevance of comprehensive plan, identifying any areas that need updating or changing. These updates and changes shall be presented to the City Council for review and vote for adoption/amendment to the existing comprehensive plan.
- Include detailed Staff Reports as part of the PD&Z and Council review process, and refer to the Comprehensive Plan in recommendations. Consultants or City staff should prepare these, outlining the issues, relevant ordinances, and the applications’ consistency with Comprehensive Plan.
- Consider establishing volunteer committees to supplement city staff to address specific issues on an ad hoc basis as the city grows in population and development. Many cities utilize the expertise of citizens.
- Appoint administrative positions mentioned by the Steering Committee included the following: Grant Writer, Parks & Recreation Committee, Economic Development Director.



MANVEL
2007 COMPREHENSIVE PLAN

PUBLIC FACILITIES / OPEN SPACE

PUBLIC FACILITIES

-  Existing EMS Station
-  Existing Fire Station
-  Existing Police Station
-  Future Fire/Police Station
-  Possible Fire Station
-  Existing City Hall
-  Future City Hall
-  Existing Library
-  Future Library
-  Major Corridor
-  Minor Corridor
-  ETJ - City of Manvel
-  City Limits - City of Manvel



SECTION 2 LAND USE

HOW DOES THE CITY MAINTAIN THE RURAL CHARACTERISTICS AND SMALL TOWN VALUES WHILE MANAGING FUTURE GROWTH?

The history of Manvel has created a rural character populated by residents who treasure their small town values. Residents recognize the impending growth and development that will happen in their City in the near future. The Vision Statement reflects that the citizens of Manvel want to preserve rural characteristics as the City continues to grow and develop, but recognizes that new development will come.

Future growth management is directly related to the question “How do we maintain rural characteristics and small town values while managing future growth?” Each chapter of this plan seeks to address this question. Land use is no exception. Throughout the public process, the willingness to change existing land use has been based on the effect that change would have upon areas where most citizens wanted to maintain the “open” feeling of low intensity development, as well as individual land rights.

In addition to concerns about maintaining the rural character of the City, citizens also discussed the need to provide for a variety of lot size options within future residential development. By providing for lot sizes that range from estates to patio homes, the Committee believes that it will be able to provide for future and current residents with different needs and in different life stages. For instance, both older residents who would like to downsize and new families who need more space should find the ideal lot to build the homes suited to their lifestyles.

The desire to provide for a variety of lot and house sizes within the City limits is integral to the topic of future development. In addition to Rodeo Palms, several planned residential developments have started the process of construction. These include: Meridiana, Lakeland, Pomona, Seven Oaks Ranch and Sedona Lakes¹. Seven Oaks Ranch, a 2100 acre master planned community is located in the city boundaries of Manvel, Alvin and Iowa Colony. These developments will have lots sized between 6,600

¹ The Master Plan maps of these developments are posted to the MEDC website: <http://www.manvedc.com/category/city-resources/>

and 9,750 square feet. The Presidio (165 acres) and Sedona Lakes (530 acres) are two other master planned communities in development.²

In 2013, Manvel issued 186 residential permits out of the County's 2,122 total.³ The City estimates an additional 10,000 homes will be built in the next 15 to 20 years, causing a population boom from 8,000 to an estimated 130,000 residents⁴. The Steering Committee in particular discussed the need for more consistent subdivision regulation and the desire to adopt design standards consistent with the current rural character of the City.

The Steering Committee also agreed on the goal to minimize cul-de-sac and dead-end streets moving forward, opting for a grid pattern of transportation and development to increase circulation and connectivity. As part of this, the Committee discussed and agreed that there is a need to require more open space as part of these developments. The strategy to maintain the City's rural character and community is to ensure that a wider variety of parks and recreational amenities exist within the land use categories regulated by the City. Subdivision ordinances should include park dedication requirements in order to dedicate park space within the City limits for all citizens. A review of the existing Park Dedication Ordinance may accomplish this. The discussions also focused on acquiring and developing a town hall or resource center, as well as other land use amenities that are further explored in the Sustainability, Environment and Conservation section. Future land use regulation and planning will need to account for these community uses.

Many citizens acknowledged the desire for a local grocery store and other local shopping and restaurants. Increasing water and sewage lines will allow for greater business development, however the citizens varied in the type of industry that they would like the City to have. The 2009 Comprehensive Plan established that residents were in favor of more intense development along SH 288 and SH 6. The review and update of the previous Plan showed that, while residents still desire these two areas to be designated business districts, they prefer that they differ in the scale of development. As a result, the Steering Committee identified at least two separate business districts to allow for the type of businesses that the City can anticipate over the near future. The Steering Committee prefers designating the SH 6/FM 1128 intersection as a downtown area with mixed-use smaller-scale urban development, while larger box store retail are encouraged to develop closer to and along SH 288.

² Brazoria County Community Plan 2012, <<http://www.brazoria-county.com/Public%20Notices/BrazoriaCountyCommunityPlan2012.pdf>>

³ Source: The Economic Development Alliance for Brazoria County, Accessed March 01, 2014 <<http://www.eda-bc.com/BuildingPermits.html>>

⁴ <http://abclocal.go.com/ktrk/story?section=news/local&id=9393167>

Flooding and the 100-year floodplain remain important considerations in deciding which areas should remain undeveloped. Most citizens consider flooding an issue of concern in Manvel. The existing flooding issues reinforce the general concern that more development will worsen the flood conditions. The natural response is that new development should be placed outside existing floodplains and address resulting drainage on site, when possible. While the City of Manvel is beginning to address regional storm water detention facilities (see the Drainage section), drainage is likely to remain a major issue that will need to be addressed on a continuous basis. This issue will most likely become more important once the new FEMA flood plain maps are released and adopted. Though this will most likely be in the near future, an exact date is unknown at this time.

The 2007/2009 Comprehensive Plan called for the City to implement form-based codes and intensity of development zoning. The Steering Committee, in particular the Planning and Zoning commission, addressed the practicality of implementing this type of zoning, which regulates land development based on building structure and density, rather than traditional zoning, which regulates based on use. Further, the City had not implemented form-based codes since the adoption of the previous Plan. The Committee's consensus was to continue to adopt and enforce Euclidian (traditional) zoning, while integrating design elements of the ID zones and form-based codes as suggested in the 2007/2009 Comprehensive Plan. A hybrid type of ordinance will achieve the goals of the form-based goals but with a traditional use-based zoning ordinance, allowing for the City committee members and citizens clear understanding and enforcement of the rules and expectations of future land use development.

2007/2009 Comprehensive Plan Goals and Actions for Land Use

“Goal Statement #1 – Evaluate and revise development ordinances to implement the Comprehensive Plan” – Not completed, in part.

While the City continues to review its land development ordinances and zoning/subdivision requirements, the 2007/2009 Comprehensive Plan called for the City to adopt a form-based code based on the intensity development zones in the City. Form-based codes may be an option that the City would entertain in the future, however, this type of zoning regulation is not likely with the current administrative capacity. While the City has addressed certain design issues, such as adopting a zoning district overlay which regulates street facades on SH 6, the City has not revised their zoning ordinance to be form-based over use-based

codes. Moving forward, the City should continually review and update development ordinances in order to implement the goals set forth in the Comprehensive Plan and may return to form-based codes in the future.

“Goal Statement #2 – Institute new reporting system for Planning, Development and Zoning Commission” – Addressed.

This goal was addressed as PD&Z members now report to City Council on issues. However, the Steering Committee, which included the PD&Z members, agreed that they would like more information on making decisions and reporting their decisions to the Council. They stated that more clarity in identifying the relevant issues regarding the cases they were hearing would be helpful. Instituting a staff report, could assist both with educating the PD&Z on their role and authority, as well as ensuring the relevance of the Comprehensive Plan. This goal was moved to governance as a goal to be continually addressed.

2015 GOALS AND IMPLEMENTATION STEPS FOR LAND USE

With the growth pressures of the region, the City will have to be proactive if it wants to maintain its rural character and not be like neighboring cities. This was the majority of the feedback from both Steering Committee members and comments during the public participation process. In order to address growth management, the City should revise its zoning ordinance and subdivision ordinance to reflect the rural character that its citizens want to maintain. Many residents cite this character as the reason for moving to Manvel and its ETJ. There are concerns that the pending new development will directly impact their homes and land, in particular with increased water runoff and traffic.

The previous comprehensive plan called for the city to adopt a form-based/ID zone system in order to allow for greater mixed use and to focus on the character of the area being zoned rather than the uses. However, the city has yet to adopt or make any movement forward to adopting that type of regulation system. The City’s administrative capacity is still rather limited in its ability to take on this type of development regulation. A revision of the zoning and subdivision ordinances can achieve the same design standards and goals of a form-based code system while allowing the city to transition into a more modern land management.

Further, the City needs to revise the zoning and subdivision ordinances to achieve the development goals. Clarity and consistency are required for developers to design new developments to the desired standards. This also requires that the Planning,

Development and Zoning committee and City Council are both versed in the Comprehensive Plan, zoning and subdivision ordinances, and authorities granted to these bodies. The committees must train each new member, as well as review the comprehensive plan annually in order to achieve the goals set forth by the city's constituents.

The Steering Committee expressed strong interest in ensuring that there is a variety of living options and opportunities in the City of Manvel, including looking to expand zoning to include mixed use development. There was considerable debate as to what the appropriate options for lot sizes will be in the City of Manvel. This discussion should continue as part of the implementation stage, as the City reviews each zone uniquely as to its traditional uses and character, and potential for concentration of development. It is of paramount importance to the Steering Committee to have a large range of options for citizens who are in varying stages of life.

While the City of Manvel does not have a traditional downtown, the Committee identified the intersection of SH 6 and FM 1128 as an ideal spot for development. This could create the concentration of commercial development into two zones: 1) small business and downtown mixed-development at SH 6 and FM 1128, and 2) large-scale "big box" stores closer to and along SH 288. This strategy of focusing and regulating development in two main areas can help the City maintain its mostly residential land use character and rural charm while balancing the City's strong desire to bring in a grocery store as well as develop a town center with smaller business fronts. The City will also benefit from a new focus on commercial zoning, increasing the taxation income from non-residential sources. Further, a walkable, mixed-use development area, using the principles of "Traditional Neighborhood Developments"⁵ in Manvel will be unique to the SH 288 corridor and will distinguish Manvel from neighboring cities.

As part of this strategy, the City of Manvel invited Jeff Taebel of the Houston-Galveston Area Council (H-GAC) to present on the Livable Centers Project. Livable Centers are walkable, mixed-use places that provide multimodal transportation options, improve environmental quality and promote economic development. H-GAC receives funding from sponsors for a Livable Centers Program to work on planning studies by applying program goals to a specified study area and on implementation projects, "on

⁵ Traditional Neighborhood Development (TND) refers to the development of a complete neighborhood or town using traditional town planning principles. To qualify as a TND, a project should include a range of housing types, a network of well-connected streets and blocks, humane public spaces, and have amenities such as stores, schools, and places of worship within walking distance of residences. For more information on TND design principals, visit <<http://www.tndtownpaper.com/neighborhoods.htm>>

the ground projects" identified in a Livable Centers study or other planning efforts.⁶ After the presentation, the Committee agreed to incorporate into the goal statements and actions applying for a grant to commission a Livable Centers Study for Manvel.

Many steps were identified as needing to be completed as soon as possible. At the time of adoption, internal staff is limited—to complete these tasks, consultants or additional staff will need to be hired. Many objectives refer to “consultants” but these tasks may be completed with in house staff.

Goal Statement #1: Create a walkable, mixed-use community that provides multimodal transportation options, improves environmental quality and promotes economic development.			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Develop land use and design regulations to concentrate mixed-use development around a town center; rewrite and review the following land use and development regulation ordinances: zoning, subdivision, development and plat review	Already started – to be complete w/in 1.5 years		City Manager, PDZ, City Council, City Attorney, possibly consultant or staff
Apply for the Livable Centers Study, and adopt results as an amendment to the Comprehensive Plan	Spring/ Summer 2015		City Manager, City Council, possibly consultant or staff

Goal Statement #2: Provide a variety of lot size options to offer opportunity for all life styles and life stages, avoid large numbers of small lots, and require more open space to retain the history of the rural character.			
<i>Examples:</i> Estate (1-5+ acres); “Standard lot” (10,000+ square feet); Small lots (6300-8000 square feet); Attached townhomes or duplexes; patio homes			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Establish percentage mix/ Caps on number	3 mos.		City Manager, PDZ, City Council, City

⁶ For more information on the Livable Centers Project, visit the H-GAC website, <<http://www.h-gac.com/community/livablecenters/#>>

			Attorney, possibly consultant or staff
Evaluate density requirements (max/ mins)	3 mos.		City Manager, PDZ, City Council, City Attorney, possibly consultant
Identify incentives for Traditional Neighborhood Development	3 mos.		City Manager, PDZ, City Council, City Attorney, possibly consultant

Goal Statement #3: Create a balance between maintaining the history of rural character and allowing for future development by requiring space and openness in developments through wider rights-of-way, green areas, and buffers around/between developments that encourage connectivity by all travel means.

Examples: wider sidewalks, w/trail and bike ways; equestrian trails and amenities; add landscaped medians to wide thoroughfares; trails along bayous and in floodplains, coordinate with drainage district's drainage needs

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Increase setbacks on major streets to allow for more planting and multi-use right-of-way (ROW)	3-6 mos. after thoroughfare plan		Staff, consultants, PD&Z, Council
For subdivisions with smaller lots, encourage conservation design, require more open space and park dedication	3-6 mos. after Major Thoroughfare plan		

Goal Statement #4: Encourage development on a grid street pattern to increase connectivity.

Examples: Limit cul-de-sac/loop street developments; limit length of cul-de-sacs; cul-de-sacs will be allowed where grid is not practicable due to terrain features (floodplain, bayous, existing development)

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Revise ordinance incentives to encourage the use of Traditional Neighborhood Development			Staff or consultant
Ensure goal is contained in Major Thoroughfare Plan and related studies	Ongoing		Staff, engineer
Amend Subdivision Ordinance/ Development Standards	ASAP		Staff, PD&Z, Council
Require more ingress/egress points in each subdivision; amend subdivision ordinance	ASAP		Staff, PD&Z Council
Evaluate future maintenance impact on budget			City Manager, Council

Goal Statement # 5: Include more and wider variety of park and recreational amenity uses and options.

Examples: Wider ROWs with required plantings; Trees visible on ROW; Increase park dedication requirements; Joint use facilities with drainage district or AISD; More land or facility dedication for denser development; ROW/multi-use; Establish city owned or public-private partnership amenities

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Require more planting and landscaping	Subject to Master Open Space, Parks and Trails Plan		PD&Z, Council,
Balance with water issues and availability	Subject to Master Open Space, Parks and Trails		

	Plan		
Consider maintenance impact on budget of more green space/parks	Subject to Master Open Space, Parks and Trails Plan		
Seek land donations for usable parks	Subject to Master Open Space, Parks and Trails Plan		
Get input from local sports organizations	Subject to Master Open Space, Parks and Trails Plan		
Require trails and connectivity	Subject to Master Open Space, Parks and Trails Plan		

Goal Statement #6: Acquire and develop town center/resource/library/outdoor pavilion to create community “third place.”

Examples: Encourage mixed use around it to have commercial and residential nearby; Link with trail system

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Create task force to identify land area needed and logical location	2-3 mos. before and 6 mos. after Livable Centers Study		Council, PD&Z, staff, HGAC
Work public/private partnerships to develop funding	1 yr. post Livable Centers Study		Council, MEDC, PD&Z, staff
Consider Manvel Economic Development Corp. (MEDC) funding options for business component	1 yr. post Livable Centers Study		
Research grant opportunities	Ongoing		MEDC, City Staff

Goal Statement #7: Modify zoning ordinances to reflect more traditional terms and uses while allowing creativity in development. The discussion so far has been to move away from ID/form-based codes and adopt a hybrid type of ordinance to achieve goals but with a traditional zoning ordinance.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Establish clear standards for development options	ASAP		Staff, Council, PD&Z, Steering Committee
Provide option for Traditional Neighborhood types of development that encourage connectivity and more green/open space			Staff, Council, PD&Z, Steering Committee
Issue Staff Reports to PD&Z outlining the issues, relevant ordinances, and consistency with Comprehensive Plan, on which to base their recommendation and review			Staff

Recommendations:

In addition to goals and actions, the Steering Committee and consultants make the following recommendations regarding land use:

- There was concern from the Steering Committee that some goals contradicted each other, particularly in regards to “maintaining rural character.” Use work session to define the design and development requirements the City believes will achieve this goal and incorporate these into zoning/subdivision ordinance review; this also relates to parks plan, economic development plan, drainage plan, etc.



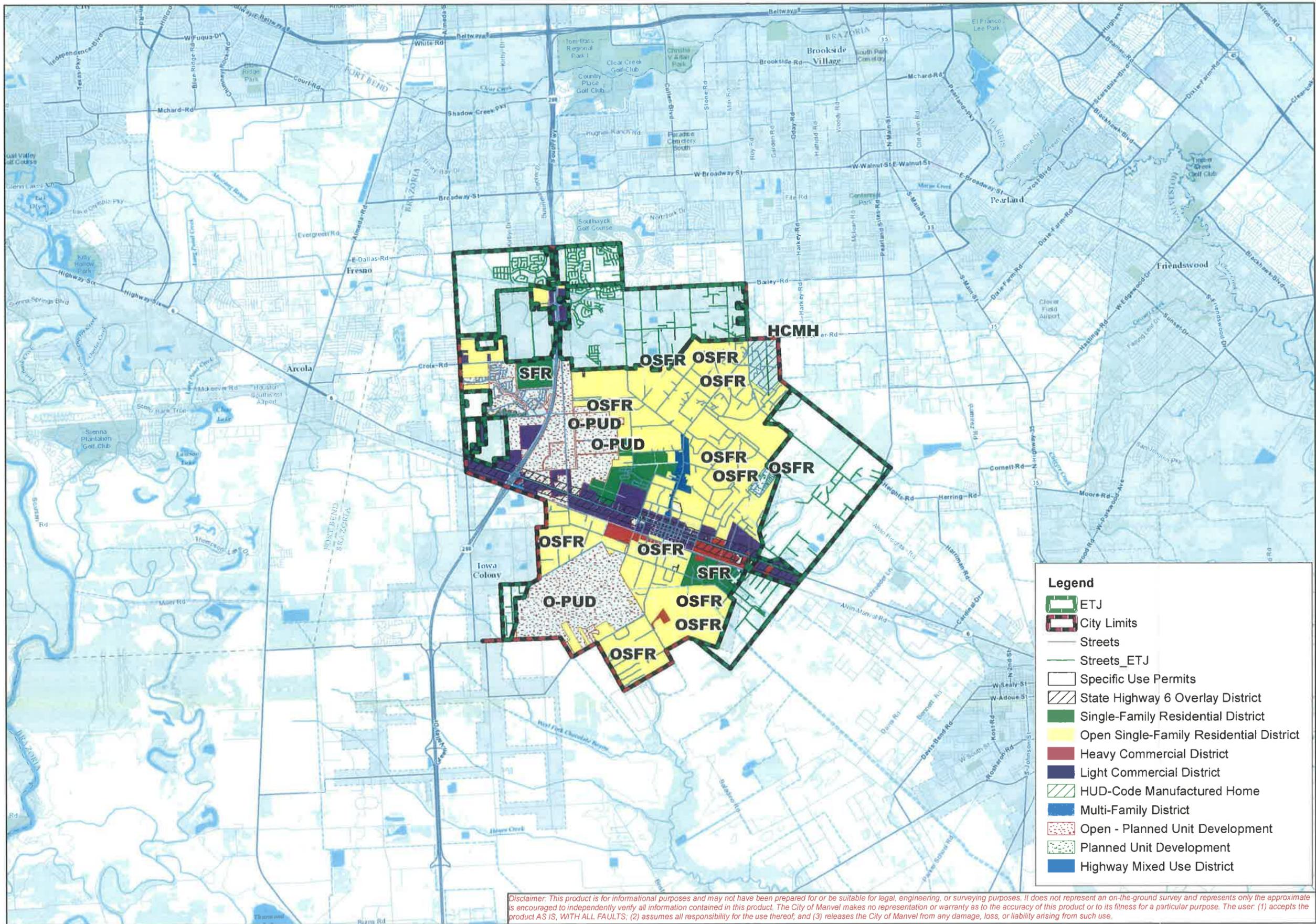
City of Manvel

20025 Hwy 6
Manvel, Texas 77578
(281) 489-0630

<http://www.cityofmanvel.com/cms/>



1" = 8,769'

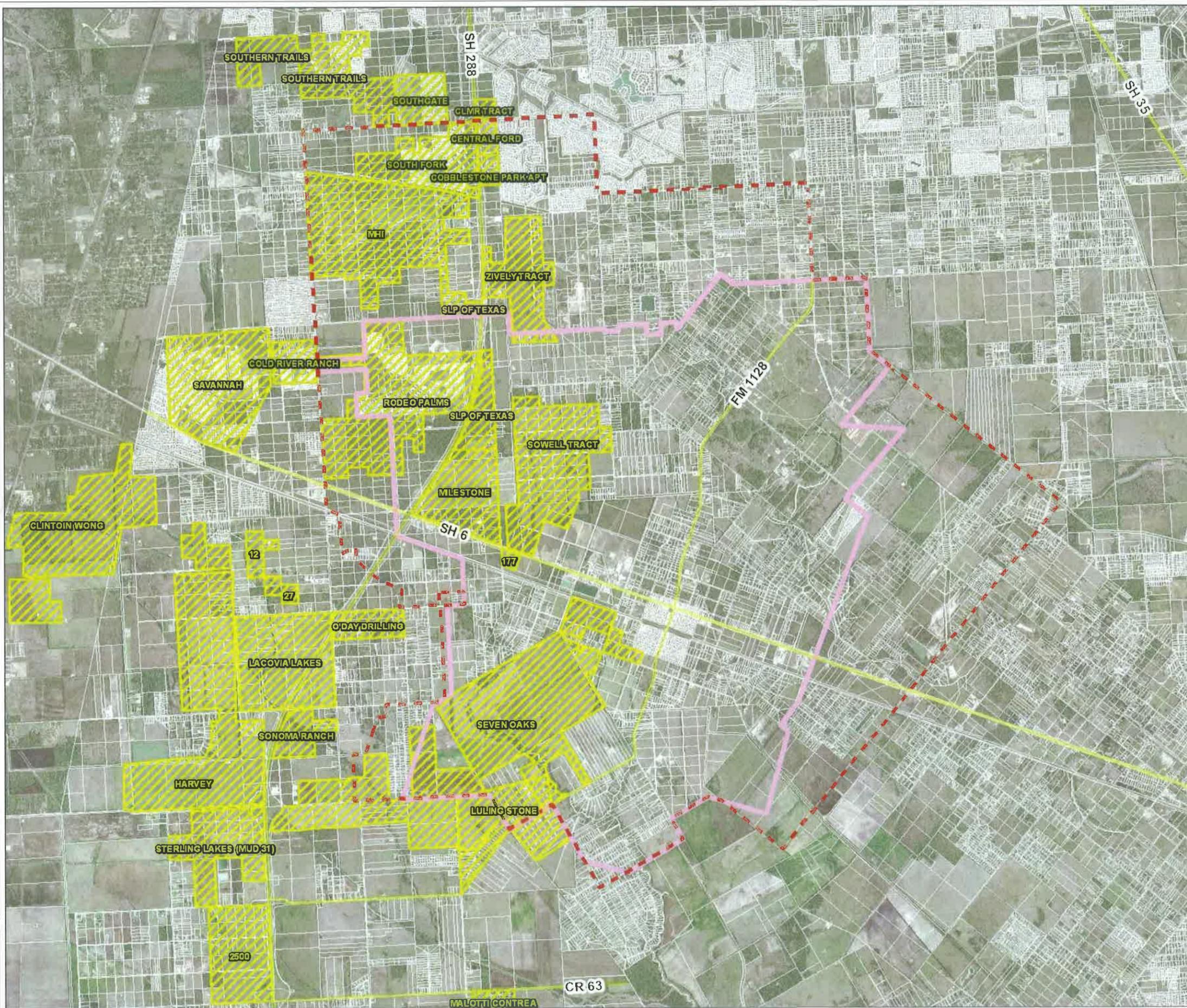


- Legend**
- ETJ
 - City Limits
 - Streets
 - Streets_ETJ
 - Specific Use Permits
 - State Highway 6 Overlay District
 - Single-Family Residential District
 - Open Single-Family Residential District
 - Heavy Commercial District
 - Light Commercial District
 - HUD-Code Manufactured Home
 - Multi-Family District
 - Open - Planned Unit Development
 - Planned Unit Development
 - Highway Mixed Use District

Disclaimer: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate is encouraged to independently verify all information contained in this product. The City of Manvel makes no representation or warranty as to the accuracy of this product or to its fitness for a particular purpose. The user: (1) accepts the product AS IS, WITH ALL FAULTS; (2) assumes all responsibility for the use thereof; and (3) releases the City of Manvel from any damage, loss, or liability arising from such use.

Manvel GIS Mapping

NEW DEVELOPMENTS



- Brazoria Major Roads
- Manvel ETJ
- Manvel City Limits
- Developments/New Developments

SECTION 3 ECONOMIC DEVELOPMENT

Employment in Brazoria County is at an all-time high and is expected to continue to climb. Growth in the county is expected to continue.¹ The following substantial new developments in the County were reported in the first part of 2014:

- Freeport LNG predicts to start construction on three proposed natural gas liquefaction plants in 2014, anticipating 160-plus jobs at the facility and 3,500 construction jobs for the next four to five years²;
- Phillips 66 also plans to expand development in nearby Freeport and Old Ocean³;
- Dow Chemical Co. will develop a new research and development complex in Lake Jackson to house more than 2,000 people⁴; and,
- Brazoria County purchased 183 acres to expand the Texas Gulf Coast Regional Airport services⁵.

This growth is reaching Manvel as well. In 2013, Manvel reported a total of 27 new commercial permits (17 in March and 10 in December) out of the total 222 for Brazoria County (12.1%); Manvel issued 186 residential permits out of the County's 2,122 total.⁶

According to the Manvel Economic Development Council (MEDC) website, Manvel has: 17 restaurants, nine of which are fast food/chain restaurants; 13 "shops", 8 of which are car-related or gas stations; and, over 80 "service establishments", ranging from legal, engineering and financial services to car washes, beauty/barber shops, and concrete hauling. These numbers are from 2012. More businesses have been established since.

The City has been contacted by new businesses looking to locate within the City, including a grocery store, which is the number one desired amenity listed by residents and Steering Committee members to bring to the City. However, while there has been interest from a chain,

¹ Source: More economic good news shines on Brazoria County. The Facts. February 2, 2014.

² Source: County jobs at all-time high, by Shannon Daughtry. The Facts. January 31, 2014.

³ Source: Phillips 66 goes shifts focus with \$3 billion in new projects, by Collin Eaton. Fuelfix.com. February 10, 2014.

⁴ Source: Dow makes R&D facility in Lake Jackson official, by Shannon Daughtry. The Facts. March 6, 2014.

⁵ Source: Brazoria County buys land to expand regional airport, by Mark Quick. Houston Chronicle. January 28, 2014.

⁶ Source: The Economic Development Alliance for Brazoria County, Accessed March 01, 2014
<<http://www.eda-bc.com/BuildingPermits.html>>

the results of the conversations continue to be that there is insufficient water and sewer to support that kind of facility. Increasing infrastructure capacity along SH 6 is currently the main focus of economic development. The City could use this to its advantage in creating a central downtown, by centralizing large business growth towards the intersection of SH 6 and FM 1128.

Expenditure of MEDC funds over last five years have been largely in the infrastructure realm. This may continue, or as growth begins to pay for itself, this can shift to more true business development. MEDC is an integral part of the discussion in the City's future growth.

2007/2009 Comprehensive Plan Goals and Actions for Economic Development

According to MEDC members' participation throughout the Comprehensive Plan update, the priority for the Sales Tax expenditure has focused on Water/Sewer in order to attract new business, so the previous Plan's goals have not been fully developed.

“Goal Statement #1 – Draft and adopt an Economic Development Policy coordinated with Use of Special Districts Policy” – Not completed.

“Goal Statement #2 – Coordinate Economic Development Funding and Activities between City Council and MEDC” – Not completed.

2015 GOALS AND IMPLEMENTATION FOR ECONOMIC DEVELOPMENT

While residential development is the result of the growth pressures of the Houston region, the city will need to encourage economic development in order to maintain a viable and healthy quality of life. A balance of residential and commercial is not only essential to creating a lively and vibrant community, it is also important to create a balance between the two tax incomes for the City coffers. As part of the implementation process, it will be up to the City to identify the type of balance that they want. Further, issuing annual reports and creating an Economic Development Policy are essential to creating the communication between MEDC and other branches of government and will help align the goals and priorities for the City.

Additionally, the Steering Committee consistently sought ways to make Manvel stand out as a desired location for business and to capitalize upon the City's unique rural

characteristics. For instance, the City could develop and promote horse, bike and walk trails to help balance between the rapid development in and around the City, while also attracting new tourists and businesses to the City.

The second opportunity that the Steering Committee identified was to develop a walkable downtown and (local) business center. It is proven that “Smart Growth Strategies”⁷ have an economic advantage as compact development creates higher revenue per acre of land, lowers infrastructure and service delivery, creates redevelopment and reuse opportunities and spurs economic productivity and job creation. Further, the increased walkability and improving diversity of choices in a central location also improve the economic returns of compact, walkable and mixed-use development.⁸

As mentioned in the section on land use, this idea should be explored for its market feasibility and demand in the area. As part of the discussion on land use and economic development, Jeff Taebel from the Houston-Galveston Area Council came and presented on the Livable Centers program. This program offers a review of the City’s target area and produces a plan and tools for the City to develop that area into a livable center. A “livable center” is defined as: compact and mixed use, designed to be walkable, connected and accessible. The final Livable Centers study will have a list of implementation projects that includes Transportation Improvement Eligible Projects, which the sponsor can then use to apply for funding through H-GAC when funding is available. The program requires a 20% match as H-GAC provides 80%. This type of project could also offer guidance and training on economic development tools, empowering the City to steer the direction of its development.

In general, the committee felt hesitation on how to reach out to potential businesses for their community. The City of Manvel currently shares a Chamber of Commerce with the City of Alvin. The City expressed that there may be a conflict in the type of businesses that would be directed to be situated in Manvel and believed that the City would benefit from having a separate chamber of commerce. While chambers of commerce are typically independent private organizations not associated with local government, the Steering Committee believed that the MEDC could play a pivotal role

⁷ Smart growth development is compact and walkable and provides a diverse range of choices in land uses, building types, transportation, homes, workplace locations, and stores. (EPA Office of Sustainable Communities, “Smart Growth and Economic Success: Benefits for Real Estate Developers, Investors, Businesses, and Local Governments”)

⁸ In general, mixed use development is a development that combines two or more different types of land uses. (MRSC.com)

in initiating the process to create one and that it would have a desirable impact on the City's ability to attract new business.

Goal Statement # 1: Encourage creation of a central downtown that is a walkable, mixed-use area that provides multimodal transportation options, improves environmental quality and promotes economic development.			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Use land use and design regulations to concentrate development around a town center with appropriate mixed uses	ASAP		Staff, PD&Z, Council, Consultants
Apply for the Livable Centers Study using Manvel Economic Development Corporation (MEDC) funds, and adopt results as an amendment to Comprehensive Plan	w/in 1 yr.		Council, MEDC

Goal Statement # 2: Use land use and zoning regulations to encourage and attract site-appropriate businesses, as well as create attractive, versatile and practical business district environments.			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Identify two separate business zones: one for smaller/mid-size/limited big uses, at SH6 and FM1128; second for larger big box uses closer to and along SH 288			MEDC, Council, PD&Z, Staff/consultants
Develop and implement lot size and design standards for business development			PD&Z, Council,
Through zoning, encourage businesses to locate in one area to create a business district/center			MEDC, PD&Z, Council

Identify area(s) for Heavy Industrial zoning; decide whether or not to expand current allowed uses; Using Special Use Permits (SUP) to regulate type and intensity of industrial development			MEDC, PD&Z, Council
Look into airport shuttle to IAH/HOU	Long term		
Consider regulations to encourage clean industry			MEDC, PD&Z

Goal Statement # 3: Continue to develop and improve infrastructure, increasing the city’s capacity to draw new business and allow existing businesses to grow consistent with the goals and vision of the City.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Manvel Economic Development Corporation (MEDC) continue to fund water and sewage expansion along SH6	2 mos.		MEDC, Council
Acquire easements for future upgrades	1 yr.		Staff, Council, Attorney

Goal Statement # 4: Create a business friendly environment while balancing city revenues and costs between residential and commercial uses.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Encourage the creation of a City of Manvel Chamber of Commerce	ASAP		MEDC
For commercial development, consider creative uses of 380 agreements and other economic development incentives	ASAP		MEDC, City Council
Establish a goal percentage of tax revenue between commercial and residential	ASAP		City Council

Goal Statement # 5: Maintain communication and coordination between MEDC, City Council and PD&Z through regular joint planning sessions and other reporting tools			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Develop an Economic Development Policy	ASAP		City Council, MEDC
Establish joint meetings with City Council, MEDC and PD&Z prior to State of the City address	6 mos., Semi-annually		City Manager, City Council, MEDC, PDZ

Goal Statement # 6: Increase the visibility and attractiveness of the City to new businesses through public relations and community image.			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Public Relations Campaign	ASAP		MEDC
Review the sign ordinance to create uniform street signs, gateway and monument signs			MEDC, PD&Z
Develop a new website and maintenance; establish, develop and maintain an electronic presence	Complete		City Council and MEDC

Recommendations:

In addition to the above goals and actions, the consultants make the following recommendations regarding economic development:

- Once each year, the Council, PD&Z, and MEDC should review the Comprehensive Plan for relevance and updating. As part of this workshop, the City should provide training to appointed board members on the duties and authorities of their committee, as well as provide staff update on use and relevance of comprehensive plan, identifying any areas that need updating or changing. These updates and changes should be presented to the City

Council for review and vote for adoption/amendment to the existing comprehensive plan.

- Future economic development plans should be inclusive. Social elements are essential to a long-term “sustainable” economic growth; this includes factors such as fair/affordable housing, quality education, and quality employment.
- In looking to attract and retain businesses, the City should expand its search from service-industry employment, to include creative and working class industry; this would involve expanding the availability of office space within the City.
- The City should consider exploring creative funding and ways to attract new business in addition to traditional economic development incentives. Increase training for MEDC members, and encourage involvement with regional economic development initiatives.
- The City may want to consider hiring an Economic Development Director to lead efforts to recruit new businesses.
- Grants are another source of income to fund projects posed in this Comprehensive Plan. The City should consider employing a grant-writer in some capacity—either as an employee or on a contract basis.

SECTION 4 UTILITIES

The 2007/2009 Comprehensive Plan acknowledges the importance of providing quality utility services as a basis for growth and development in the City of Manvel: “In order for the City to attract quality residential development and resultant quality commercial development, it is essential that the City’s public utility infrastructure be well planned, designed, and constructed properly.” As the population continues to rise, the City will require more services; a population of 155,000 requires 18 million gallons of water.

Currently the City’s focus is expanding service to existing and potential commercial, and not residential, properties. The City and Steering Committee recommitted to this idea, acknowledging the need to expand City services in order to bring in the type of businesses that residents want – in particular, grocery stores - requires a substantial amount of utility service in order to be a viable business. As this continues to be a major priority of the City, MEDC has been focused on utility expansion for use of funds.

As for residential developments, the establishment of Municipal Utility Districts (MUDs) continues to be a solution is the absence of City provided utilities. A Municipal Utility District (MUD) is a political subdivision of the State of Texas authorized by the Texas Commission of Environmental Quality (TCEQ) to provide water, sewage, drainage and other services. However, while MUDs can be a useful short-term development tool, they create a long-term concern for staff as the City may annex a MUD when the district no longer has any debt. The incorporation of a MUD into the City system can come with many challenges, including any dissimilarity in the capacities and technical design of the utility systems. Therefore, ensuring interlinking between MUDS (e.g. under AM Canal) is a major concern of city staff. Ordinances are being prepared for consideration to require interconnectivity.

Since 2007/2009, the City has increased the capacity of its utilities systems. The current capacity of water utilities is 1,944,000 gallons per day; the sewer system is currently permitted for 500,000 gallons per day. The City is actively pursuing the extension of utility hook ups through the purchase of easements, along SH 6 in particular. This will continue to be a priority, specifically if the City moves forward by designating the SH 6/FM 1128 intersection area as the “small commercial” area. The City is also looking for new ways to increase their water supply and capacity. The City has recently acquired a large sandpit and is exploring the possibility of using the stormwater runoff into the sandpit to coordinate with the Gulf Coast Water Authority

(GCWA) who is also seeking new water supplies. As the estimation of new City build out continues, so will its increased requirements for utility capacity.

[2007/2009 Comprehensive Plan Goals and Actions
for Utilities](#)

“Goal Statement #1 – Develop a Comprehensive Public Utilities Plan” – Not completed.

The City and Steering Committee both agree that this is a goal that needs to be accomplished. As such, they have made this a priority over the near future to commission and complete using CIP funds (see 2014 Utilities Goal Statement #1).

“Goal Statement #2 – Develop an Integrated Water and Sewer System Serving Old Manvel” – Not completed.

This has become a major concern for City staff in particular. Looking into the near future and the numerous MUDs within the City and its ETJ, the City recognizes that consistency between connections and the ability of the City to take over utility provision to its citizens is an issue that needs to be resolved at the inception. Therefore, the City and the Steering Committee have re-committed to accomplishing this goal t expanding it from just “Old Manvel” to all MUDs and potentially incompatible utility systems (see 2014 Utilities Goal Statement #2).

“Goal Statement #3 – Expand Water and Sewer System to serve Developments throughout the City” – Not completed.

While the City has been working towards completing this goal, perhaps the time frame of 1-5 years was not sufficient. The City continues to lay the groundwork for utility expansion and the Steering Committee agreed to make this a priority for the City moving forward (see 2014 Utilities Goal Statement #3).

2015 GOALS AND IMPLEMENTATION STEPS FOR UTILITIES

Goal Statement #1: Develop a Comprehensive Public Utilities Plan (continued from previous Comp Plan):			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Use CIP funds to contract Master Water Plan and a separate Master Sewer Plan			City Council
Incorporate consideration of where to locate the elevated water storage, now that they are required to fulfill the City’s utility needs, including emergency service needs into Master Water Plan			City Council
Ensure the Master Sewer Plan takes into consideration the elevation and topography of the City and ETJ, as well as identify appropriate locations to ensure advantageous planning and mitigate potential nuisances to adjacent property owners and land uses			City Council; engineer, staff
Ensure the Master Water Plan and Master Sewer Plan are compatible with the Major Thoroughfare Plan, and Master Open Space, Parks and Trails Plan			City Council; staff, parks & rec
Adopt the Master Water Plan and Master Sewer Plan as an amendment to the Comprehensive Plan upon completion in order to supplement the technical details and maps of the Plan and to educate future development on the vision of the City’s water, sewer and utility systems			City Council

Goal Statement #2: Develop and Encourage Integrated and Regional Water and Sewer Systems to Expand Utilities to Underserved Areas of Manvel and Incorporate Existing and Future Municipal Utility Districts (MUDs)

(continued from previous Comp Plan)

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Create regulatory policies to encourage and ensure interconnectivity for regional/ City-wide utility system that integrates MUDs into City system			Staff, Engineer, Council, Attorney
Establish requirements and design standards for MUDS and new subdivisions to ensure compatibility when City takeover occurs			Staff, Engineer, Council, Attorney

Goal Statement #3: Expand Water and Sewer System to serve Developments throughout the City
(continued from previous Comp Plan)

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Planning, Development & Zoning Commission Create partnership between the City and Manvel Economic Development Corporation (MEDC) to explore how to fund expanding infrastructure in order to support new and growing business development			PD&Z, MEDC, Council, Staff
Identify areas of anticipated or desired growth as target/ priority areas for utility expansion			Staff, engineer, MEDC, PD&Z, Council
Encourage larger regional plants from new developments in order to serve currently underserved areas of the City's utility system			Staff, engineer, developers

Recommendations:

In addition to the above goals and actions, the consultants make the following recommendations regarding utilities:

- Greater level of detail in plans,
- Revise maps to show existing plants,
- ID locations to ensure advantage planning, and
- Treatment plants in floodplain areas; consider tradeoffs for oversizing.
- Research funding options and understand sources for Manvel.
- Explore options to develop/encourage larger regional plants and cost-sharing options:
 - o Pro rata cost share,
 - o Build up similar plants in size,
 - o Impact fees, and
 - o Bonds.

SECTION 5 DRAINAGE

During the 2007/2009 Comprehensive Plan process, drainage was the number one issue cited by residents. Residents voiced concern that new developments will have a negative impact on the effectiveness of current drainage systems and they reiterated the importance of requiring drainage mitigation efforts in new developments.

The extent to which Manvel will be impacted by the impending changes in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) and the National Flood Insurance Program (NFIP) is still unknown. While the 2007/2009 Comprehensive Plan predicted minimal changes to the flood plain maps, revisions to government policy has shifted the responsibility to owners of homes in areas of flood-prone areas. As many of the proposed developments have land within the 100-year flood plain zone, map changes will have a significant impact on new and existing residents.

REGIONAL PERSPECTIVE: Drainage is a regional issue that requires coordination with other governmental entities. Continued collaboration with the three Drainage Districts or Conservation Districts whose jurisdictions include Manvel is essential for successful construction and management of local drainage in Manvel. Further, while there have not been updates to the Brazoria County Master Drainage Plan of 2002¹, the Houston-Galveston Area Council (HGAC) Hazard Mitigation Plan was recently updated in 2011². The report makes recommendations for Brazoria County as well as projects specific for the City of Manvel. Suggestions included the following:

- Acquire Repetitive Loss (RL) and Severe Repetitive Loss (SRL) properties in the 100-year floodplain, as identified by FEMA and NFIP.
- Improve GIS to include repetitive loss areas and structures.
- Improve drainage in Gates Loop subdivision, including deepening and widening ditches around Gates Loop and Sandy Point Rd.
- Improve drainage in Flora Street, including storm sewer rehabilitation and ditch cleaning.
- Improve drainage on State Highway 6, including storm sewer rehabilitation, ditch deepening, and subregional detention ponds.

¹ <http://www.brazoria-county.com/engineer/Brazoria%20County%20Criteria%20Manual%20Scanned.pdf>

² http://www.h-gac.com/community/community/hazard/hazard_mitigation_plan.aspx

- Improve drainage on Alleluia Trail, including storm sewer rehabilitation and ditch deepening.

2007/2009 Comprehensive Plan Goals and Actions for Drainage

The City has made a concerted effort to address and tackle drainage issues. One of the most significant recent projects by the City is the acquisition and planned development of a large sand pit. This will be a significant component to the City's drainage program, as the City will direct runoff into the pit for storage. Due to state regulations, the City faces certain limitations in the use and distribution of rainfall and runoff (i.e. anything in navigable waterway is state water); however, City staff has been diligent in understanding these limitations and working within them. The City has also made significant strides in completing the goals established in the 2007/2009 Comprehensive Plan.

“Goal Statement #1 – Develop a Master Drainage Plan for Manvel” – Accomplished 2014.

The 2013 Capital Improvement Plan (CIP) authorized the City to conduct a drainage plan. The City recently completed its first Master Drainage Plan, which is currently pending approval by City Council. If approved, this is a significant accomplishment for the City as it will be an essential tool for coordination and collaboration both with the new developments as well as the other drainage regulatory bodies. The Master Drainage Plan should be reviewed every 3 to 5 years; however, a significant boom in population or development can trigger a required review prior to that.

“Goal Statement #2 – Develop Drainage Design Criteria and Standards” – Accomplished 2012; reviewed bi-annually.

In 2008, the City adopted drainage design criteria as section 5 in the “City of Manvel – Design Criteria Manual” as Resolution 2008-R-04. The Design Criteria Manual, which is located online³, has been revised subsequently in 2008, 2010 and 2011. As recommended in the 2007/2009 Comprehensive Plan, the manual outlines drainage policies and procedures, provides calculations and an itemized list for complete drainage plans, identifies right-of-way requirements for drainage facilities, and provides information concerning development in the 100-year floodplain. As the City continues to review and update this manual, it should include as part of that review consistency with other regional criteria manuals, specifically those in use by the three drainage districts, as well as the

³ <http://www.cityofmanvel.com/uploads/Permits/2012%20COM%20DCM.PDF>

Master Drainage Plan once adopted. Further, as part of the review, the design criteria should provide for some oversizing as well as include the use of the sand pit. The City should continue to work with Center Point Energy for use of ROWs and Flow thru.

“Goal Statement #3 – Develop Drainage Capital Improvement Plan (CIP)” – Accomplished 2013; to be reviewed annually.

The City adopted its first CIP in 2013 with assistance of the City Engineer. As part of the CIP, the City was able to fund the Master Drainage Plan. The master plan will show new projects. The City will also need to review the CIP annually as the City development and City staff evaluates its accuracy and relevance.

“Goal Statement #4 – Enter into Interlocal Agreements with Brazoria County, Drainage Districts, Texas Department of Transportation, Railroads, Gulf Coast Water Authority, and Municipal Utility Districts” – Partially Accomplished; Continuous.

The City has actively worked to develop relationships with the three drainage districts and now has strong agreements and working relationships with Pearland Drainage Districts (DD #4) and the Brazoria County Drainage District (#5), and continues to work with the Conservation and Reclamation District #3.

2015 GOALS AND IMPLEMENTATION STEPS FOR DRAINAGE

The following goals and actions were developed by the Steering Committee to address the needs of the City’s drainage in the upcoming years. The Steering Committee agreed to continue with many of the important goals established in the previous comprehensive plan.

Goal Statement #1: Complete Master Drainage Plan			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
The Master Drainage Study has been commissioned; anticipate adoption in Spring 2015	Spring 2015		Council, consultants
The Master Drainage study will identify the existing physical barriers and factors to drainage within context of location; it will also identify areas of opportunity for land acquisition and ordinance	2015		Council, staff, MEDC

changes.			
Adopt the Master Water Plan and Master Sewer Plan as amendments to the Comprehensive Plan	Spring 2015		Council, staff
Account for City's plans and policies for reclamation and reuse of water			
Implement the newly adopted Drainage Capital Improvement Plan (CIP) and review annually for updates and efficacy.			

Goal Statement #2: Continue to update and review drainage design criteria and standards on a semi-annual/annual basis.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Review Design Criteria Manual for consistency with the Master Drainage Plan	Summer 2015		Staff, consultants, engineer
Restructure City ordinances to address issues of full build-out.	EOY 2015		Staff, consultants, engineer
Implement and require the latest technology in water collection and conservation in design criteria for drainage structures	EOY 2015		Staff, consultants, engineer

Goal Statement #3: Continue to maintain and control projects in the floodplains.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES

Identify community solutions to mitigate drainage and include drainage in water-management plan in order to efficiently use overflow	2015		Staff, engineer, consultants, HGAC, Brazoria County
Encourage the repurposing of land and drainage systems to capture overflow and retain for future use	2105		Engineer, staff, PD&Z, Council
Anticipate new FEMA Floodplain map and prepare for the potential implications	2015; ongoing		Engineer, Staff

Goal Statement #4: Continue to coordinate and maintain interlocal agreements with Brazoria County, Drainage Districts 3, 4 and 5, Texas Department of Transportation, Gulf Coast Water Authority, and Municipal Utility Districts (MUDs).

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Identify potential ways to increase partnership with Conservation and Reclamation Drainage District 3, 4 and 5			Staff, engineer
Work with Center Point and Railroads for joint use of their right-of-way			Staff
Continue to enter advantageous interlocal agreements with others on a per project basis, and identify other strategic partners.			Council, staff, Brazoria County

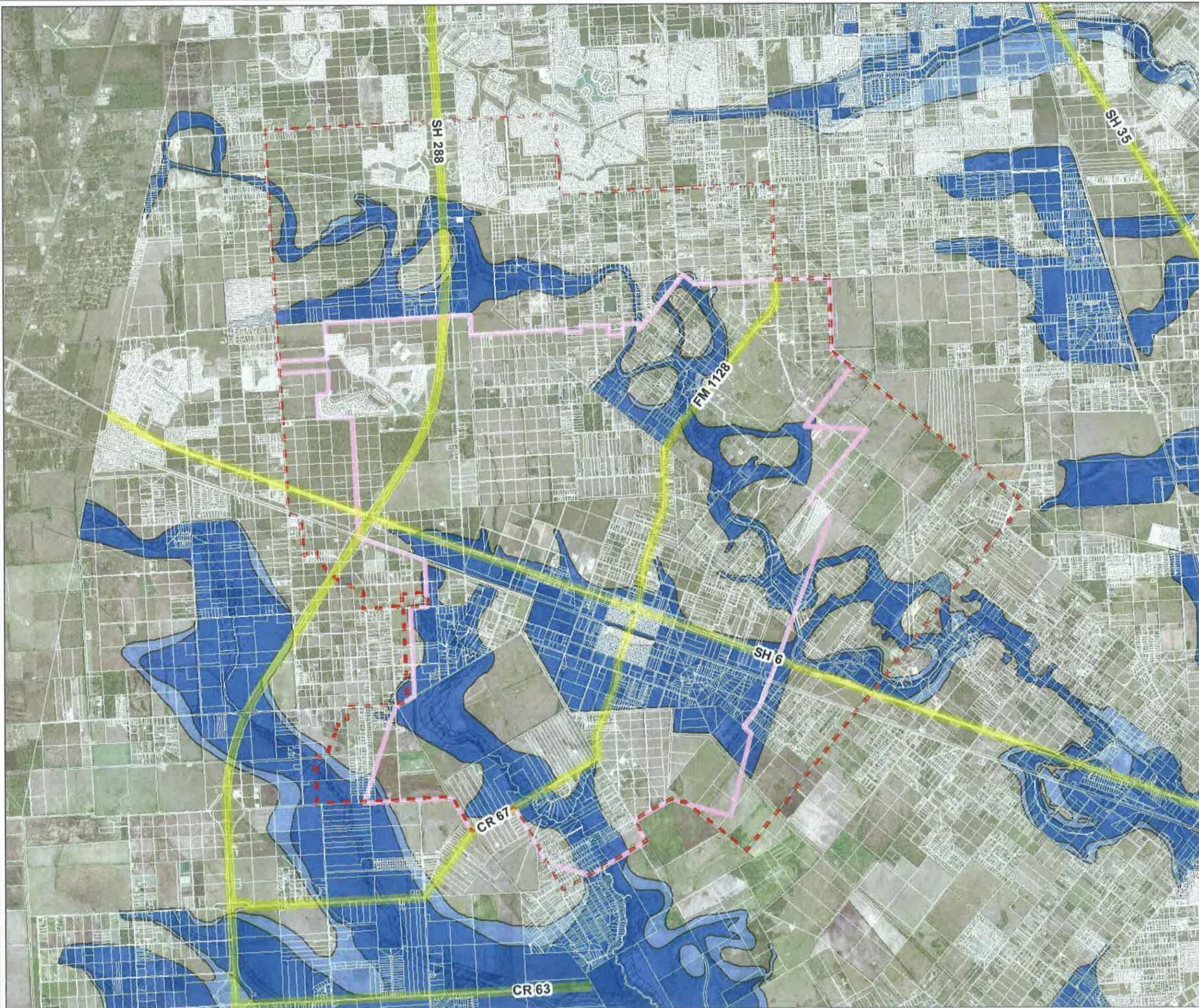
Recommendations:

- Research and review the relevance of zero-effect drainage and low-impact development (LID) design regulations in order to minimize the impact of new development on drainage; especially for business growth and commercial development along SH 6. The practice of LID design is explored further in the Environment, Conservation and Sustainability section.
- If the City is not actively pursuing this program, it should consider the National Flood Insurance Program (NFIP) Community Rating System (CRS) as a way of promoting the awareness of flood insurance and reducing flood insurance rates in its jurisdiction.

- Identify requirements that trigger review/update to master drainage plan.
- Update development map, proposed improvements – move to future land use.
- Incorporate canals and railroad into ditches, etc.
- Incorporate Bridges culverts; identify how many bridges exist within the City and are under the City’s authority; add bridges city versus TXDOT.
- Enlarge re-purposing of sandpits and smaller land.
- Research and incorporate, if appropriate, grey water use.
- Council should consider a drainage impact fee.

DRAINAGE

FLOODPLAIN MAP



 Brazoria Major Roads

 Manvel ETJ

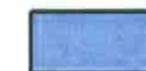
 Manvel City Limits

FLOODWAY

 Floodway

FEMA ZONE

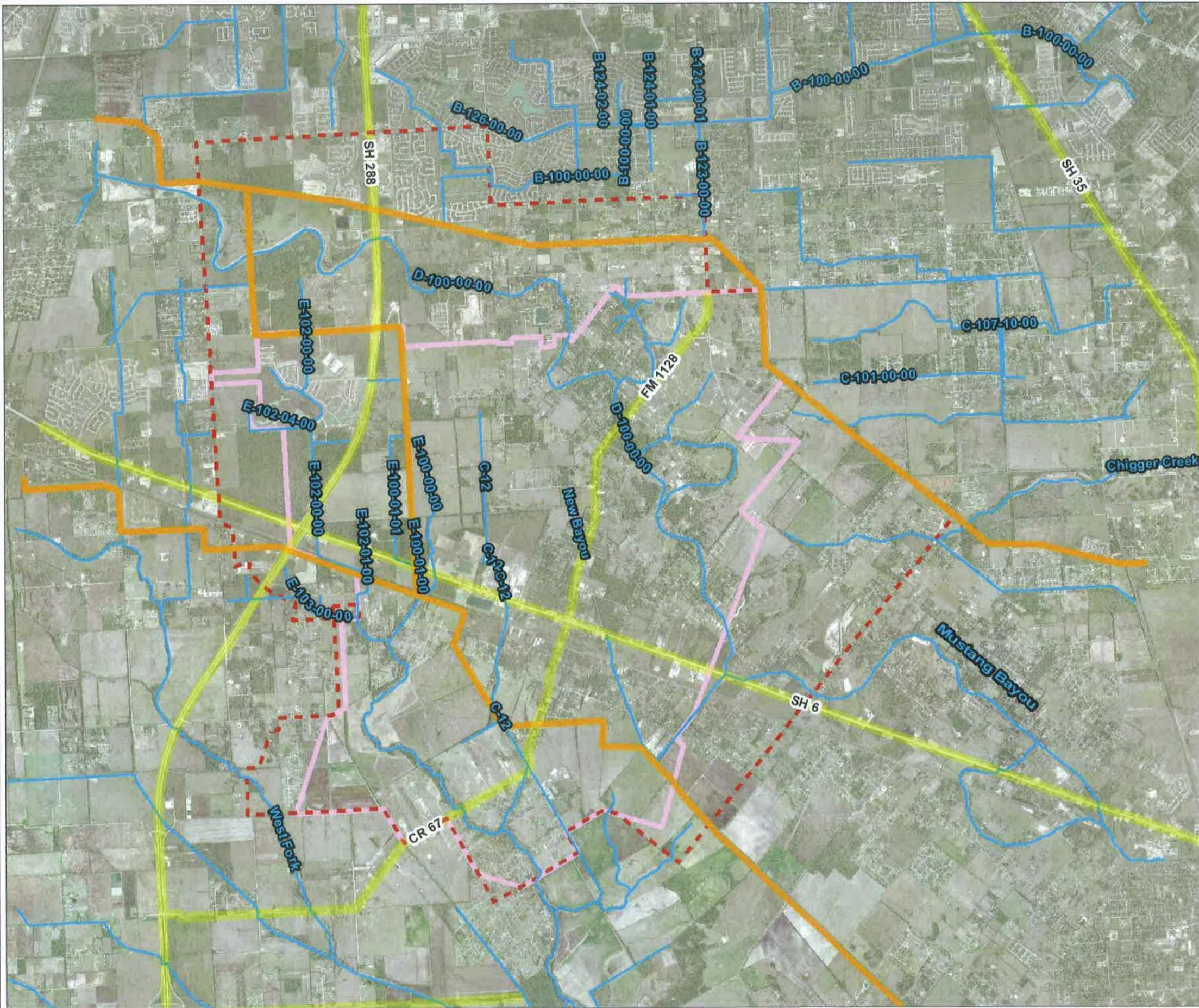
 100 Year Flood Plain

 500 Year Flood Plain



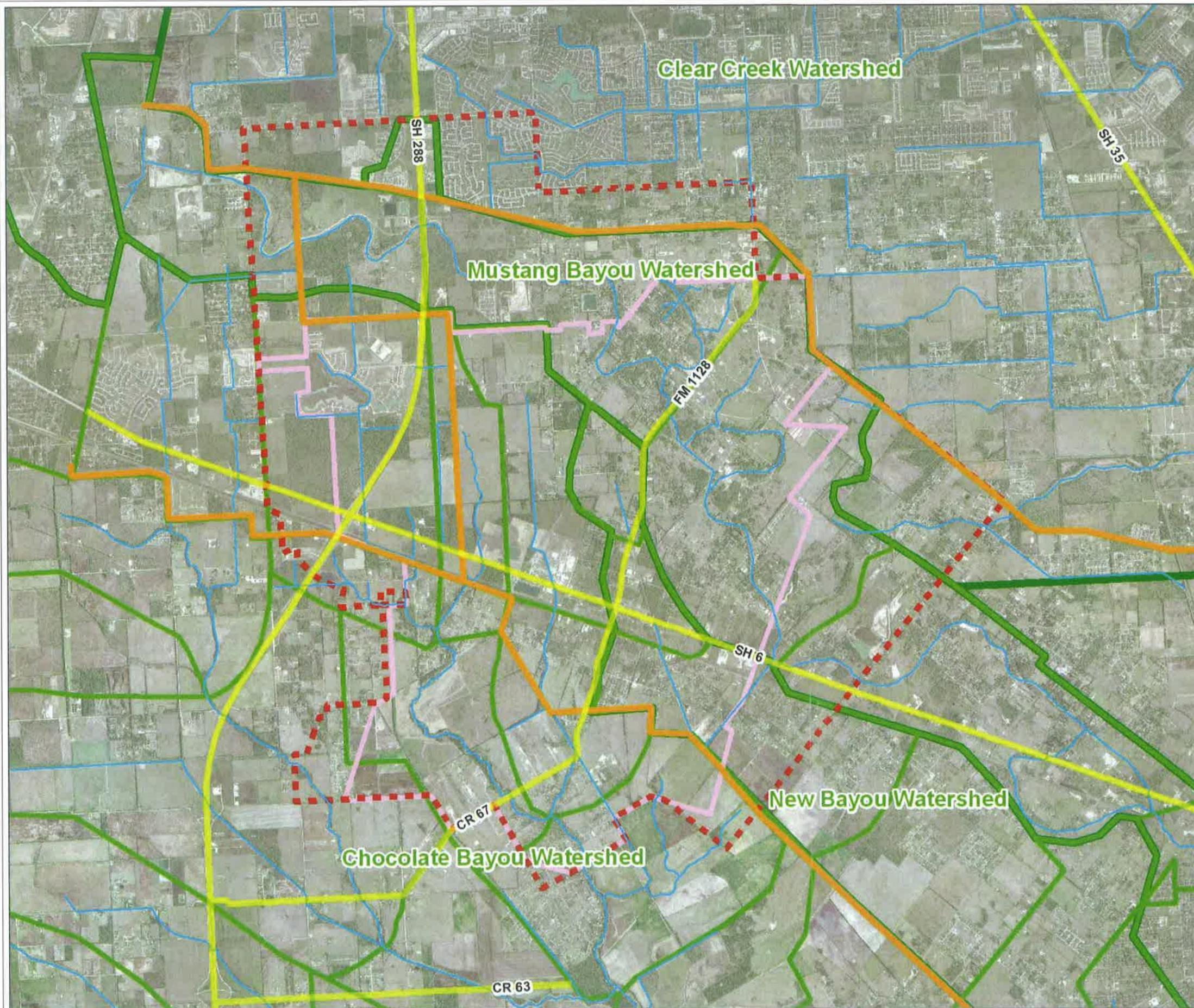
DRAINAGE

DITCHES, CREEKS &
BAYOUS



-  Brazoria Major Roads
-  Canal
-  Tributary
-  Manvel ETJ
-  Manvel City Limits

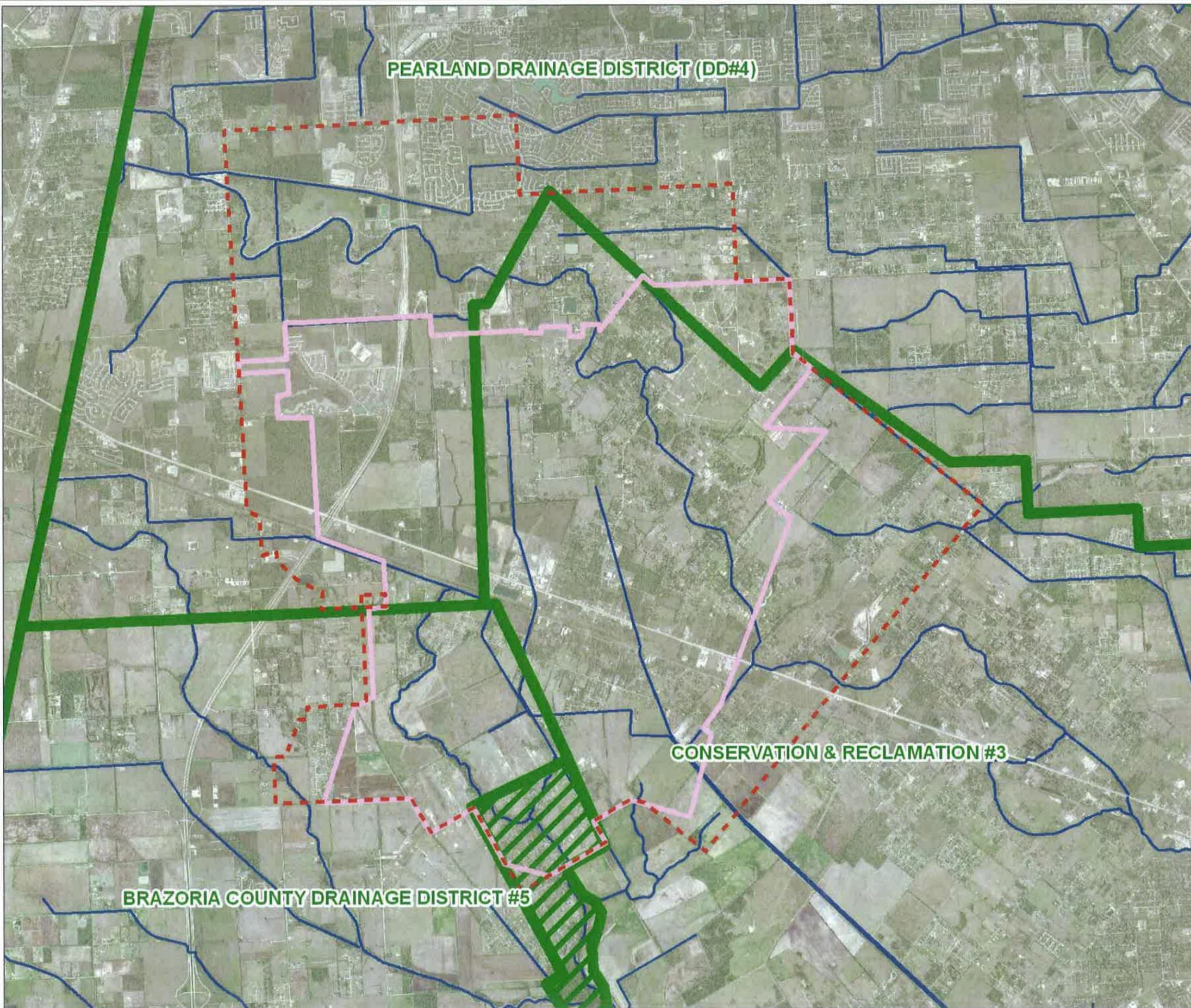
WATERSHED MAP



-  Brazoria Major Roads
-  Canal
-  Streams
-  Manvel ETJ
-  Manvel City Limits
-  Sub Drainage Areas
-  Brazoria Watersheds

DRAINAGE

DRAINAGE DISTRICTS



- Manvel ETJ
- Manvel City Limits
- Brazoria Drainage Districts
- Area Not In Drainage District
- Streams



DRAINAGE

ELEVATED CANALS
AND RAILROADS

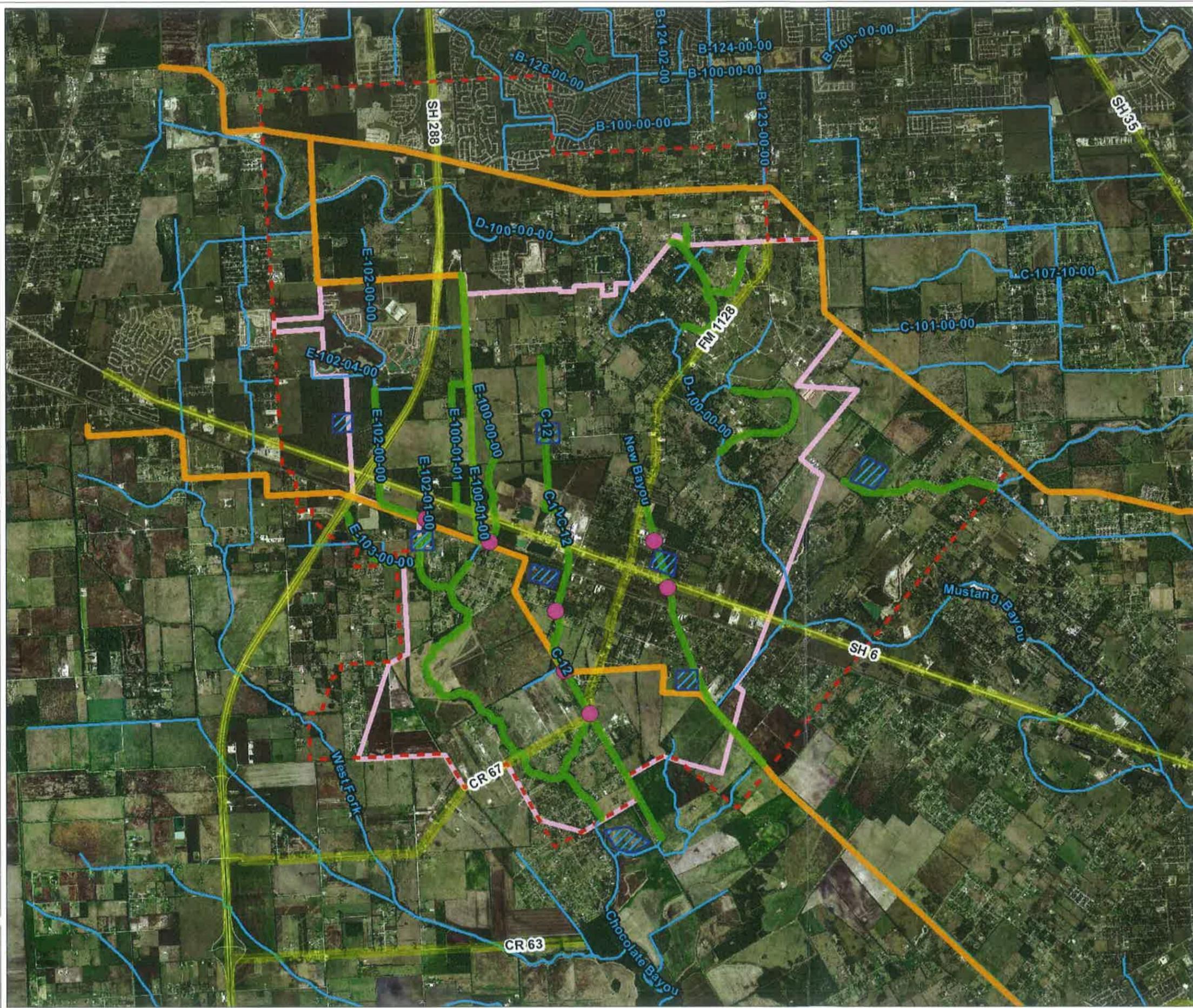


- +— Railroad
- Canal
- - - Manvel ETJ
- Manvel City Limits
- Brazoria Major Roads



DRAINAGE

PROPOSED
IMPROVEMENTS



- Bridge/Culvert Improvements
- ▬ Brazoria Major Roads
- ▨ Proposed Detention
- ▬ Channel Improvements
- ▬ Canal
- ▬ Streams
- ▬ Manvel ETJ
- ▬ Manvel City Limits



SECTION 6 TRANSPORTATION

Currently, Manvel residents have an average commute of 32.3 minutes. According to the 2010 Census, the clear majority of commuters travelled alone, while a few carpooled (88% and 9%, respectively). No resident claimed to take public transportation, walk or bike to his or her place of work. This is not surprising given the lack of public transportation opportunities and the location of the region's employment centers. The pressure will increase on Manvel's roads if single-driver automobiles remain the main source of transportation to and from work.

The City relies heavily on SH 6 and SH 288 as its major transportation corridors, and FM 1128 increases in use as a connecting corridor to the City of Pearland. However, the intensity of development along these streets has proven difficult to manage while still maintaining the City's aspired "rural character." Further, construction of two toll lanes along Texas 288 within the existing grassy median between the Texas Medical Center and Brazoria County is planned to start in 2015.¹ This will bring more people and cars while hoping to relieve the transportation pressures Brazoria County currently feels. The City continues to explore alternative options for the movement of traffic as the population and development rise. As such, it will be essential that the City work closely and with transparency with residents in order to improve buy-in and avoid conflict further on.

A recent study by the Northern Brazoria County/Pearland Subregional Planning Initiative (SPI)² recommended the following projects and programs for the area:

- Roadway improvements – Intended to reduce congestion and improve connectivity throughout the SPI region
- Land use policy strategies – Intended to position for future improvements, particularly around identified 'Activity Centers'
- Incremental transit improvements - Intended to relieve congestion, enhance mobility to and from regional employment centers, provide transportation choice, and enhance economic development potential

¹ Source: "Texas 288 toll project poised for state board approval" by Dug Begley. Houston Chronicle, October 30, 2013. <<http://blog.chron.com/thehighwayman/2013/10/texas-288-toll-project-poised-for-state-board-approval/>>

²Northern Brazoria County/Pearland Subregional Planning Initiative (SPI), Transportation + Land Use Vision Plan, Report and Implementation Workbooks, <https://www.h-gac.com/taq/sub_regional/brazoria-pearland.aspx>

- Bicycle & pedestrian improvements – Intended to enhance livability and connect neighborhoods, parks, activity centers, and other major destinations
- Increased long-range transportation coordination among sub-regional partners
- Strategic status updates of certain transportation improvements

2007/2009 Comprehensive Plan Goals and Actions for Transportation

The City continues to use the transportation plan laid out in the 2007/2009 Comprehensive Plan when discussing new roads with developers and residents. While there have been certain difficulties in interpreting the map, it continues to be a useful tool. The City has begun to explore options for commissioning a Major Thoroughfare Plan in order to more clearly communicate its vision for transportation to developers and citizens alike. The City must work to include alternative methods of transportation. Pedestrian and bike traffic will become more important and can be positive solutions to the pending traffic congestion.

“Goal Statement #1 – Educate City Council, PD&Z and MEDC on the Transportation Corridor Plan and how it should be used” – Not complete.

The City anticipates commissioning a Master Thoroughfare Plan in the near future. This goal should be revived as part of that plan to ensure that all City Boards understand the influence and impact that the plan will have, and how it should be used in the future.

“Goal Statement #2 – Develop a set of context sensitive right-of-way design standards” – Accomplished, in part.

The City’s Design Criteria Manual does include a set of standards for developments in the right-of-way; however, it does not include a typography setting for the design of the streets. This can be included in the Major Thoroughfare plan in order to encourage the implementation of the type of streets that Manvel wants. The City should also keep in mind that “streets” and “transportation” should focus on the “creation of an enhanced roadway system that fosters the inclusion of both vehicular and non-vehicular methods of moving people and goods,” as stipulated in the 2007/2009 Comprehensive Plan. This will also be essential for the development of a downtown and the increased walkability that citizens want.

“Goal Statement #3 – Utilize new development proposals to build a transportation corridor system in conjunction with other infrastructure and transportation modes” – Accomplished/Continuous.

The City has had a degree of success in creating new infrastructure by utilizing new developments to support the growth of the City. This continues to be a goal and tool that the City will use moving forward.

2015 GOALS AND IMPLEMENTATION STEPS FOR TRANSPORTATION

The Steering Committee recognized the need to address the increasing demand on City streets for automobile traffic. As alternatives, they discussed decreasing congestion on the main roads, by increasing connectivity throughout the City by working to decrease the number of cul-de-sacs and dead ends, and increasing subdivision requirements to build grids. They also discussed the importance of SH 6 as the entry corridor for the City. The anticipated thoroughfare plan will play an important role in enforcing the goals set forth by the Steering Committee. The Committee also recognized that the thoroughfare plan is closely interlinked with the parks and trails plan, as well as utility and drainage plans, as it will outline the path for future development. Identifying the City’s right-of-way space will also help facilitate this process.

Goal Statement # 1: Collect data to develop and improve geographic information systems (GIS) and Earth mapping resources for real strategic planning through a right-of-way inventory assessment and maintenance responses.			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Collect information from developers and other sources to the include in GIS	Ongoing		Engineer
Create official street map	2015		Engineer, Staff, Council
Use data and analysis to inform Major Thoroughfare Plan	1-2 yr.		Engineer, consultant, staff

Goal Statement # 2: Identify and implement strategic funding opportunities and put in capital improvement plan (CIP) to coordinate infrastructure and road expansion with development improvements.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Explore funding options for park and ride or other public transportation opportunities	1-5 years		HGAC, Metro
Incorporate future toll road expansion into Thoroughfare Plan in order to identify impacts and opportunities	Ongoing		TXDoT, HGAC, Engineer

Goal Statement # 3: Create livable centers and develop connectivity and transportation options to address emergencies and mitigate congestion, through alternate routes to SH 6 and connections to SH 288, as well as coordinate with alternative forms of travel, such as hike and bike trails.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Apply for the Livable Centers Study using Manvel Economic Development Corporation (MEDC funds), and adopt results as an amendment to Comprehensive Plan	2015 funding cycle		Staff, MEDC, HGAC, Council
Revise ordinance to minimize cul-de-sacs and prioritize grid pattern development where terrain allows	2015		Staff, Council, Engineer, PD&Z, Consultants

Goal Statement # 4: Contract a Major Thoroughfare Plan to define future needs and current capacities of the City's roads, as well as a tool to maintain the rural character of the City and identify goal of roads and locations.

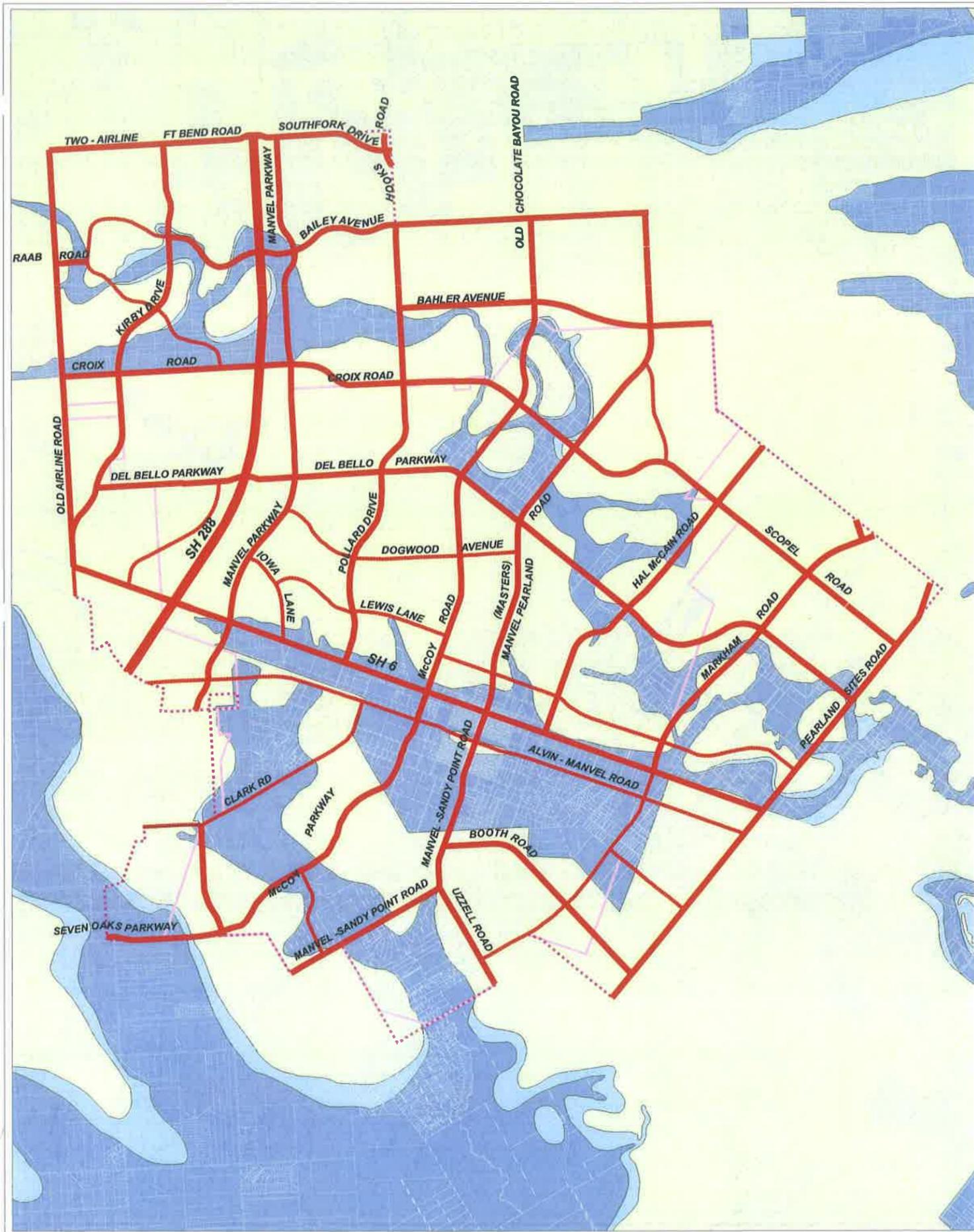
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Coordinate final plans with water, sewer and drainage plans	As plan is completed		Staff, PD&Z

Develop cross sections that reflect the desired rural character and are sufficient for expected roadway capacity and drainage requirements, as well as pedestrian, bicycle and horse traffic	w/in 6 mos. of adoption of Major Thoroughfare Plan		Engineer, staff
--	--	--	-----------------

Recommendations

In addition to goals and actions, the consultants make the following recommendations regarding transportation:

- Incorporate/explore “Complete Streets” design requirements into thoroughfare plan. Complete Streets is a policy approach, which requires the design and development of streets to consider all modes of transportation: pedestrian, bike, motorists, and public transit. A “complete street” will consider both the best way to move a car from point A to point B, but also how those travelers will interact with the amenities and environment of that street.
- Continue to coordinate and communicate with neighboring cities and regional bodies on thoroughfare plans and roadway projects.
- Ensure alignment with Master Drainage Plan and Master Open Space, Parks and Trails Plan.



TRANSPORTATION CORRIDOR PLAN

ORDINANCE NO. 2009005
ADOPTED 23 FEBRUARY 2009

-  "100-year" (1% or greater annual chance)
-  "500-year" (0.2% - 1% annual chance)
-  (less than 0.2% annual chance)
-  ETJ - City of Manvel
-  City Limits - City of Manvel
-  Major Corridor
-  Minor Corridor



SECTION 7

ENVIRONMENT, CONSERVATION AND SUSTAINABILITY

As an important element to maintaining Manvel’s rural character, the Steering Committee was particularly interested in conservation and maintenance of parks and open space, as well as the encouragement and promotion of green and sustainable development practices. This will require the City to take active steps in the conservation of open space, as well as revise building requirements and codes. This could entail working closely with developers during the design process of new subdivisions and commercial complexes in order to concentrate development and preserve as much of the open space as possible, as well as incorporate the latest in green building practices.

Water will be an essential part to the sustainability efforts by the City, and will be especially critical given the anticipated significant rise in residential households. In addition to seeking new sources of water, the Steering Committee was interested in promoting rainwater collection, recycling of effluent and use of grey water.

Limiting impermeable surfaces was of particular interest to the Committee. Low-impact development (LID) is a sustainable stormwater practice that the U.S. Environmental Protection Agency (EPA) promotes among communities in order to mitigate the impacts of development on drainage issues. The results of this approach essentially conserve the open space and natural elements of a site, both of which are important goals to the Steering Committee and are part of this Comprehensive Plan.

LID works with nature to manage stormwater as close to its source as possible, employing principals such as preserving and recreating natural landscape features that minimize impervious surfaces allowing a site to manage water in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Examples of LID tools include bio-retention facilities, rain gardens, green rooftops, rain barrels, and permeable pavements. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions.¹

As part of the effort and interest to improve the sustainable approach to development in Manvel, the Steering Committee also explored the ideas of dark sky ordinances, which regulate directional lighting, and the recycling of construction materials, such as decomposed crushed granite. The Committee was also interested in promoting native landscaping, Leadership in Energy & Environmental Design (LEED) principals to

¹ For more information on tools and practices, visit the EPA funded website, *Urban Design Tools, Low Impact Development* <<http://www.lid-stormwater.net/>>

structure green building codes², and materials to reduce urban heat. The City should also explore rural design principals, such as “Greenway Planning”, identifying secondary preservation lands and conservation easements. Many of these elements also promote increasing density in subdivisions in order to keep large tracts of land intact and preserving natural habitats.

**2015 GOALS AND IMPLEMENTATION
FOR SUSTAINABLE DEVELOPMENT**

<u>Goal Statement #1:</u> Increase and promote sustainable development and environments.			
ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Amend ordinances to allow green building and sustainable development options.	Summer 2015		Staff, consultants, engineer

² For more information on LEED building principals, see the US Green Building Council website, see <http://www.usgbc.org/leed>

SECTION 8 OPEN SPACE, PARKS AND TRAILS

The Steering Committee agreed that encouraging more open space, and uses for parks and trails, would not only preserve the semi-rural character of the City, but would also be a unique opportunity to foster recreational tourism. As part of the discussion, they acknowledged and explored various ways to keep costs down for the city and taxpayers, including identifying trail maintenance groups and working with developers and homeowners associations (HOAs) in the management of open space. The Steering Committee was especially interested in building upon and preserving the remaining open space and agricultural tradition for pedestrian and bike trails, horse trails, as well as exploring community sponsored agriculture (CSA), farmers markets and community gardens.

A Master Open Space, Parks and Trails Plan is a top priority, and upon completion, can be incorporated into and coordinated with the Master Drainage Plan and Major Thoroughfare plans in order to capitalize on the use of right-of-way easements along roads (ROWs). This means there is greater demand for the identification and indexing of the existing right-of-ways in the City. The City should also consider identifying and then capitalizing on the bike pathways that riders are using, and formalize those in the plan with programmed stops and destinations to promote tourism in the City.

2007/2009 Comprehensive Plan Goals and Actions for Parks and Open Space

“Goal Statement #1 – Develop a Public Facilities and Open Space Master Plan” – Not completed.

The Steering Committee has recommitted to the completion of this goal, with the intention to coordinate it with the Master Thoroughfare Plan and Master Drainage Plans.

2015 GOALS AND IMPLEMENTATION STEPS FOR PARKS AND OPEN SPACE

Goal Statement #1: Develop Master Open Space, Parks and Trails Plan.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Complete Master Open Space, Parks and Trail Plan	18 mos. – 2 yrs.		Consultant, staff, PD&Z, Parks & Rec advisor/comm.
Coordinate Master Open Space, Parks and Trails Plan with Thoroughfare Plan, as well as Drainage Plan to identify opportunities for programming and land	18 mos. – 2 yrs.		Consultant, staff, PD&Z, Parks & Rec advisor/comm.
Establish innovative parks and recreation plan and uses that are self-supporting	18 mos. – 2 yrs.		Consultant, staff, PD&Z, Parks & Rec advisor/comm.
Incorporate green/tree goals into Parks Plan	18 mos. – 2 yrs.		Consultant, staff, PD&Z, Parks & Rec advisor/comm.
Ensure consistency with and add as an amendment to the Comprehensive Plan	18 mos. – 2 yrs.		Consultant, staff, PD&Z, Parks & Rec advisor/comm.

Goal Statement #2: Promote trails and open space in the planning phase of new developments.

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Review and update the parks dedication ordinance and other relevant ordinances that require dedication of open space as part of new developments	6 mos.		Staff, Attorney, PD&Z, Council
Rely upon Open Space, Parks and Trails Plan as guiding document for private and public investment in public spaces	2 yrs.		PD&Z, Council

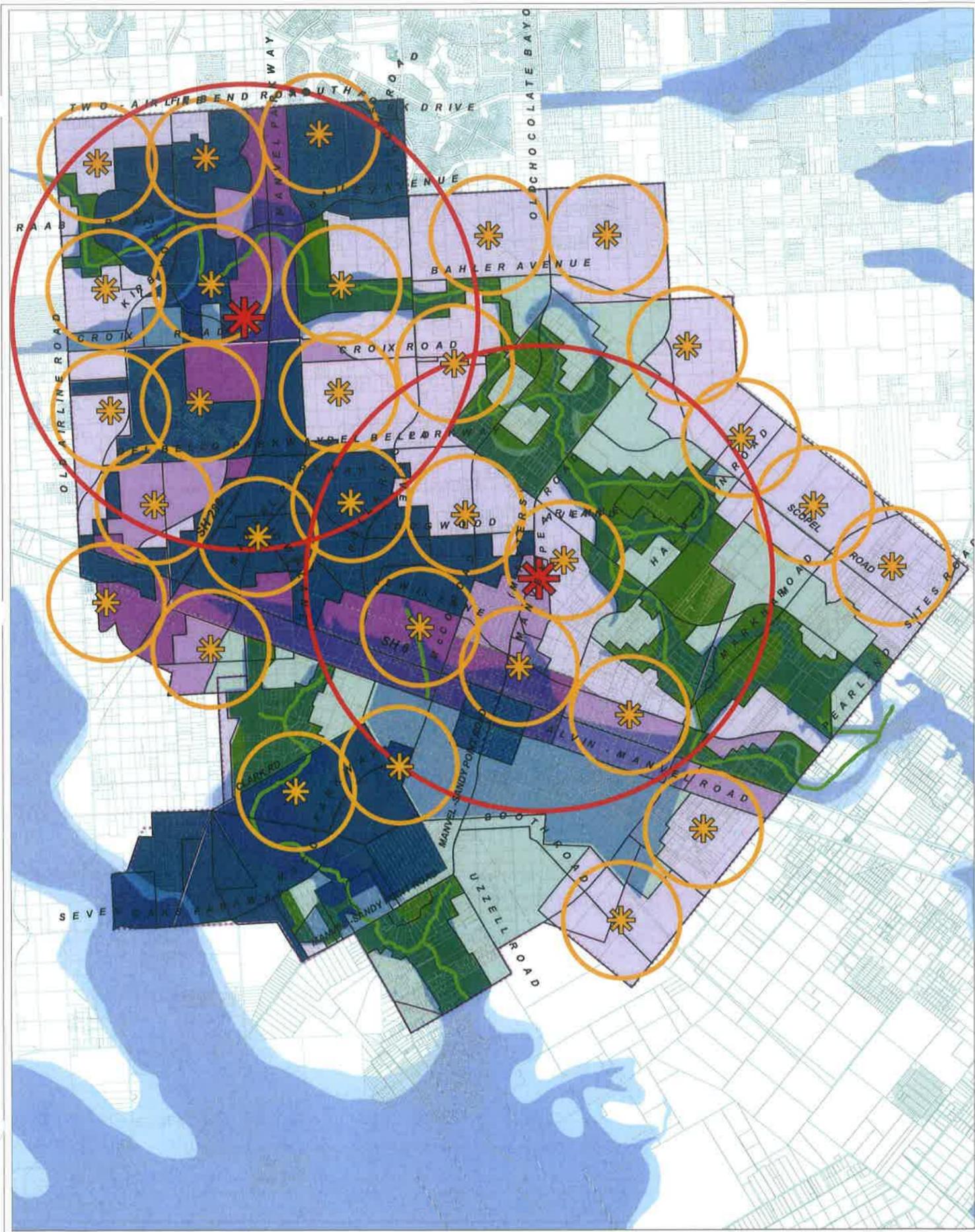
Goal Statement #3: Develop regulations to allow, promote and encourage conservation of open space and local agriculture

ACTION	TIME FRAME	RESOURCES	RESPONSIBLE PARTIES
Reserve space in parks to encourage community and urban gardening	5 yrs.		
Identify space for and promote local and organic agriculture through community events such as a farmers’ markets	5 yrs.		

Recommendations:

In addition to the above goals and actions, the consultants make the following recommendations regarding Parks, Trails and Open Space:

- Ensure that open space is used, as well as maintained and safe. It important to think about how much space is actually needed and how it will be used with enough frequency to keep the City invested in its maintenance, as well as attracting people there. The Master Parks Plan should incorporate the “Power of Ten” concept to identify these opportunities.
- Create a Parks and Trails subcommittee from the Steering Committee to guide the master planning process, with the anticipation that they will continue service to the City as the Parks and Recreation Committee as the goals of the master plan are achieved.
- Coordinate the open space plan with the development of the new City Hall building/town center.
- Explore funding options for local food growth: CSAs, farmer’s market, community gardens and urban chickens/farming opportunities.



MANVEL
2007 COMPREHENSIVE PLAN

PUBLIC FACILITIES / OPEN SPACE

**PARKS AND
OPEN SPACE**

ORDINANCE NO. 2009005
ADOPTED 23 FEBRUARY 2009

Parks and Trails System

-  Community Park and 2 mile service area
-  Neighborhood Park and 1.2 mile service area
-  Primary Pedestrian/Cyclist Connector
-  Secondary Pedestrian/Cyclist Connector
-  Local Pedestrian Connector
-  "100-year" floodplain
-  "500-year" floodplain
-  Community park Service Area
-  Neighborhood Park Service Area
-  ETJ - City Of Manvel
-  City Limit - City of Manvel



SECTION 9 COMMUNITY IMAGE

While the Steering Committee did not address the Community Image section in detail, they did discuss the need to improve the City's public relations strategy in order to communicate the projects and vision of the City more effectively. These goals and actions have been incorporated mainly into other sections of this Plan, specifically the Economic Development section, anticipating that the actualization of these goals will best be delivered by the MEDC.

2007/2009 Comprehensive Plan Goals and Actions:

“Goal Statement #1 – Ensure Zoning, Subdivision, Sign Ordinances and Permit Process Provide Ease and Consistency of Administration” – Continual.

The City continues to review and update its ordinances. Further, the comprehensive plan revision process established a need to revisit the City's zoning and subdivision ordinances. The City is looking specifically to rewrite its sign ordinances, and the proposed zoning and subdivision ordinance rewrite can also clarify and provide consistency in the administrative process for development.

“Goal Statement #2 – Establish Design Standards for Commercial Areas” – Not complete.

This goal ties into the original concept that the City would create and adopt a form-based code based on intensity development zones. While creating design standards for commercial areas may not remain a relevant goal to the Comprehensive Plan revisions, the review and update to the Parks Plan and Open Space requirements in the subdivision and possibly zoning ordinance would effectively achieve establishing a requirement of open space and prevent the type of developments the residents do not want.

However, the City did designate an overlay district in which new façade requirements have been established. This is one way that the City can address the aesthetic goal originally laid out in adopting form-based codes, while continuing to use the traditional Euclidean form of land use regulation.

“Goal Statement #3 – Establish a ‘Keep Manvel Beautiful Committee’ – Not complete.

While this goal has not been completed or incorporated into the 2014 goals, the City may reconsider the establishment of this committee as the review/Steering Committee for the Master Open Space, Parks and Trails Plan with the idea of

continuing their involvement on a regular basis. This may help to support the development and programming of the open spaces, in anticipation of the expansion of City staff, and the establishment of specific departments, such as Parks and Recreation.