City of Alvin, Texas

Gabe Adame, Mayor

Meagan DeKeyzer, Mayor Pro-tem, District E
Martin Vela, District A
Chris Vaughn, District B
Richard Garivey, District C

Ashley Davis, District D
Keko Moore, At-Lg P1
Scott Salter, At-Lg P2

Alvin City Council Agenda

Thursday, November 20, 2025

7:00 PM

(Council Chambers)

Alvin City Hall, 216 West Sealy, Alvin, Texas 77511

Persons with disabilities who plan to attend this meeting that will require special services please contact the City Secretary's Office at 281-388-4255 or droberts@cityofalvin.com 48 hours prior to the meeting time. City Hall is wheelchair accessible, and a sloped curb entry is available at the south entrance to City Hall.

NOTICE is hereby given of a Regular Meeting of the City Council of the City of Alvin, Texas, to be held on Thursday, **NOVEMBER 20, 2025,** at 7:00 PM in the Council Chambers at: City Hall, 216 W. Sealy, Alvin, Texas.

1. **CALL TO ORDER**
2. **INVOCATION AND PLEDGE OF ALLEGIANCE**
3. **PRESENTATIONS**
   - A. Fire Departmental Presentation.
   - B. Alvin Comprehensive Plan Presentation.
4. **PUBLIC HEARING**
   - A. Public Hearing regarding the adoption of the proposed Comprehensive Plan.
5. **PUBLIC COMMENT**
6. **CONSENT AGENDA**
   - A. Consider approval of the November 6, 2025, City Council meeting minutes.
   - B. Consider approval of the November 13, 2025, City Council Workshop minutes.
7. **OTHER BUSINESS**
   - A. Consider a *Lift Station/Force Main Oversize Cost Participation Agreement* with Brazoria County Municipal Utility District 51 and Beazer Homes Texas, L.P. and authorize the Mayor to sign the agreement upon legal review.
   - B. Consider Ordinance 25-EE of the City Council of the City of Alvin, Texas, adopting the City of Alvin Comprehensive Plan; providing for a public hearing; providing for the plan to become effective upon its passage and approval; providing a repealer clause; proving a severability clause; providing an effective date; and setting forth other provisions related thereto.
   - C. Consider Resolution 25-R-28, casting votes for the Board of Directors of the Brazoria County Appraisal District.

D. Consider, if any, requests from individual council members for an item or items to be placed on the upcoming agenda for the next regularly scheduled meeting.

8. REPORTS FROM THE CITY MANAGER

A. Items of Community Interest and/or review preliminary list of items for next Council meeting.

9. ITEMS OF COMMUNITY INTEREST

Pursuant to 551.0415 of the Texas Government Code reports or an announcement about items of community interest during a meeting of the governing body. No action will be taken or discussed.

A. Hear announcements concerning items of community interest from the Mayor, Council members, and City staff, for which no action will be discussed or taken.

10. ADJOURNMENT

I hereby certify that a copy of this notice was posted on the City Hall bulletin board, a place convenient and readily accessible to the general public at all times, and to the City's website: www.alvin-tx.gov, in compliance with Chapter 551, Texas Government Code, on **MONDAY November 17, 2025, at 5:15 p.m.**

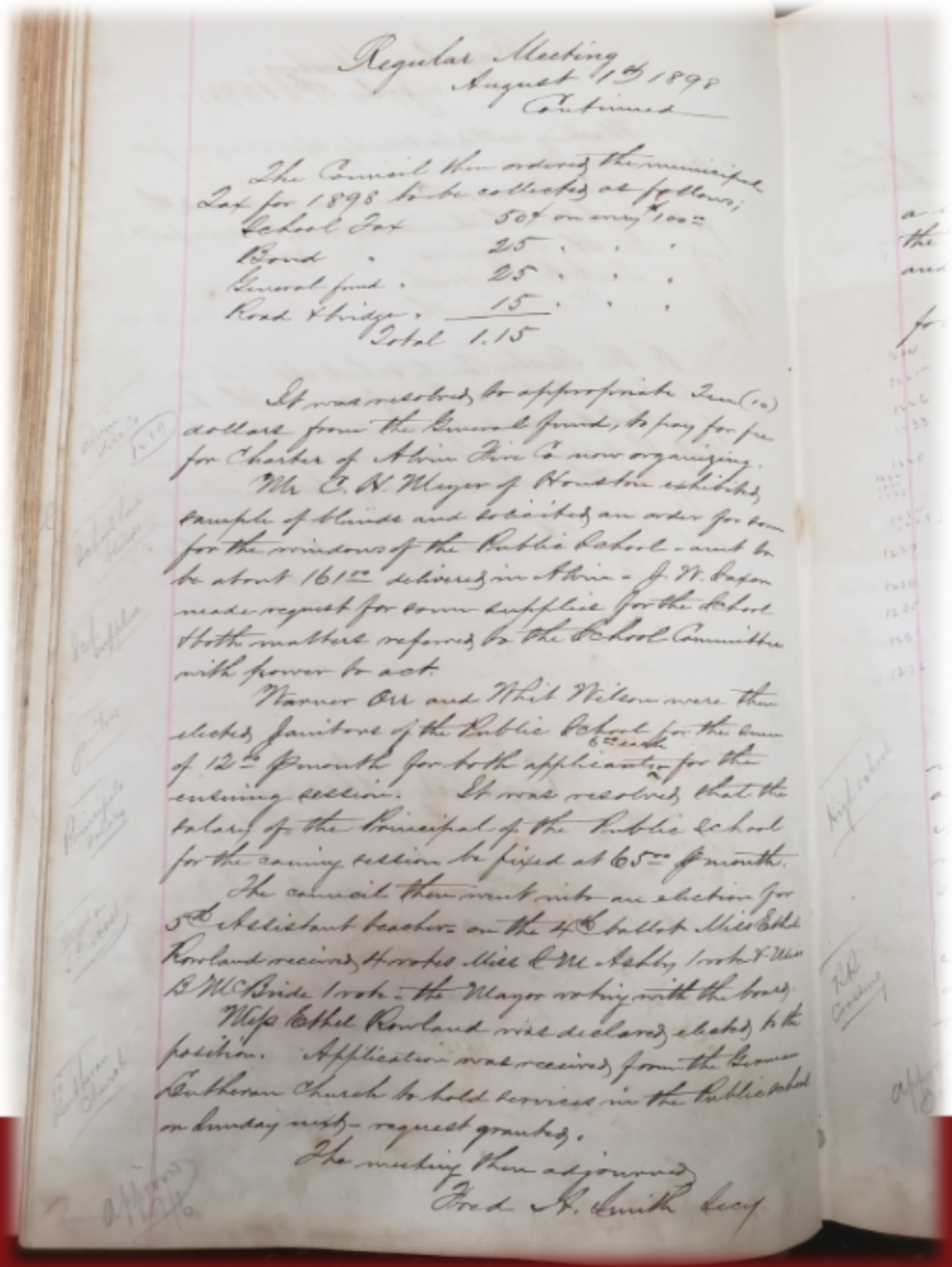
/s/ Dixie Roberts
Dixie Roberts, City Secretary

Removal Date: _____

**** All meetings of the City Council are open to the public, except when there is a necessity to meet in Executive Session (closed to the public) under the provisions of Chapter 551, Texas Government Code. The Council reserves the right to convene into executive session on any of the above posted agenda items that qualify for an executive session by publicly announcing the applicable section of the Open Meetings Act, including but not limited to sections 551.071 (litigation and certain consultation with the attorney), 551.072 (acquisition of interest in real property), 551.073 (contract for gift to city), 551.074 (certain personnel deliberations), or 551.087 (qualifying economic development negotiations).**

Fire Department

CITY OF
ALVIN
EST. TEXAS 1879



Regular Meeting
August 1st 1898
Continued

The Council then ordering the municipal
Tax for 1898 to be collected as follows;
School Tax 50¢ on any $100
Bond " 25 " "
General fund " 25 " "
Road & Bridge " 15 " "
Total 1.15

It was resolved to appropriate Ten (10)
dollars from the General Fund, to pay for fee
for Charter of Alvin Fire Co now organizing.
Mr. E. K. Mayer of Houston exhibited
sample of blinds and solicited an order for them
for the windows of the Public School - and to
be about 161 in number delivering in Alvin - J. N. Dupon
made request for some supplies for the School
Both matters referred to the School Committee
with power to act.

Warner Orr and Whit Nelson were then
elected Janitors of the Public School for the term
of 12 months for both applicants for the
ensuing session. It was resolved, that the
salary of the Principal of the Public School
for the coming session be fixed at 65 $ month.

The Council then went into an election for
Assistant teachers on the 4th ballot Miss Ethel
Rowland received, two votes Miss E. M. Kelly 1 vote & Miss
B. M. Bride 1 vote - the Mayor voting with the two.

Miss Ethel Rowland was declared elected to the
position. Application was received from the German
Lutheran Church to hold services in the Public School
on Sunday next - request granted.

The meeting then adjourned
Fred. N. Smith Secy

Alvin Fire Company

August 1, 1898

City Council minutes from August 1, 1898, are the first recorded action referencing the creation of the Alvin Fire Department:

"It was resolved to appropriate Ten (10) dollars from the General Fund to pay for fee for Charter of Alvin Fire Co now organizing."

Alvin Fire Station

1940's

- Corner of Hood and Sealy streets.
- Truck on right still owned by the COA
- Truck on left was sold to City of Webster FD

Alvin Fire Station

1940's through 1965

- Truck in the middle is Ol #2
- Two story building to the right is City Hall and City Marshal's Office
- Large siren on top of City Hall

Alvin Fire Station 1

1965 through 2021

302 W. House St.

- Three expansions over 56 years
- 10,700 sq ft

Alvin Fire Station 1

2021 - Present

801 E South St.
$11.4 million
32,000 sq ft.

<u>Station 1 houses:</u>
Engine 11
Engine 12
Rescue 1
Tanker 1
Tower 1
Brush 1
HM 1 (Hazmat Trailer)
Ol' #2
Utility Trailer
8 support vehicles

Alvin Fire Station 2

1984 - Present

110 Medic Lane
4,000 sq ft.

<u>Station 2 houses:</u>

- Engine 21
- Brush 2
- HWV 1 (High Water Vehicle)
- Rescue Boat 3

Alvin Fire Station 3

2007 - Present

2700 FM 1462
7,000 sq ft.
$1.3 million

<u>Station 3 houses:</u>

- Engine 31
- Engine 32
- Brush 3
- Rescue Boats 1 & 2

Alvin Volunteer Firefighters

1942

2024

CITY OF ALVIN EST. TEXAS 1879

Alvin Volunteer Fire Department

Ladies Auxiliary

CITY OF ALVIN EST. TEXAS 1879

Fire Department Staff

Full Time

- Fire Chief / Fire Administrator
- Fire Marshal
- Assistant Fire Marshal
- Fire Inspector
- Firefighter
- Administrative Assistant II

Part-Time Staff

- Assistant Fire Administrator - vacant
- Fire Inspector (2)

CITY OF ALVIN EST. TEXAS 1879

Volunteer Firefighters – 67

Longevity

- 3 Members have served 48 – 56 years
- 16 Members have served 20 – 45 years
- 15 Members have served 10 – 19 years (2 females)
- 33 Members have served 10 years or less (4 females)
  - ➢12 Probationary Firefighters (2 females)
  - ➢12 Applicants for 2026 Recruit Academy

***967 years of service**

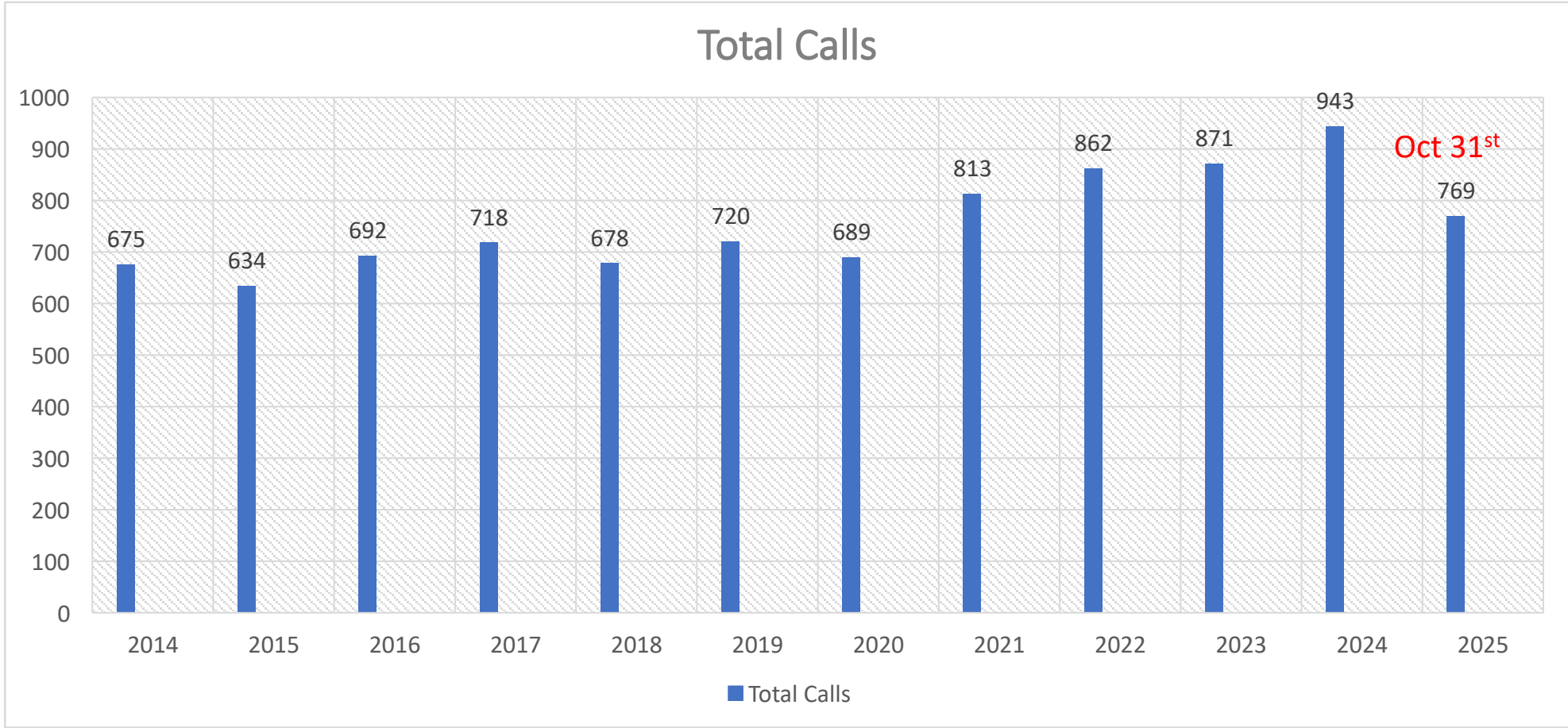
CITY OF ALVIN EST. TEXAS 1879

Recruiting and Retention

- Recruitment
- Training
- Equipment
- Pension and Insurance
- Job Opportunities – 8 have paid positions with other departments
- Jr. Fire Department

CITY OF ALVIN EST. TEXAS 1879

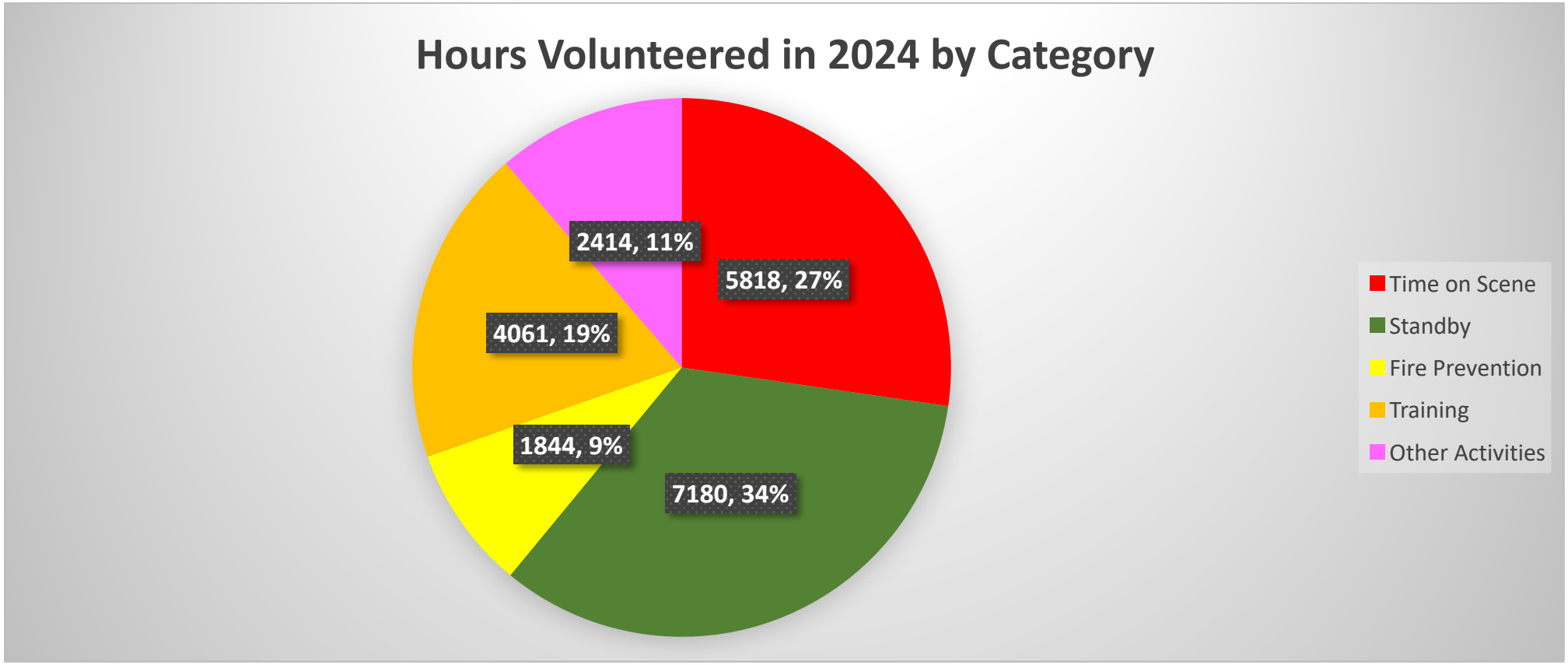
Fire Department Calls for Service



CITY OF ALVIN EST. TEXAS 1879

Fire Department Volunteer Hours

21,317 total hours



CITY OF ALVIN EST. TEXAS 1879

Fire Marshal's Office

CITY OF ALVIN EST. TEXAS 1879

Education

- Volunteer Firefighters participate with FMO
- Pre-School- Fire prevention programs
- Elementary School - Fire prevention programs- Pre K through 2nd
- Middle School- Career Days
- High School – Technical Trade Classes and Culinary Arts
- Businesses and Social Organizations

CITY OF ALVIN EST. TEXAS 1879

Inspections / Investigations 2025

- Annual Inspections – ~1,500 this year
- Pre-Development Meetings - 58
- Plan Reviews and New Construction Inspections - 77
- Fire Investigations - 10
- Fire Follow Up - 55
- Emergency Planning Meetings - 22
- Permits - 28

*3 Full Time / 2 Part Time

CITY OF ALVIN EST. TEXAS 1879

Additional Duties

- Fire Suppression, Rescue and Hazmat
- Apparatus Operators
- Department TCFP Training Coordinator
- Department PPE Inspector
- Duty Officer Coverage

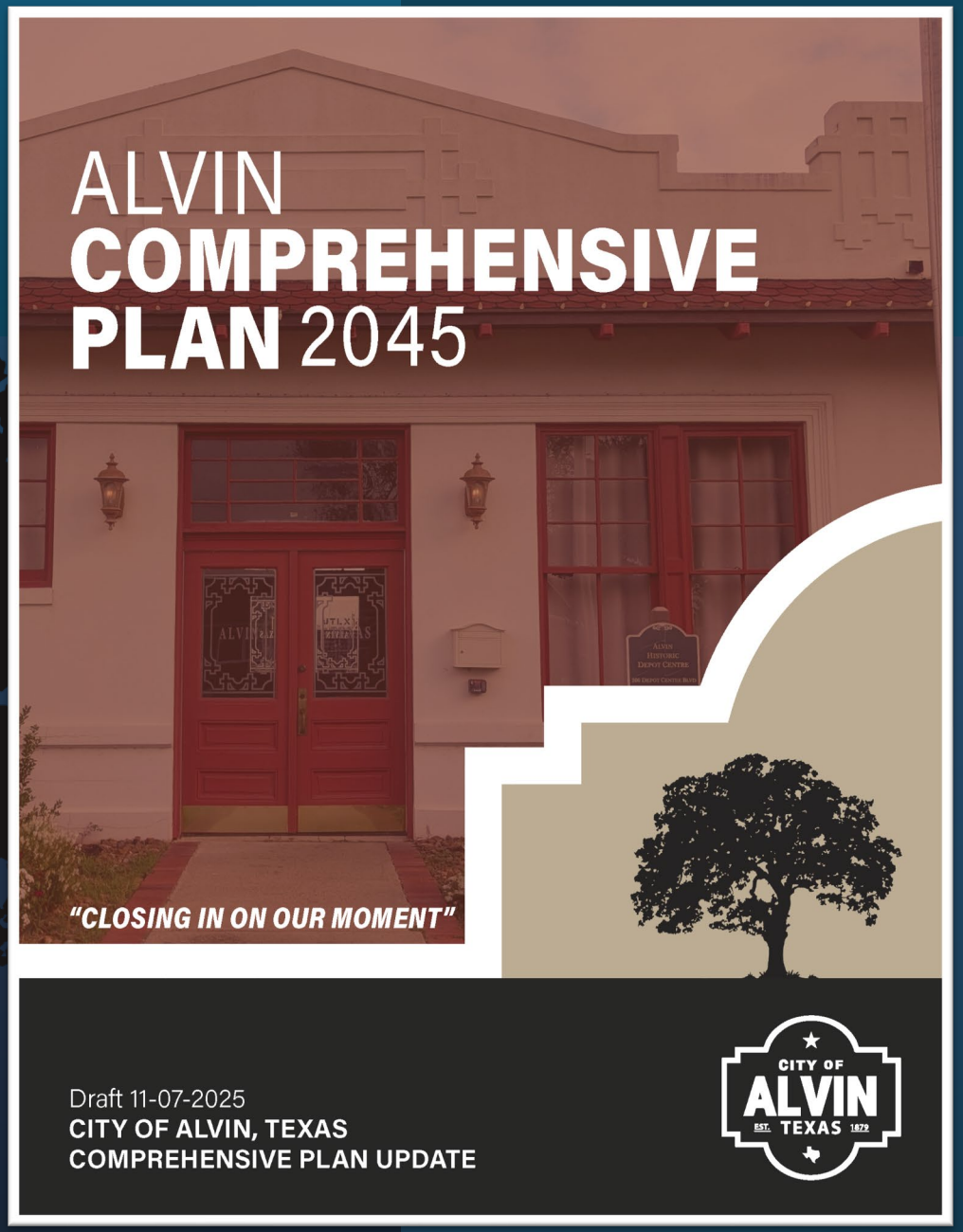
CITY OF ALVIN EST. TEXAS 1879

Questions?

ALVIN COMPREHENSIVE PLAN

CITY COUNCIL

20 NOVEMBER 2025



COMPREHENSIVE PLAN UPDATE

KEY STEPS AND OUTCOMES

DEVELOP A PLAN, BASED ON DATA AND PUBLIC ENAGEMNT, THAT ADDESSESS ALVINS EXISTING NEEDS AND CHALLENGES. PROVIDE A FRAMEWORK FOR FUTURE GROWTH, INFASTRUCURE, ADMINSITATION, INVESTMENTS, AND QUALITY OF LIFE IMPROVEMENTS.

PROVIDE AN EXISTNG SNAPSHOT OF THE COMMUNITY

REVIEW UPDATED DATA/ MAPPING/ ON-SITE ANALYSIS

PROVIDE NEW PUBLIC ENGAGEMENT OPPORTUNITIES + FEEDBACK

COMPILE / REVIEW PREVIOUS AND EXISTING CITY INITIATIVES

PROVIDE KEY IMPLEMENTABLE COMMUNITY GOALS, ACTIONS, OPPORTUNITIES, AND STRATEGIES

PROVIDE TOOLS TO MITIGATE, UTILIZE, AND STRATEGIZE FOR FUTURE GROWTH

IDENTIFY FUNDING PARTNERSHIPS, TIMELINES, AND BENCHMARKS

COMMUNITY GOALS

1. LAND USE AND COMMUNITY CHARACTER
2. HOUSING AND NEIGHBORHOODS
3. TRANSPORTATION SYSTEMS (VEHICULAR, BICYCLE, PEDESTRIAN)
4. UTILITIES INFRASTRUCTURE (POTABLE WATER, SANITARY SEWER, DRAINAGE)
5. PUBLIC LANDS, FACILITIES, AND SERVICES
6. PARKS, TRAILS, AND OPEN SPACE
7. SUSTAINABILITY
8. HISTORIC PRESERVATION

APPENDIX, EXISTING CITY REPORT

DEMOGRAPHIC / CENSUS ANALYSIS

MAPPING AND DATA ANALYSIS / ASSESSMENTS

UTILITIES AND INFASTRUCURE ANALYSIS / REVIEW

PARKLANDS AND PUBLIC FACILITIES INVENTORY / REVIEW

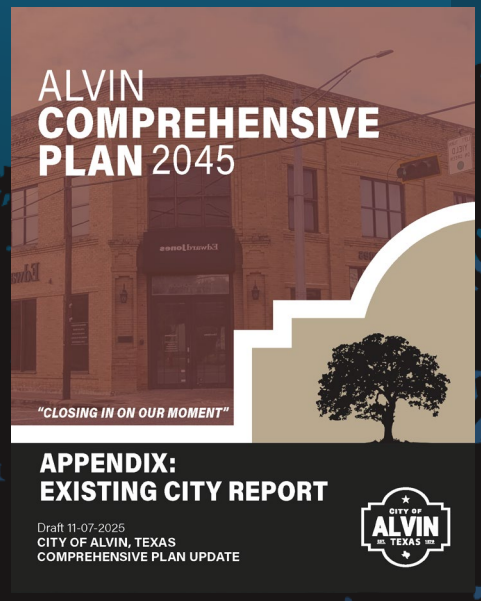
PUBLIC SERVICES AND SAFETY ANALYSIS

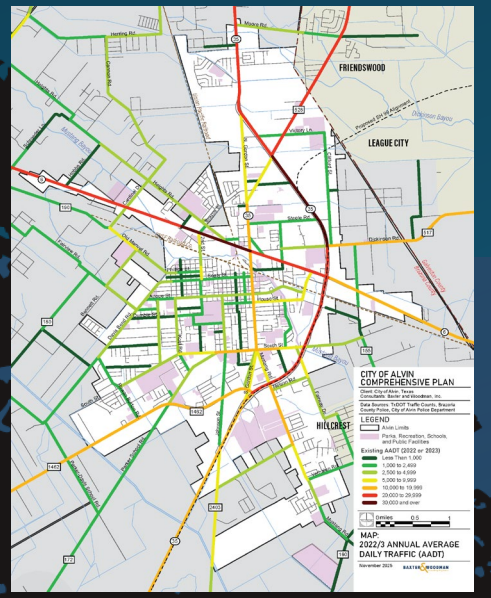
HOUSING AND DEVELOPMENT ANALYSIS

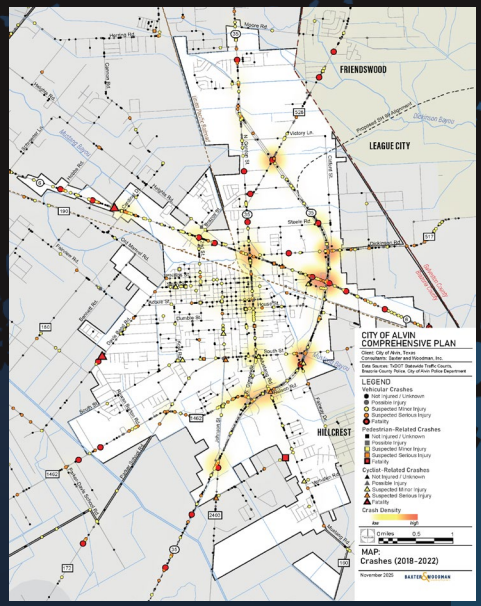
TRAFFIC, ROADWAYS, AND PED-BIKE ANALYSIS

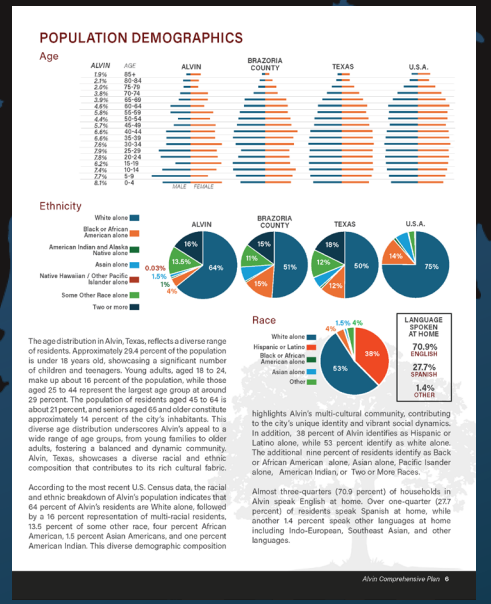
REGULATORY AND ADMINISTRATIVE REVIEW

ACCESS, BARRIERS, AND CHALLENGES REVIEW









FUTURE CITY REPORT

CHAPTER 1, INTRODUCTION

- Summary of Appendix, Analysis and Assessments
- Demographic Summary
- Community Context + Character

CHAPTER 2, VISIONING

- Public Engagement Feedback Summary
- Growth Projections
- Growth/ Development Scenarios + Models

CHAPTER 3, FUTURE CITY

- Goals 1-8
- Strategies and Actions
- Proposed Facilities Maps, Figures, and Diagrams

CHAPTER 4, IMPLEMENTATION

- Plan Implementation, Administration, and Benchmarking
- Implementation Action Table

PURPOSE

The City of Alvin, Texas, is a charming community located just 25 miles from the City of Houston Downtown district in Brazoria County. As Alvin embarks on the 2025 update of its Comprehensive Plan, the emphasis is on fostering gradual growth while maintaining the beloved small-town charm of the community. By working closely with city staff, officials, residents, local businesses, and other regional stakeholders, this updated plan aims to address the community's existing needs and create a resilient foundation for Alvin's future ventures.

PLANNING AUTHORITY

Alvin is guided in its planning and development by several key authorities and legal frameworks. The primary planning authority is the City Council, which works alongside the Planning Commission and the Engineering Department to oversee community growth and development. The legal foundation for Alvin's planning efforts is established by the Texas Local Government Code, Chapter 213, which mandates the creation and periodic updating of a comprehensive plan to guide future development. This comprehensive plan addresses various elements such as land use, housing, and transportation, and must involve public participation, as outlined in Section 213.003 of the Code. Public engagement in the planning process is also governed by the Texas Open Meetings Act and the Texas Public Information Act, which ensure transparency and community involvement.

Additionally, the Alvin Code of Ordinances provides local regulations on subdivisions, and building permits, while the Texas Administrative Code Title 1, Part 5, Chapter 1 offers state-level guidance on best practices for municipal planning.

In terms of practical application, Alvin's comprehensive plan should be regularly reviewed and updated through a structured process involving assessment of current conditions, community feedback, and draft proposals. The City's Planning Commission reviews proposed changes and amendments and makes recommendations to the City Council, which ultimately approves the updates.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a policy and guidance document that outlines Alvin's vision for the future and provides a roadmap for growth over the next 10-20 years and the challenges that may arise with it. The Plan is intended to serve as the guide for governmental officials, City leaders, and community members, it offers a shared understanding and foundation by which decisions are made. Once finalized, the plan will act as the policy manual for the location and nature of growth and development within Alvin.

Comprehensive plans bridge the gap between public and private land interests, addressing the conservation of precious natural resources while planning for necessary infrastructure improvements. They are also essential in analyzing and addressing various community issues, such as housing and transportation.

- *Provides a snapshot in time regarding the community's preferences, needs, and desires*
- *Helps develop and identify a community's collective vision for the future*
- *Helps plan for strategic investments and improvements*
- *Provides tools and recommendations to improve the city's character, regulations, and operations*
- *Provides a plan for transportation, utilities, park lands, and other City Department services*
- *Help identify growth strategies, management practices, and land use improvements*

3 Chapter One, Introduction

PUBLIC ENGAGEMENT FEEDBACK

Public engagement activities were conducted throughout the development of the Comprehensive Plan. The community's input and feedback helped drive the focus of the strategies and recommendations of this Comprehensive Plan. Numerous small group listening sessions, city department meetings, and public open-comment activities occurred at each planning phase to ensure that the planning process and outcomes are driven by and represent the community's needs and interests. Key findings resulting from each public engagement activity or event has been summarized in the following sections.

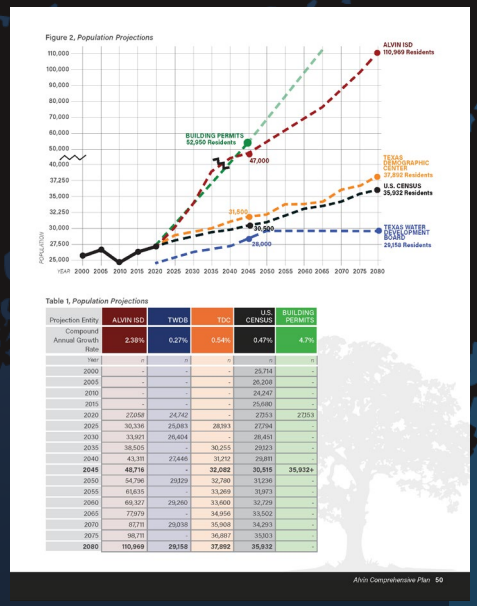
7 SMALL GROUP LISTENING SESSIONS + 7 ADVISORY COMMITTEE MEETINGS + 2 PUBLIC OPEN HOUSES

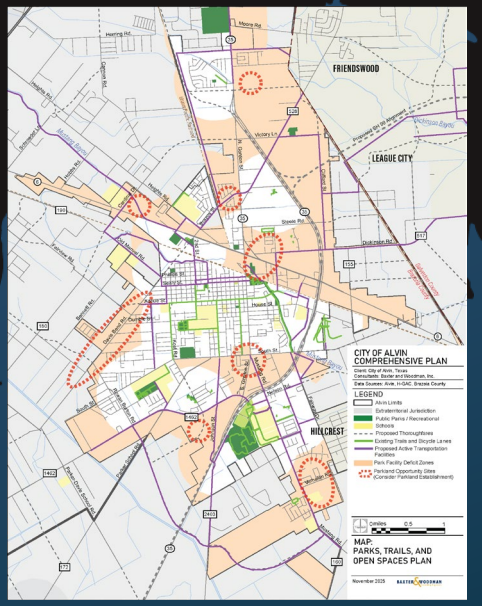
8 CITY DEPARTMENT MEETINGS + 384 ONLINE SURVEY RESPONSES + 4 NEIGHBORHOOD OUTREACH MEETINGS

= A COMMUNITY DRIVEN PLAN!

Neighborhood Outreach Meeting at Big Axe Bar and Grill
Source: City of Alvin

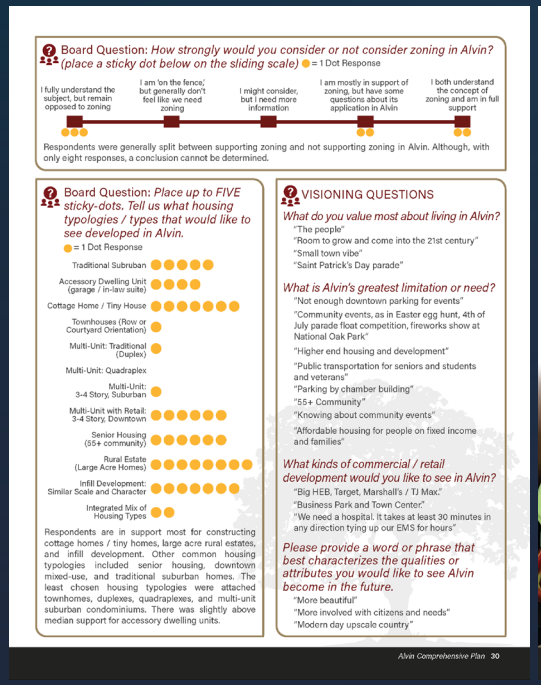
25 Chapter Two, Visioning





KEY PUBLIC ENGAGEMENT RESULTS AND ACTIVITIES

2 Community Open Houses with over 70 attendees
6 Comprehensive Plan Advisory Committee Meetings
3 Joint Workshop Round-Tables
387 Community Survey Respondents
4 Neighborhood Outreach Meetings



Board Question: *How strongly would you consider or not consider zoning in Alvin? (place a sticky dot below on the sliding scale)* ● = 1 Dot Response

I fully understand the subject, but remain opposed to zoning | I am 'on the fence,' but generally don't feel like we need zoning | I might consider, but I need more information | I am mostly in support of zoning, but have some questions about its application in Alvin | I both understand the concept of zoning and am in full support

Respondents were generally split between supporting zoning and not supporting zoning in Alvin. Although, with only eight responses, a conclusion cannot be determined.

Board Question: *Place up to FIVE sticky-dots. Tell us what housing typologies / types that would like to see developed in Alvin.*
● = 1 Dot Response

- Traditional Suburban ●●●●
- Accessory Dwelling Unit (garage / in-law suite) ●●●
- Cottage Home / Tiny House ●●●●●●
- Townhouses (Row or Courtyard Orientation) ●
- Multi-Unit: Traditional (Duplex) ●
- Multi-Unit: Quadraplex
- Multi-Unit: 3-4 Story, Suburban ●
- Multi-Unit with Retail: 3-4 Story, Downtown ●●●●●
- Senior Housing (55+ community) ●●●●●
- Rural Estate (Large Acre Homes) ●●●●●●●
- Infill Development: Similar Scale and Character ●●●●●●
- Integrated Mix of Housing Types ●●

Respondents are in support most for constructing cottage homes / tiny homes, large acre rural estates, and infill development. Other common housing typologies included senior housing, downtown mixed-use, and traditional suburban homes. The least chosen housing typologies were attached townhomes, duplexes, quadraplexes, and multi-unit suburban condominiums. There was slightly above median support for accessory dwelling units.

VISIONING QUESTIONS

What do you value most about living in Alvin?
"The people"
"Room to grow and come into the 21st century"
"Small town vibe"
"Saint Patrick's Day parade"

What is Alvin's greatest limitation or need?
"Not enough downtown parking for events"
"Community events, as in Easter egg hunt, 4th of July parade float competition, fireworks show at National Oak Park"
"Higher end housing and development"
"Public transportation for seniors and students and veterans"
"Parking by chamber building"
"55+ Community"
"Knowing about community events"
"Affordable housing for people on fixed income and families"

What kinds of commercial / retail development would you like to see in Alvin?
"Big HEB, Target, Marshall's / TJ Max."
"Business Park and Town Center."
"We need a hospital. It takes at least 30 minutes in any direction tying up our EMS for hours"

Please provide a word or phrase that best characterizes the qualities or attributes you would like to see Alvin become in the future.
"More beautiful"
"More involved with citizens and needs"
"Modern day upscale country"

Alvin Comprehensive Plan 30

JOINT WORKSHOPS #1 &#2

Two Joint Workshop meetings were held with Alvin City Council members and City departmental leaders and staff. The frist meeting, held on October 8th, 2024, at City Hall, was an introductory and feedback meeting where the Comprehnsive Plan objectives and outcomes were introduced, and an an open-comment feedback portion of the meeting was conducted. Key feedback from the first meeting is summarized below:

- City leaders expressed concern over the quality of infrastructure and building structures, want to see improvements to historic areas and improved visual quality of the City overall.
- City leaders noted Alvins unique Downtown core, tree canopy, and strong sense of community as building blocks for future growth and opportunities
- City leaders want to see more family and social activities within the parks and Downtown.
- City leaders expressed concerns over future growth and the provision of water, sewer and transportation systems as more infrastructure is added and demand increases.
- City leaders want to see an updated drainage and utilities plan for services.
- City leaders want to see innovative ideas and new styles of development as a means of attracting development than can set Alvin apart in the future.

The second meeting, held on April 16th, 2025, at Alvin Fire and EMS Station #1. The meeting was a round-table discussion where we reviewed the Existing City Report, existing conditions, assessment findings, Growth Scenarios one through four, and the public engagement findings to-date. Key feedback from the second meeting is summarized below:

- City leaders want to see stategic and smart growth, focusing on high-quality and desired development, avoiding a large boom of undesired or sub-par developments.
- City leaders want to focus on infill development, development along SH-6 and TX-35, and increasing investment within the Downtown (a mix of Growth Scenarios 3 and 4).
- City leaders want to see more housing variety and styles of housing structures within residential neighborhoods and within existing historic areas
- City leaders identified roadways and infastrucure, along wth city-capacity, as the main barriers to implementing future recommendations.
- Concerns over traffic management, stoplight timing, and pedestrian-bicycle safety was a concern due to increased regional development and future TX-99.

Neighborhood Outreach Meeting at 1820 Coffee House
Source: City of Alvin

27 Chapter Two, Visioning

TOP CONCERNS

- Cost of future utilities expansions and replacements
- Roadway, sidewalk, and drainage (flooding) conditions
- Future traffic increases + Expansions
- Crime and vagrancy / Lighting safety
- Aging structures / Character preservation
- Senior Care and Medical Access
- Housing Quality (over-abundance of builder-grade homes, not enough variety, not enough owner-based housing alternatives, not enough large-acre lots)

TOP DESIRES/OPPORTUNITIES

- Sidewalk and trail improvements
- Roadway safety and congestion improvements
- Roadway and drainage quality improvements
- Mixed-use downtown
- Home / Historic preservation
- Tree and environmental preservation
- Mixture of national and locally-based businesses

COMMUNITY GOALS

1 ***Goal 1.0, Land Use and Community Character***
Alvin is a community with small-town charm and a thriving local and regional economy, attracting high-quality development in strategic locations, enhancing structural quality of place, benefiting and promoting local investment, and enhancing quality of life.

2 ***Goal 2.0, Transportation***
Alvin is a community that provides network of safe, connected, well maintained, and attractive transportation corridors and transportation infrastructure to facilitate efficient vehicular and active transportation.

3 ***Goal 3.0, Parks, Trails, and Open Space***
Alvin is a community which prioritizes the development and maintenance of safe and quality natural spaces, parkland amenities, recreational opportunities, active mobility facilities, community programs, and parkland accessibility for residents.

4 ***Goal 4.0, Housing and Neighborhoods***
Alvin is a community comprised of interconnected neighborhoods and residential districts with a variety of housing typologies which cater to all residents regardless of age, stage-of-life, or income, focusing on neighborhood-scale charm and community amenities that foster interconnectedness, a sense-of-place, and income thresholds.

5 ***Goal 5.0, Utilities Infrastructure***
Alvin is a community which continually improves wastewater services, water services, and drainage infrastructure, with a focus on safety, reliability, fiscal responsibility, efficiency, and quality.

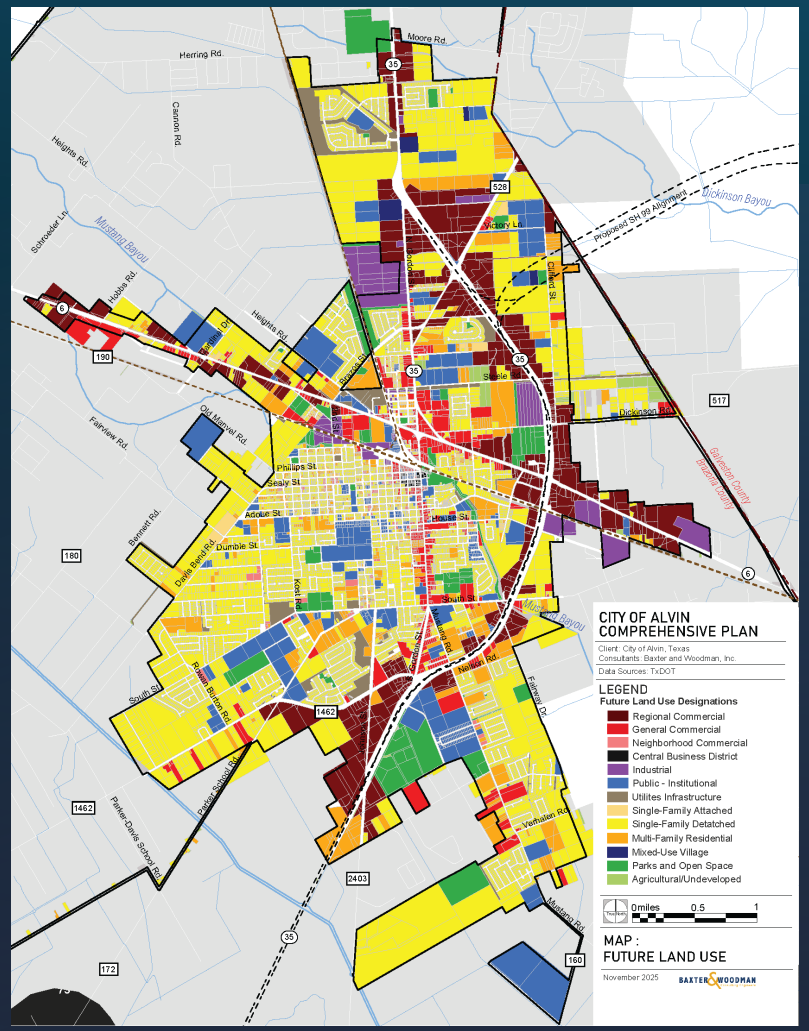
6 ***Goal 6.0, Public Facilities and Services***
Alvin is a community which continually improves the quality and provision of city operations, city services, communications, educational services, senior and youth programs, and the community's perception, with a strategic vision of improving the everyday life of citizens and business owners.

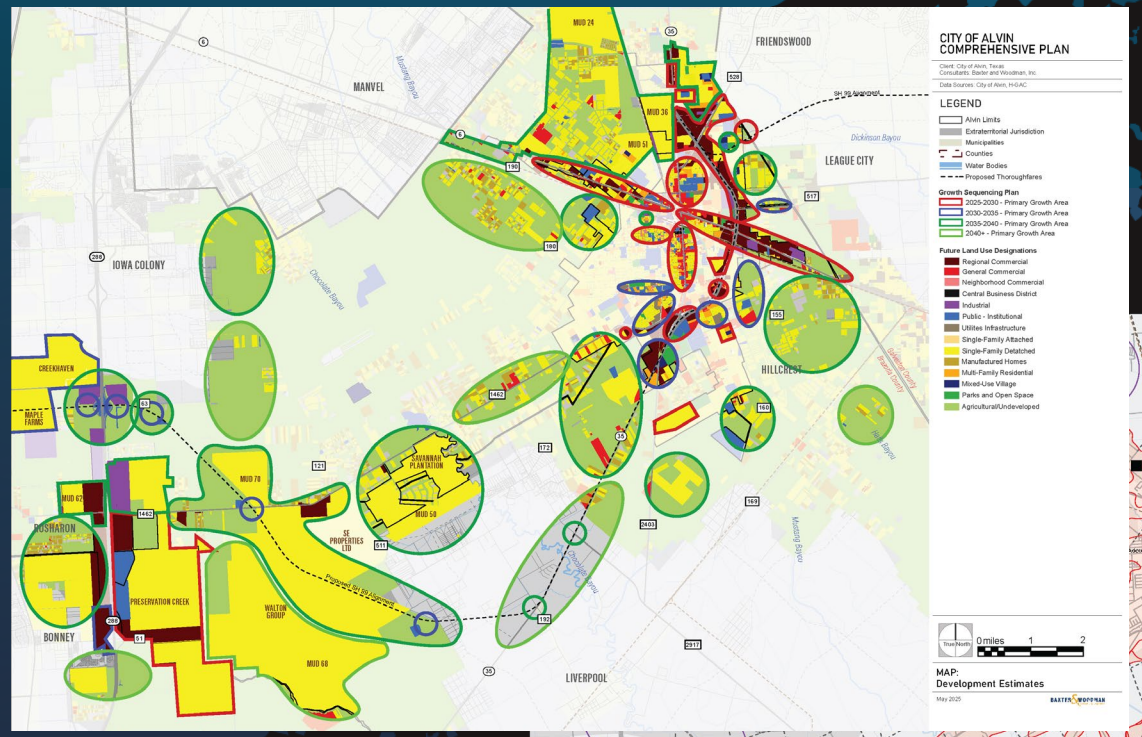
7 ***Goal 7.0, Sustainability***
Alvin is a community that improves and retains existing ecological resources, aiming to improve community health, community aesthetics, and the reduced costs of infrastructure and drainage improvements.

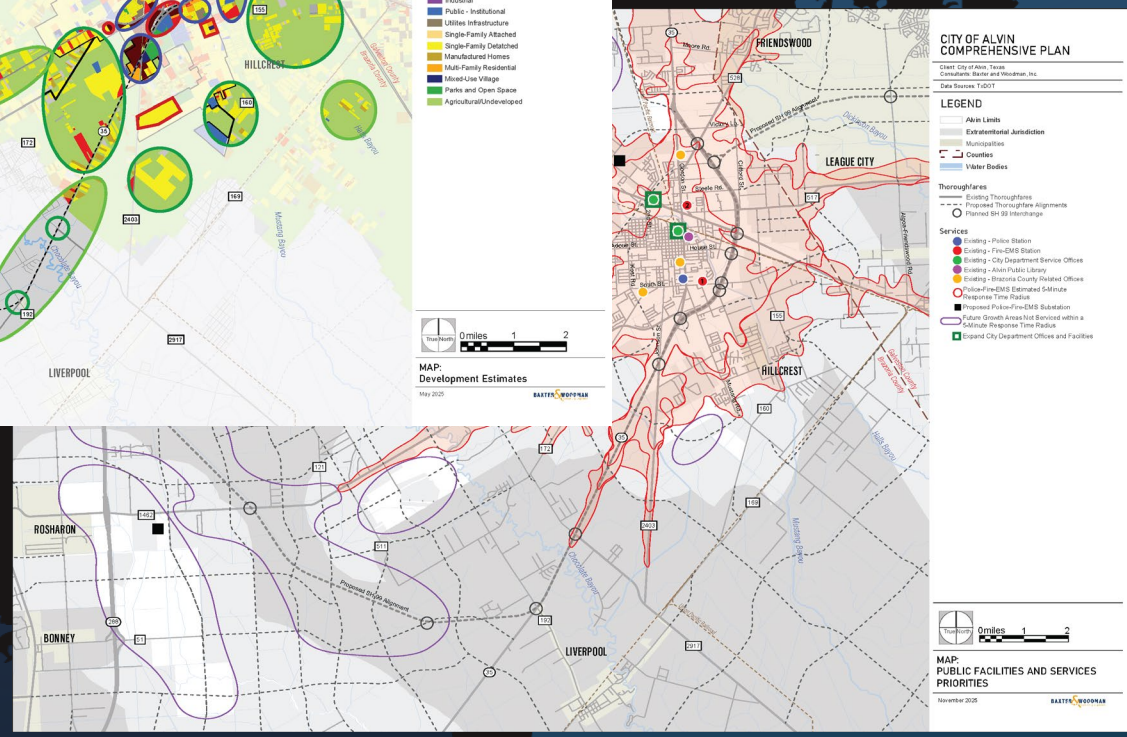
8 ***Goal 8.0, Historic Preservation***
Alvin is a community that protects and values the historic structures and historic features of the community, including the enhancement of historic houses, protection of historic businesses, and improved methods of showcasing Alvin's history and culture.

KEY RECOMMENDATIONS AND OUTCOMES

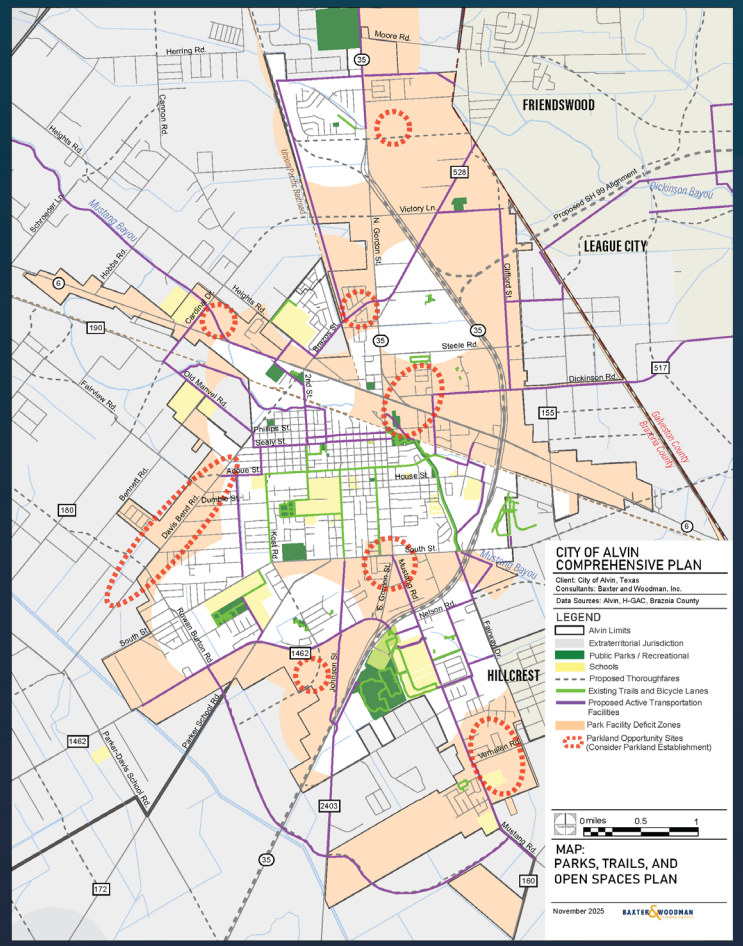
Future Land Use, Growth Priority Zones, Public Services Plan

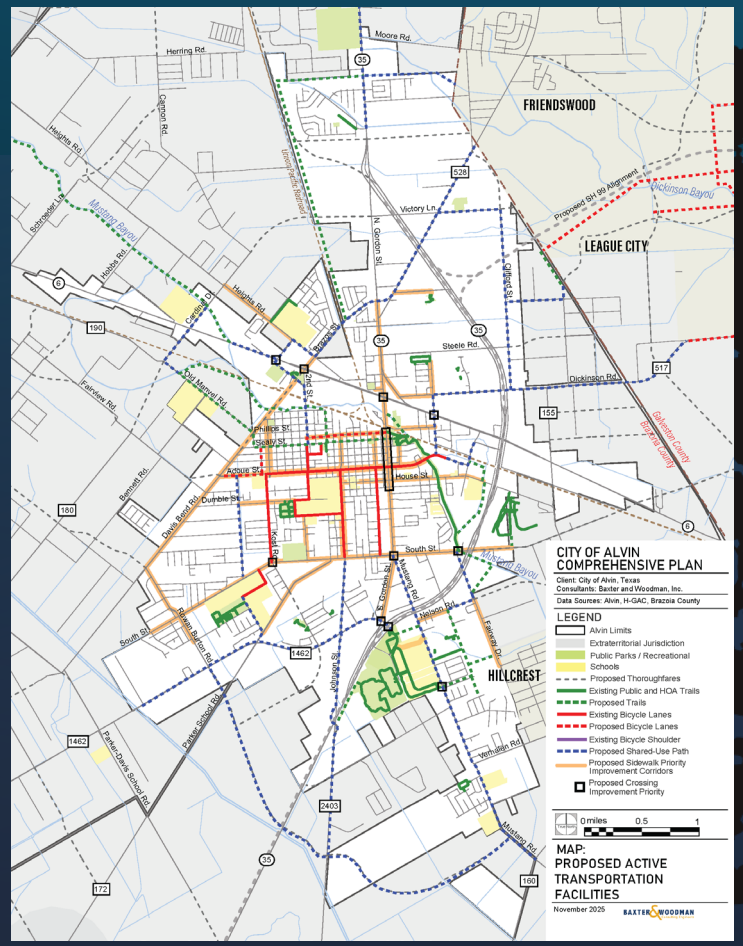






KEY RECOMMENDATIONS AND OUTCOMES





2.7: Update and revise thoroughfare typology standards to include more pedestrian, bicycle, and environmentally friendly design.

Utilize the Proposed Thoroughfare Cross Sections below as a new standard for thoroughfare reconstruction and improvements.

The adaptations and changes to existing thoroughfare standards are listed below:

- Alvin should increase the sidewalk standard from four-feet width to a five-feet width minimum
- All major and minor urban arterial classified thoroughfares should include an eight to 12-foot wide shared-use path on one side of the street, if the existing right-of-way allows
- Drainage ditches or a five-foot wide grass buffer strip should be placed between the sidewalk / path pavement and vehicle lane pavements on busy arterial and major thoroughfares; avoid sidewalks directly abutting the curb edge of a street
- All divided thoroughfares with a median should require a pedestrian refuge island at crossing locations
- All trail crossings and crosswalks at Arterial classified thoroughfare intersections should have double bar striped piano key crosswalks

Trail crossing, pedestrian-bush button activated beacons
Source: Drive Smart BC

Proposed Thoroughfare Cross Sections

Based on the context on a thoroughfare, different standar
thoroughfare typically has open ditch drainage and sidewa
has full curb and gutter, full or partially sub-grade drainag

Local Road - Rural / Semi-Rural (40-foot R.O.W.)

Minor Collector - Rural / Semi-Rural (60-foot R.O.W.)

93 Chapter Three, Future City

Major Collector - Rural / Semi-Rural and Urban (60-foot R.O.W.)

Minor Arterial- Rural / Semi-Rural (60-foot R.O.W.)

Minor Arterial- Urban 1 (60-foot R.O.W.)

Minor Arterial- Urban 2 (80-foot R.O.W.)

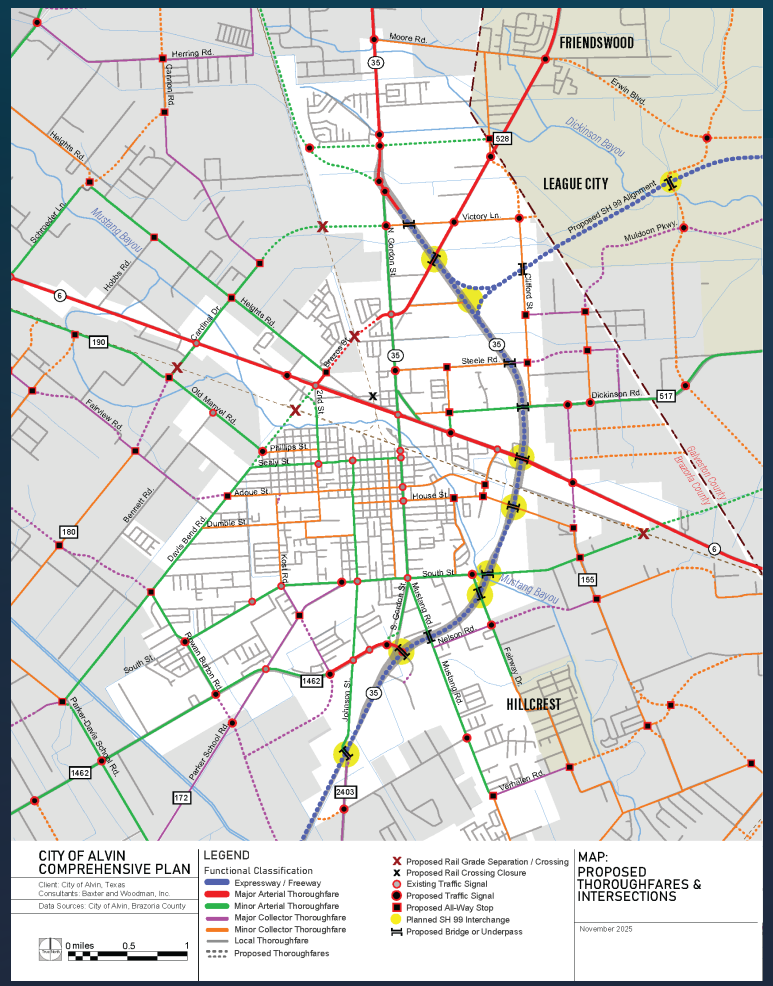
Minor Arterial- Urban 3 (100-foot R.O.W.)

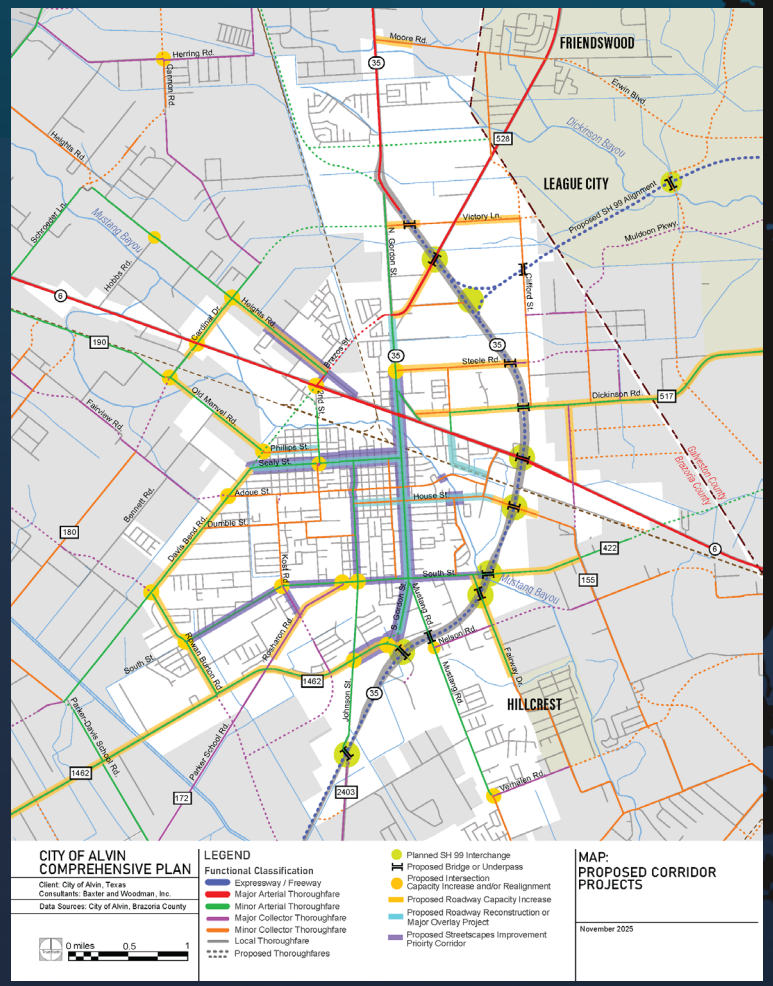
Major Arterial- Urban 1 (130-150-foot R.O.W.)

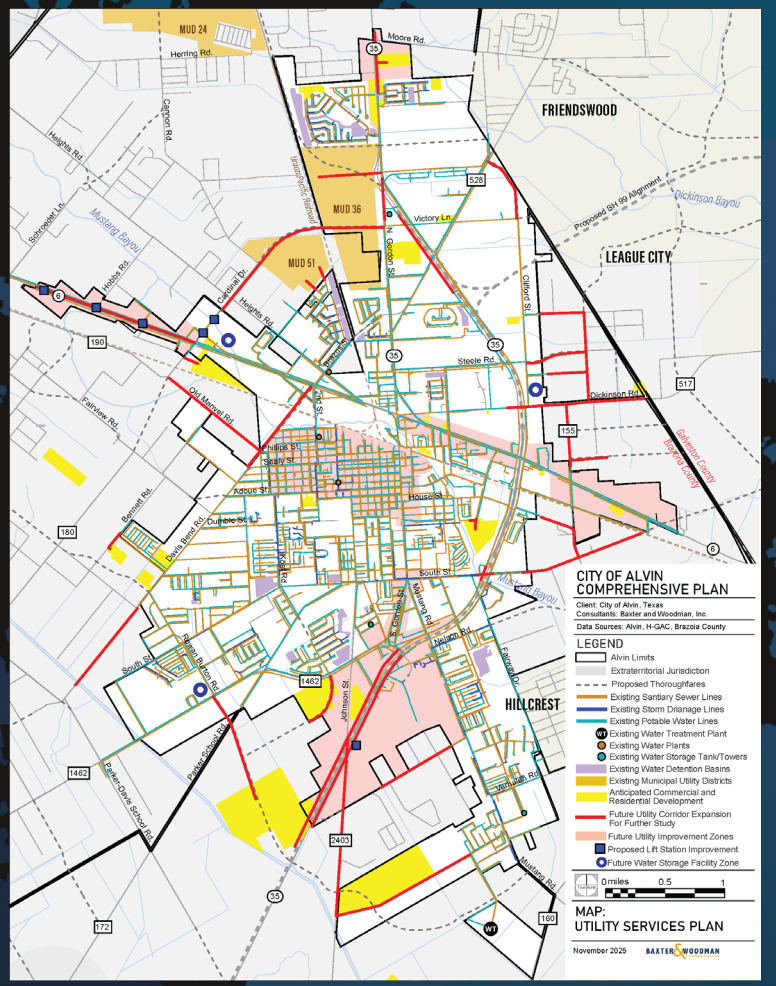
Major Arterial- Urban 2 (160-foot R.O.W.)

Alvin Comprehensive Plan 94

KEY RECOMMENDATIONS AND OUTCOMES







KEY RECOMMENDATIONS AND OUTCOMES

5.10; Incorporate green infrastructure and low-impact solutions within water management and drainage utilities systems.

Natural systems for drainage are often the least expensive and most reliable form of flood mitigation for small-scale water run-off treatment. Low-impact solutions can include rain gardens, vegetative bioswales, wetland drainages, and Riffle-Pool-Run systems of drainage channels. Benefits of low-impact design and green infrastructure can include, a reduction in man-made hardscape infrastructure costs, reduced the visual impact on the existing character of a project site, and the potential for public amenities and ecosystem services to be provided for the environment.

Roadside open ditch drainage systems / rain garden
Source: Pacific Institute

Naturalized detention basin
Source: Lower DuPage River Watershed Coalition

Stream channel restoration (drainage channel)
Source: City of Falls Church

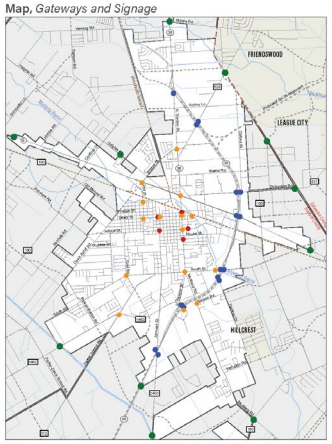
Drainage channel maintenance
Source: YellowstoneLandscaping

1.13; Create a distinct identity of Alvin's Downtown and the City of Alvin, including forming an identifiable Downtown district and noticeable entry points into Alvin from major thoroughfares with monuments and gateway treatments.

As depicted on the map to the right, *Gateways and Signage*, signage and monuments should be placed at critical intersections leading into Alvin, into the Downtown area, and near major destinations such as schools, trails, and Alvin Community College. The signs and gateways should have unifying design elements and branding, such as unique sign shapes and banners, landscaping, decorative lighting, street and sidewalk / crosswalk patterns, and other unique urban design treatments.

City entry signs should be placed on the side of the road in the form of a concrete plinth banner, easily movable if City Limits change. If a more temporary sign is desired, lighted metal and masonry signage can be constructed. Downtown entry gateways can include signage, crosswalks, lighting, and landscaping elements. Wayfinding and directional signage should be post signs with directional arrows to major destinations and / or on-building posted maps. Interstate entry signage should be integrated into retaining walls and other TxDOT infrastructure.

Map, *Gateways and Signage*



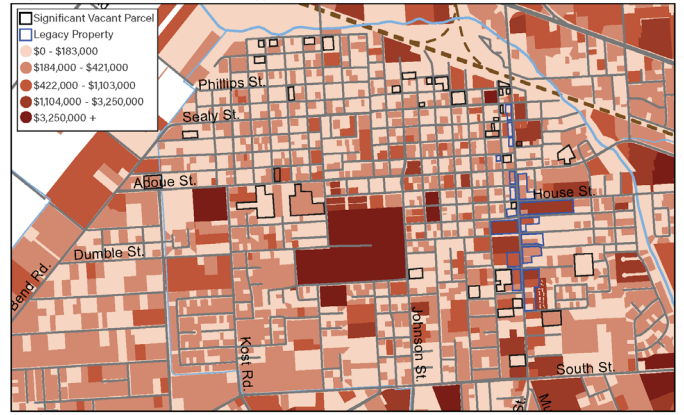
Pre-cast concrete retaining wall emblems and design
Source: Creative Design

San Marcos, Texas, street post banner and map
Source; San Marcos Record

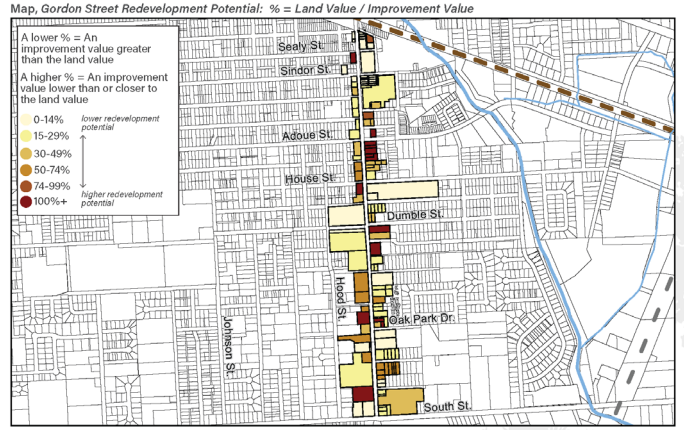
Pearland, Texas, entry sign
Source: Pearland Economic Development Corporation

Kyle, Texas, wayfinding / directional sign post
Source: Facility Solutions

Map, *Downtown Redevelopment Potential: Appraised Market Value 2024*



Map, *Gordon Street Redevelopment Potential: % = Land Value / Improvement Value*



COMMUNITY PRIORITIES SAMPLE

COMMUNITY PRIORITIES

The priorities below are based on the public's dot prioritization exercise held at Open House #2 (on September 24, 2025); the community chose the most important recommendations that they want to see implemented first or that the city should prioritize. The top recommendations are in ranked order below (#), along with the recommendation number (0.0). Note that this is not a comprehensive list of all recommendations considered important to the community.

#1 (3.15) Continue to preserve existing sensitive environmental areas or areas of high visual and characteristic values, such as wetlands, tributary corridors, and forested lands.

#2 (1.16) Use underutilized parking lots and parcels in Downtown for public gatherings, food truck opportunities, a farmers' market, or other pop-up events.

#3 (1.15) Focus on developing/redeveloping properties facing Sealy Street and Gordon Street; Create small-scale retail and commercial sites to reactivate the Downtown.

#4 (5.7) Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located.

#5 (5.10) Incorporate green infrastructure and lowimpact solutions within water management and drainage utilities systems.

#6 (4.5) Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline, such as Neighborhood Empowerment Zones, Neighborhood Improvement Zones, and / or Neighborhood Funds.

#7 (7.4) Utilize LEED rating systems to enact low-impact development and green infrastructure practices to mitigate the impacts of flooding and increased urban development, and as a means to protect freshwater resources.

#8 (1.15) Update landscaping standards to include additional tree requirements, require a variety of tree species, include xeriscape landscaping incentives. Consider requiring the planting of only native species of trees and landscapes within all new developments.

#9 (8.1) Work to protect the visual character, structural integrity, and function of historic houses, businesses, and structures.

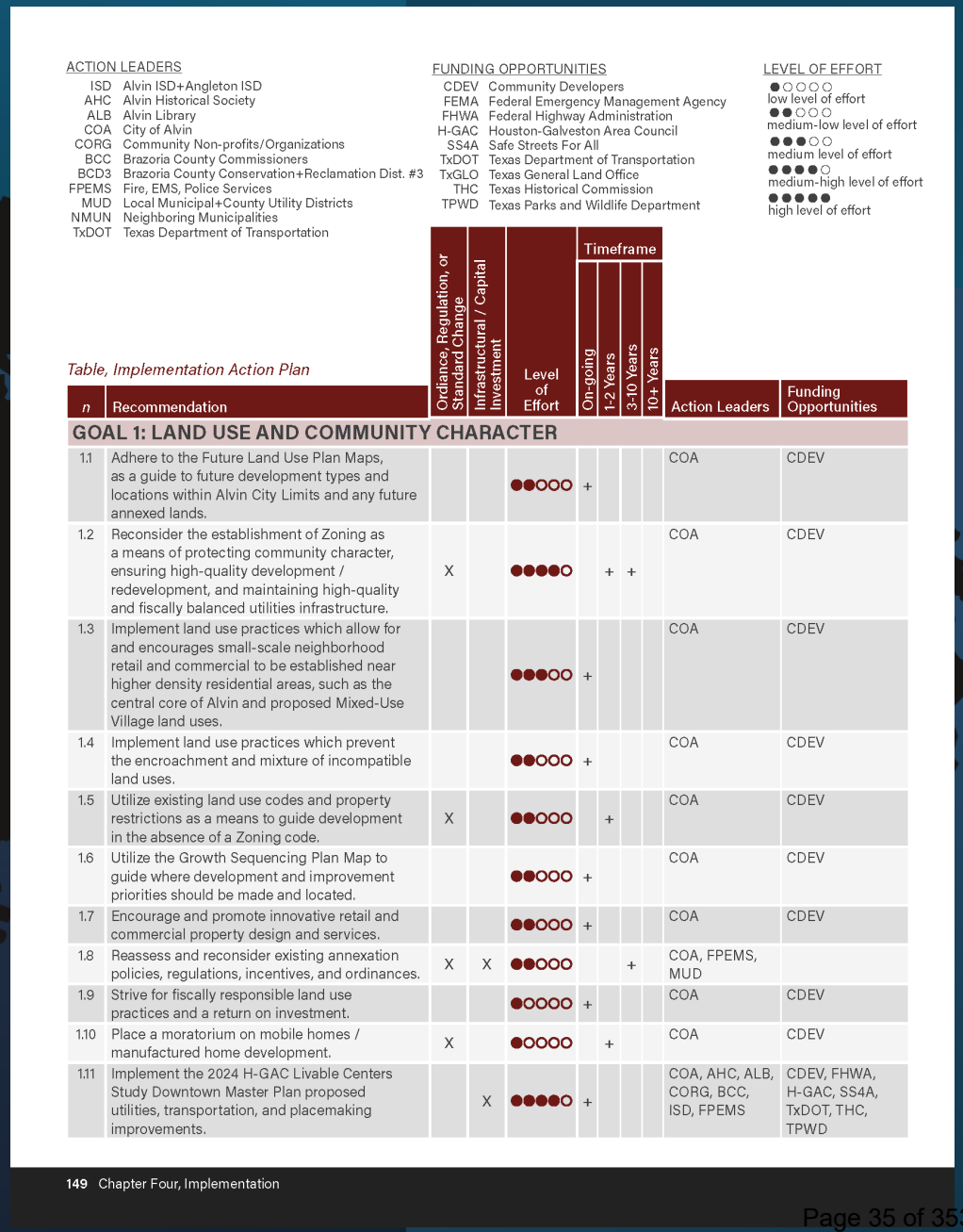
#10 (8.3) Work with the Alvin Historical Museum to conduct a Historical Sites and Important Places Survey.

#11 (5.3) Develop a Stormwater and Drainage Master Plan.

IMPLEMENTATION

1. ANNUAL REVIEW, BENCHMARKING, AND BUDGETING
2. AMMENDMENT PROCESS
3. ACTION LEADERS AND PARTNERSHIPS
4. COMMUNITY PRIORITIES
5. IMPLEMENTATION ACTION TABLE
6. LOCAL, STATE, AND NATIONAL FUNDING

A LIVING DOCUMENT: INTERNAL STAFF REPRESENTITIVE



ACTION LEADERS

ISD	Alvin ISD+Angleton ISD
AHC	Alvin Historical Society
ALB	Alvin Library
COA	City of Alvin
CORG	Community Non-profits/Organizations
BCC	Brazoria County Commissioners
BCD3	Brazoria County Conservation+Reclamation Dist. #3
FPEMS	Fire, EMS, Police Services
MUD	Local Municipal+County Utility Districts
NMUN	Neighboring Municipalities
TxDOT	Texas Department of Transportation

FUNDING OPPORTUNITIES

CDEV	Community Developers
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
H-GAC	Houston-Galveston Area Council
SS4A	Safe Streets For All
TxDOT	Texas Department of Transportation
TxGLO	Texas General Land Office
THC	Texas Historical Commission
TPWD	Texas Parks and Wildlife Department

LEVEL OF EFFORT

●○○○○ low level of effort
●●○○○ medium-low level of effort
●●●○○ medium level of effort
●●●●○ medium-high level of effort
●●●●● high level of effort

Table, Implementation Action Plan

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 1: LAND USE AND COMMUNITY CHARACTER										
1.1	Adhere to the Future Land Use Plan Maps, as a guide to future development types and locations within Alvin City Limits and any future annexed lands.			●●○○○	+				COA	CDEV
1.2	Reconsider the establishment of Zoning as a means of protecting community character, ensuring high-quality development / redevelopment, and maintaining high-quality and fiscally balanced utilities infrastructure.	X		●●●●○		+	+		COA	CDEV
1.3	Implement land use practices which allow for and encourages small-scale neighborhood retail and commercial to be established near higher density residential areas, such as the central core of Alvin and proposed Mixed-Use Village land uses.			●●●○○	+				COA	CDEV
1.4	Implement land use practices which prevent the encroachment and mixture of incompatible land uses.			●●○○○	+				COA	CDEV
1.5	Utilize existing land use codes and property restrictions as a means to guide development in the absence of a Zoning code.	X		●●○○○		+			COA	CDEV
1.6	Utilize the Growth Sequencing Plan Map to guide where development and improvement priorities should be made and located.			●●○○○	+				COA	CDEV
1.7	Encourage and promote innovative retail and commercial property design and services.			●●○○○	+				COA	CDEV
1.8	Reassess and reconsider existing annexation policies, regulations, incentives, and ordinances.	X	X	●●○○○			+		COA, FPEMS, MUD	
1.9	Strive for fiscally responsible land use practices and a return on investment.			●○○○○	+				COA	CDEV
1.10	Place a moratorium on mobile homes / manufactured home development.	X		●○○○○		+			COA	CDEV
1.11	Implement the 2024 H-GAC Livable Centers Study Downtown Master Plan proposed utilities, transportation, and placemaking improvements.		X	●●●●○	+				COA, AHC, ALB, CORG, BCC, ISD, FPEMS	CDEV, FHWA, H-GAC, SS4A, TxDOT, THC, TPWD

149 Chapter Four, Implementation

ALVIN COMPREHENSIVE PLAN

QUESTIONS

ACKNOWLEDGMENTS

CITY COUNCIL (2021-2025)

City Mayor, Gabe Adame
Council Member At Large 1, Keko Moore
Council Member At Large 2, Joel Castro
Mayor Pro-tem, Council Member District E, Meagan DeKeyzer
Council Member District A, Martin Vela
Council Member District B, Chris Vaughn
Council Member District C, Richard Garivey
Council Member District D, Glenn Starkey

CITY COUNCIL (2025-)

City Mayor, Gabe Adame
Council Member At Large 1, Keko Moore
Council Member At Large 2, Scott Salter
Mayor Pro-tem, Council Member District E, Meagan DeKeyzer
Council Member District A, Martin Vela
Council Member District B, Chris Vaughn
Council Member District C, Richard Garivey
Council Member District D, Ashley Davis

CITY LEADERS + CITY DEPARTMENTS

City Mayor, Gabe Adame
City Manager, Junru Roland
Assistant City Manager / City Secretary, Dixie Roberts
Economic Development Director, Paul M. Chavez
City Engineer, Michelle H. Segovia, P.E., CFM
Plans Examiner, Roy Sosa
Director of Public Services, Brandon Moody
Director of Parks and Recreation, Dan Kelinske
Building Official, Michael Collins
Fire Chief / Administrator, Kendall Hunting
Chief of Police, Robert E. Lee
Director of EMS / Emergency Management Coordinator, Ron Schmitz
Public Information Officer, Athlyn Roberts

ADVISORY COMMITTEE (CPAC) + JOINT WORKSHOP MEMBERS

Jose Torres
John Barron
Joe Schneider
Scott Salter
Ashley Davis
Henry Dillmann
Jake Starkey
Miriam Guzman
John Whitlock
Corey Scopel
Dr. Robert Exley
Cary Perrin
Paul Horn
Scott Salter

PROJECT DEVELOPMENT TEAM

Baxter & Woodman:
Planning Project Manager, Jackson Marvel
Planning Assistant Deputy Project Manager, Cristin Emshoff, AICP, ENV SP
Planning Team Member, Karleigh Brown

City of Alvin:
Economic Development Director, Paul M. Chavez
City Manager, Junru Roland
Assistant City Manager / City Secretary, Dixie Roberts

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AGENDA COMMENTARY

Meeting Date: 11/20/2025

Department: Economic Development

Contact: Paul Chavez, Economic Development Director

Agenda Item: Public Hearing regarding the adoption of the proposed Comprehensive Plan.

Type of Item: Public Hearing

Summary: The City of Alvin has prepared an updated Comprehensive Plan to guide long-range planning, development, infrastructure investment, and policy direction for the community. This document reflects multiple months of work by the Comprehensive Plan Advisory Committee, City staff, and the consulting team, and includes input gathered from residents, stakeholders, and City boards and commissions. The Plan outlines goals and strategies related to land use, transportation, housing, mobility, economic development, and community character to support Alvin's continued growth and quality of life.

In accordance with all applicable legal requirements, notice of this public hearing was properly published and posted to provide the public an opportunity to comment on the proposed Comprehensive Plan prior to consideration of adoption by the City Council. This public hearing allows residents and interested parties to speak for or against the proposed document and to provide any additional input before the City Council takes action.

Following the public hearing, the City Council will consider an ordinance adopting the City of Alvin Comprehensive Plan. Once adopted, the Comprehensive Plan will serve as a guiding document for future development decisions and policy initiatives.

Funding Expected: Revenue _ Expenditure _ N/A X **Budgeted Item:** Yes __ No _ N/A X

Funding Acount: ___ **Amount:** ____ **1295 Form Required?** Yes __ No X

Legal Review Required: N/A __ Required X **Date Completed:** _____

Finance Review Required: N/A X Required __ **Date Completed:** _____

Supporting documents attached:
None

Recommendation:

Reviewed by Department Head, if applicable: _
Reviewed by Chief Financial Officer, if applicable: _
Reviewed by City Attorney, if applicable: _
Reviewed by City Manager, if applicable: _

MINUTES
CITY OF ALVIN, TEXAS
216 W. SEALY STREET
CITY COUNCIL REGULAR MEETING
THURSDAY, NOVEMBER 6, 2025
7:00 PM

CALL TO ORDER

BE IT REMEMBERED that, on the above date, the City Council of the City of Alvin, Texas, met in Regular Session at 7:00 PM in the Council Chambers at City Hall, with the following members present: Mayor Gabe Adame; Mayor Pro-Tem Meagan DeKeyzer; Council members: Ashley Davis, Richard Garivey, Keko Moore, Scott Salter, Chris Vaughn and Martin Vela.

Staff members present: Dixie Roberts, Assistant City Manager/City Secretary; Suzanne Hanneman, City Attorney; Chris Thomas, Director of Finance; Dan Kelinske, Parks and Recreation Director; Michelle Segovia, City Engineer; Brandon Moody, Director of Public Services; Paul Chavez, Economic Development Director; and Robert E. Lee, Police Chief.

INVOCATION AND PLEDGE OF ALLEGIANCE

Pastor Craig Smee of Light Christian Center gave the invocation. Mayor Adame led the Pledge of Allegiance to the American Flag. Council member Garivey led the Pledge to the Texas Flag.

PRESENTATION

Presentation of the Fall 2025 Alvin Upfront Citizens Academy Course Completion Certificates.

Mayor Adame formally recognized participants of the 2025 Alvin Upfront Citizens Academy by presenting each graduate with a Certificate of Completion.

PUBLIC COMMENT

Aida Vela presented comments regarding homeless individuals and shopping carts on Second Street.

Eugene Bauer presented comments regarding safety concerns related to Gordon Street resurfacing project.

CONSENT AGENDA

Consider approval of the October 16, 2025, City Council Workshop minutes.

Consider approval of the October 16, 2025, City Council meeting minutes.

Consider approval of the October 21, 2025, Joint City Council Workshop minutes.

Consider the appointment of Crowe LLP as the City's auditing firm for the Fiscal Year ending September 30, 2025; and authorize the City Manager to sign the Auditor's Engagement Letter.

Chapter 103 of the Texas Local Government Code requires cities to have records and accounts audited, and an annual financial statement prepared based on that audit. Belt Harris Pechacek, LLP (BHP) has served as the City's independent auditors since FY09. During FY24, the company merged with Crowe LLP, resulting in a firm with the same auditors but a different company name and more resources. Crowe is proposing a base estimated fee of $64,966 for the City's FY25 financial statement audit, with an additional single audit one program base fee (if required) of $4,600 for basic procedures and $6,025 for each major program. A fee of $5,295 is proposed for any TIRZ-related audit work that may need to be undertaken. A "single audit" is additional auditing procedures that are required if the City expends over $1,000,000 of federal (grant) funds in a fiscal year. The City has spent ARPA funds throughout the current fiscal year, but most likely not enough to reach the new threshold that was enacted this fiscal year. By engaging Crowe for FY25, the City retains an audit firm that is extremely knowledgeable about the City's accounting and internal controls. Crowe's prior Fiscal Year Engagement Fees (FY24) were base audit fee: $61,289 and for a single audit basic procedure: $4,491. Staff recommends approval.

Consider the purchase of a new, replacement chiller for the Recreation Center from The Brandt Companies, LLC, through the Choice Partners Cooperative purchasing network, in an amount not to exceed $205,000.00 as included in the FY25-26 annual budget; and authorize the City Manager to sign related documents upon legal review.

Funding for the purchase of a new, replacement chiller for the Recreation Center was included in the FY 2025-2026 annual budget. This chiller will replace one of two existing unit eighteen-year-old chillers that has reached its end of useful service life. Quoted price: $200,975.46 + $4,024.54 contingency = $205,000 Staff recommends approval.

Consider the purchase of a new, replacement Air Handler Unit for the Recreation Center from The Brandt Companies, LLC, through the Choice Partners Cooperative purchasing network, in an amount not to exceed $110,000, as included in the FY25-26 annual budget; and authorize the City Manager to sign related documents upon legal review.

Funding for this purchase of a new, replacement Air Handler Unit for the Recreation Center was included in the FY2025-2026 annual budget and will replace one of two air handler units which has been in service for over eighteen years and has reached the end of its typical life expectancy. Quoted Price: $109,499.15 + $500.85 contingency = $110,000. Staff recommends approval.

Consider the purchase of two new, replacement AAON brand air conditioning systems containing two air handler units and two condensing units for the Animal Adoption Center from The Brandt Companies, LLC, through the Choice Partners Cooperative purchasing network, in an amount not to exceed $185,000 as included in the FY25-26 annual budget, and authorize the City Manager to sign related documents upon legal review.

Funding for the purchase of two new, replacement AAON brand air conditioning units consisting of two air handlers and two condensing units for the Animal Adoption Center was included in the FY2025-2026 annual budget. The seventeen-ton fresh air split air conditioning system serves the large dog area, while the six-ton fresh air split air conditioning system serves the quarantine area. Both of these systems use a fresh air intake with no air return as in most other systems, and were specified in the building design, acting to lower the potential for air-borne sickness and reduce odor in these areas. Quoted Price: $181,123.32 + 3,876.68 = $185,000. Staff recommends approval.

Consider Ordinance No. 25-BB, amending Chapter 28, Comprehensive Fees, Water and Sewer, of the Code of Ordinances of the City of Alvin, Texas, for the purpose of clarifying the wording related to the winter averaging methodology and the calculation timeline for single-family residential sewer rates; providing for publication; providing for severability; and setting forth other provisions related thereto.

In 1999, City Council adopted Ordinance 99-J, which established the City's winter averaging method for calculating sewer charges. This method provides relief to residents during the summer months by basing sewer rates on average winter water usage, when usage is typically lower. This proposed ordinance does not change any existing procedures or calculations. It simply clarifies the wording in the City's Code to remove confusion about which months are used to determine the winter average for single-family residential customers. Under the clarified ordinance, the winter average will continue to be based on water usage during November, December, and January, as reflected in the December, January, and February billing periods. Some confusion existed about which months were used to calculate the winter average and when those charges appeared on customer bills. The average usage from these billing periods determines each customer's winter average, which is then applied to sewer billing for a 12-month period beginning in April and ending in March of the following year. For new customers or accounts without an established usage history during those months, a default winter average of 5,600 gallons is applied. This figure reflects the current average winter usage for single-family residential customers within the City of Alvin. This ordinance does not modify the City's existing practice but simply updates the Code to clearly define how the winter average is calculated, providing residents with a clear and accurate understanding of how sewer rates are determined. Staff recommends approval of Ordinance 25-BB.

Acknowledge receipt of the Quarterly Investment Report as of September 30, 2025.

The City Charter, along with Texas Government Code 2256.023, requires that the investment officer present to the governing body not less than a quarterly written report on the investment transactions of the City. Chapter 2256 is also referred to as the Public Funds Investment Act and guides investment officers on how to create and modify policies relating to investments, implement internal controls, incorporate ethics, find suitable investment options, complete training and create or present reports including pertinent financial investment data. Attached is the quarterly investment report for the period ending September 30, 2025. The City's investment portfolio as of September 30, 2025, totaled $151,561,242.15. In summary:

- *$117,702,003.51 in the investment pool options*
- *$33,859,238.64 in the bank depository accounts*
- *$1,182,968.15 in interest earned during the quarter*
- *The City's average yield for the quarter was 3.6259%, while the City's benchmark rate (i.e. 90-day T-Bill) would be between 4.0964% and 4.1963%*

Council member Vela moved to approve the consent agenda as presented. Seconded by Council member Garivey; motion carried with all members present voting Aye.

OTHER BUSINESS

Consider Ordinance 25-CC, granting consent to the addition of approximately 32.79 acres of land to Brazoria County Municipal Utility District No. 48; approving additional consent conditions; making findings of fact; providing a severability clause; and providing an effective date.

On October 18, 2018, the City consented to the creation of Brazoria County Municipal Utility District No. 48 (the "District") by Ordinance No. 18-R. The District was created by an order of the Texas Commission on Environmental Quality on June 14, 2013, and operates pursuant to Chapters 49 and 54 of the Texas Water Code. On or about September 30, 2025, the City of Alvin, Texas received a Petition for Consent to Annex Land into the District from the District and Scarborough Brazoria LLC, a Texas limited liability company, SLD Brazoria LLC, a Delaware limited liability company, Walton Texas, LP, a Texas limited partnership, and Clara Chong, as Special Signatory Co-Trustee, the owners of the land, to include approximately 32.79 acres into the District. Section 54.016 of the Texas Water Code provides that no land within the corporate limits of a city or within the extraterritorial jurisdiction of a city, shall be included within a municipal utility district unless such city grants its written consent to the inclusion of the land within the district. Staff recommends approval.

Suzanne Hanneman, City Attorney, presented this item before City Council with explanation.

Council member DeKeyzer moved to approve Ordinance 25-CC, granting consent to the addition of approximately 32.79 acres of land to Brazoria County Municipal Utility District No. 48; approving additional consent conditions; making findings of fact; providing a severability clause; and providing an effective date. Seconded by Council member Salter; motion carried with all members present voting Aye.

Consider Ordinance 25-DD, amending Chapter 24, Traffic, of the Code of Ordinances, City of Alvin, Texas, for the purpose of amending and altering the prima facie speed limit established for vehicles under the provisions of §545.356 of the Texas Transportation Code, upon the basis of a Texas Department of Transportation engineering and traffic investigation, upon certain streets and highways, or parts thereof, within the corporate city limits of the City of Alvin, as set out in this Ordinance; providing for a penalty; providing for a repealer clause and severability clause; providing for publication and an effective date; and setting forth other provisions related thereto.

On October 8, 2024, the City received a letter from the Director of Transportation Operations for the Texas Department of Transportation (TXDOT), notifying the City of proposed change to the posted speed limit along the SH 35 Bypass during the construction of SH 99 Grand Parkway Segment B-1. TXDOT revised the speed limit based on a Speed Zone Study that they recently conducted. In order for this change to be enforceable, the City must approve an ordinance to amend Chapter 24 Traffic to revise the speed limit. Ordinance 25-DD amends Chapter 24 therefore accomplishing this goal. The speed limit change is as follows:

1. *Along SH 35 from Briscoe Canal (0.62 miles) south of FM 2403 (MP 2.95) to the tie in of SH 35 at N. Gordon Street (0.34 miles) north of Victory Lane (MP 10.774) a distance of approximately 6.193 miles, the speed limit shall be 45 MPH during the Texas Department of Transportation's construction project of SH 99 Grand Parkway Segment B-1.*

It is anticipated that the construction of SH 99 Grand Parkway Segment B-1 will take place July 2026 – July 2031. Staff recommends approval of Ordinance 25-DD.

Michelle Segovia, City Engineer, presented this item before City Council with explanation.

Council member Moore moved to approve Ordinance 25-DD, amending Chapter 24, Traffic, of the Code of Ordinances, City of Alvin, Texas, for the purpose of amending and altering the prima facie speed limit established for vehicles under the provisions of §545.356 of the Texas Transportation Code, upon the basis of a Texas Department of Transportation engineering and traffic investigation, upon certain streets and highways, or parts thereof, within the corporate city limits of the City of Alvin, as set out in this Ordinance; providing for a penalty; providing for a repealer clause and severability clause; providing for publication and an effective date; and setting forth other provisions related thereto. Seconded by Council member Vela; motion carried with all members present voting Aye.

Consider Resolution 25-R-27, designating one representative and one alternate representative to the Houston-Galveston Area Council (H-GAC) General Assembly for 2026.

HGAC's bylaws provide that each Home Rule City member with a population under 99,999 as of the latest (2020) Federal Census, is entitled to designate one representative and one alternate to serve in the H-GAC General Assembly. The two designees must be elected officials of Alvin's governing body. Each year, the City Council is asked to appoint elected officials to serve as members of this assembly. Appointees are asked to represent the city and county whom they represent at monthly meetings held typically at the HGAC offices in Houston. City Council is tasked with appointing two (2) members of City Council to serve in the 2025 Assembly: one (1) representative, and one (1) alternate.

Prior year appointments:
2024: Council member Vela (representative); Council member DeKeyzer (alternate)
2023: Council member Vela (representative); Council member Moore (alternate)
2022: Council member Vela (representative); Council member Castro (alternate)

Mayor Adame presented this item before City Council with explanation.

Council member Garivey moved to approve Resolution 25-R-27, designating Council member Martin Vela to serve as the representative and Council member Ashley Davis to serve as the alternate representative on the H-GAC General Assembly for 2026. Seconded by Council member Moore; motion carried with all members present voting Aye.

Consider, if any, requests from individual council members for an item or items to be placed on the upcoming agenda for the next regularly scheduled meeting.

Council member Vela requested a workshop after the first of the new year to discuss shopping carts on city streets.

Council member Vaughn requested Police Chief Lee research Commercial Vehicle inspections and coordination with DPS regarding dump trucks in the City of Alvin.

Council member Salter added to Council member Vela's request for a workshop, suggesting an ordinance requiring new retailers to provide locks for shopping carts.

REPORTS FROM THE CITY MANAGER

Items of Community Interest and/or review preliminary list of items for next Council meeting.

Ms. Dixie Roberts, Assistant City Manager, announced items of community interest.

ITEMS OF COMMUNITY INTEREST

Hear announcements concerning items of community interest from the Mayor, Council members, and City staff, for which no action will be discussed or taken.

Council Member Vela thanked the Mayor and Council for his reappointment to represent the City of Alvin at H-GAC, stating that this role is important to the region. He also mentioned the upcoming car wash benefiting the Alvin Yellowjackets Lady Jacket Soccer, November 8th from 10:00 a.m. to 2:00 p.m. at Advanced Auto Parts.

Council member Salter encouraged Alvin citizens to share posts on social media regarding local assistance for those in need as we enter the holiday season.

Council member Davis thanked Alvin Police Department for their assistance on Halloween at the Mustang Crossing subdivision with traffic control.

Mayor Adame extended thanks to staff for all the preparation of his State of the City address presented by the Northern Brazoria County Chamber of Commerce.

ADJOURNMENT

Mayor Adame adjourned the meeting at 7:39 p.m.

PASSED and APPROVED the 20th of November 2025.

ATTEST:

Gabe Adame, Mayor

Dixie Roberts, City Secretary

MINUTES
CITY OF ALVIN, TEXAS
216 W. SEALY STREET
CITY COUNCIL WORKSHOP MEETING
THURSDAY, NOVEMBER 13, 2025
6:30 PM

CALL TO ORDER

BE IT REMEMBERED that, on the above date, the City Council of the City of Alvin, Texas, met in Workshop Session at 6:30 PM in the Council Chambers at City Hall, with the following members present: Mayor Gabe Adame; Mayor Pro-Tem Meagan DeKeyzer; Council members: Ashley Davis, Richard Garivey, Keko Moore, Scott Salter, Chris Vaughn and Martin Vela.

Staff members present: Junru Roland, City Manager; Suzanne Hanneman, City Attorney; Dixie Roberts, Assistant City Manager/City Secretary; Chris Thomas, Director of Finance; Dan Kelinske, Parks and Recreation Director; Michelle Segovia, City Engineer; Brandon Moody, Director of Public Services; Paul Chavez, Economic Development Director; Kendall Hunting, Fire Chief, and Robert E. Lee, Police Chief.

WORKSHOP BUSINESS

Conduct interviews with applicants for City of Alvin Boards & Commissions for upcoming December appointments.

City Council members interviewed various applicants for appointment and re-appointments to City of Alvin Boards & Commissions. The following applicants were in attendance and were interviewed by City Council for possible placement on a city board or commission: Gloria Gonzalez, Jancy Altus, Jason Jones, Ricky Kubeczka, Scott Loy, Donna Wickes, Donna Martin, Rosalinda Izguerra, Sara Ortiz, Jennifer Marvel, Brenda Garcia, Deborah Williams, Thomas Hockin, Marissa Salazar, Jamie Van Horne, Maria Lozano, John Stone, Nancy Ewing, Dinah Palmer, Robyn Moore, Eric Dierdorff, Scarlett Klein, Jordan Jones, Seth Candan Carrasco, Mike Green, Jennifer Hendricks, and Brandi Wyatt.

ADJOURNMENT

Mayor Adame adjourned the meeting at 8:17 p.m.

PASSED and APPROVED the 20th of November 2025.

ATTEST:

_____ _____

Gabe Adame, Mayor Dixie Roberts, City Secretary

AGENDA COMMENTARY

Meeting Date: 11/20/2025

Department: City Manager **Contact:** Junru Roland, City Manager

Agenda Item: Consider a *Lift Station/Force Main Oversize Cost Participation Agreement* with Brazoria County Municipal Utility District 51 and Beazer Homes Texas, L.P. and authorize the Mayor to sign the agreement upon legal review.

Type of Item: Contract/Agreement

Summary: Staff is requesting Council's consideration for approval of the Brazoria County Municipal District 51 (MUD 51) Oversizing Agreement. The agreement provides a cost-neutral funding method for a shared wastewater lift station that will serve two major planned developments: Beazer Homes (Berry Creek, 107 acres) and KB Homes (Verona Tract, 128 acres) in MUD 51. The City's staff recommendation is for Beazer Homes to construct a single, shared, oversized regional lift station, which is the most fiscally responsible option for minimizing long-term operational and maintenance costs to the City. Under the existing Utility Services Agreement (USA) with Beazer Homes, the City is obligated to cover the estimated cost of approximately $1,172,657 to oversize the facility to accommodate the KB Homes tract.

To meet the oversizing funding obligation without utilizing City funds, staff recommends waiving Beazer's impact fees for upfront payment. This plan involves two steps:

1. Immediate Funding: Waive Beazer Homes' water and sewer impact fees, equal to the oversizing cost. (estimated 127 home impact fees)
2. Funding Recovery: Established a Utility Services Agreement (USA) with KB Homes for reimbursement to the City for the entire oversizing amount in addition to their impact fee requirements. The KB Homes Planned Unit Development (PUD) District is tentatively planned for Council's consideration in December 2025.

This process allows a net-zero cost to the City's budget and ensures that both developers fund their respective shares of the necessary utility improvements, keeping costs fair for current water and sewer ratepayers.

Staff recommends approving the proposed agreement of waiving impact fees for Beazer Homes for an equal amount of the oversizing costs and the subsequent reimbursement from KB Homes to fund the construction of the shared regional lift station in MUD 51.

Funding Expected: Revenue _ Expenditure _ N/A X **Budgeted Item:** Yes __ No _ N/A X

Funding Acount: ___ **Amount:** ____ **1295 Form Required?** Yes __ No X

Legal Review Required: N/A __ Required X **Date Completed:** 11/17/2025 SLH

Finance Review Required: N/A __ Required X **Date Completed:** _____

Supporting documents attached:
1. BCMUD51 Oversizing Agreement (Cost Participation City of Alvin)
2. Oversize Agreement Map

Recommendation: Move to approve a *Lift Station/Force Main Oversize Cost Participation Agreement* with Brazoria County Municipal Utility District 51 and Beazer Homes Texas, L.P. and authorize the Mayor to sign the agreement upon legal review.

Reviewed by Department Head, if applicable: __
Reviewed by Chief Financial Officer, if applicable: __
Reviewed by City Attorney, if applicable: X
Reviewed by City Manager, if applicable: X

THE STATE OF TEXAS §
§
COUNTY OF BRAZORIA §

LIFT STATION/FORCE MAIN OVERSIZE COST PARTICIPATION AGREEMENT BETWEEN THE CITY OF ALVIN, BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 51, AND BEAZER HOMES TEXAS, L.P.

This Lift Station/Force Main Oversize Cost Participation Agreement (this "**Agreement**"), is made and entered into as of November 20, 2025 (the "**Effective Date**"), by and among the City of Alvin (the "**City**"); Brazoria County Municipal Utility District No. 51 (the "**District**"); and Beazer Homes Texas, L.P., a Delaware limited partnership ("**Developer**") (the City, the District, and Developer are referred to herein individually as a "**Party**" and collectively as the "**Parties**").

RECITALS:

Developer is developing certain real property located in the City of Alvin, Texas, described on **Exhibit A**, attached hereto and made a part hereof for all purposes (the "**Property**"). The Property is located within the District.

The District, with advances from Developer, must design, construct and install a lift station to service the Property (the "**Required Facilities**").

The City wishes for the District to oversize the Required Facilities to expand its utility system and ensure adequate utility service to potential future customers, which oversized lift station consists of a wet well, pumps, discharge pipes, header, force main, generator, electrical & control improvements, fence and gate, offsite waterline, sanitary sewer, storm sewer, all-weather roadway, and other miscellaneous improvements, as shown on **Exhibit B**, attached hereto and incorporated herein by reference (the "**Oversized Facilities**").

Pursuant to Section 2.1.4 of the Utility Services Contract between the City and Lando Development, Ltd. on Behalf of Themselves and the District, which has been assigned to the District (as assigned, the "**Utility Agreement**"), the City is required to participate in the cost of designing, constructing and installing the Oversized Facilities and fund the greater of (a) its pro rata share of the construction costs of any oversized facilities (based upon the additional capacity necessitated by the City's requirement of or request for oversized facilities, or (b) the difference between the construction costs for any oversized facilities and what would have been the construction costs for the facilities needed to serve the District only.

The City, the District, and Developer desire to enter in this Agreement to provide for oversizing of improvements required to increase the capacity of a lift station in anticipation of future development in the area.

The City, the District, and Developer desire to set forth, in writing, their understandings and agreement regarding the design, construction and installation of

the Oversized Facilities and any other facilities that serve the Property that City requests to be oversized in accordance with its ordinances, as more fully set forth herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein Developer, the District, and the City do hereby agree as follows:

1. Definitions. The capitalized terms and phrases used in this Agreement shall have the following meanings:

"Construction Costs" shall mean all costs associated with the design and construction of the Oversized Facilities, including, but not limited to, design costs; costs of construction and acquisition; setup and installation fees paid in connection with the Facilities; costs of acquiring necessary licenses or permits; engineering studies, engineering, fiscal, legal, and administrative costs; costs of material and soil testing; storm water pollution prevention plan enforcement costs; geotechnical, inspection and engineering costs for construction- phase services; costs of legal proceeding or judgment; land costs, whether fee title or easements, and all other items and expenses of a similar or different nature reasonably required for the construction or acquisition of the Oversized Facilities, including contingencies.

"Force Main" shall mean the 8" force main and gravity line North Gordon Street to be constructed by the District and tying into the City's sanitary sewer line along North Gordon Street, in the location shown on **Exhibit B-1** attached hereto.

"Impact Fees" shall mean the water impact fee and wastewater impact fee imposed by the City.

"Impact Fee Credits" means Impact Fee credits given by the City to Developer or the District in an amount equal to the City's Project Allocation Share of the Construction Costs. Such amounts shall be calculated by the District Engineer and provided to the City together with backup documentation supporting such calculation. Impact Fee Credits may be used to offset any Impact Fees owed and not yet paid for any connections within the District.

"Lift Station" shall mean the oversized lift station consisting of a wet well, pumps, discharge pipes, header, generator, electrical & control improvements, fence and gate, offsite waterline, sanitary sewer, storm sewer, all-weather roadway, and other miscellaneous improvements, as shown on **Exhibit B**, attached hereto and incorporated herein by reference, to be designed and constructed by the District to serve the Property.

"Oversized Facilities" shall mean the Lift Station and the Force Main.

"Project Allocation Share" shall mean either the City's or the District's percentage share of the Construction Costs of the Oversized Facilities, as shown on **Exhibit C.**

2. Term. This Agreement becomes effective upon the Effective Date and shall remain in effect until the Oversized Facilities are completed, have been accepted by the City, and the City has either (a) paid for its Project Allocation Share of the Construction Costs in accordance with the terms hereof, or (b) issued Impact Fee Credits to Developer or the District in accordance with the terms hereof, unless earlier terminated in writing and executed by the City, the District, and Developer.

3. Scope of Work. The District shall design, install, and construct the Oversized Facilities.

4. Construction of the Oversized Facilities.

A. Oversized Facilities. Construction Costs will be allocated between the City and the District based on each Party's Project Allocation Share. The City shall, at its option, either (i) pay for its Project Allocation Share of the Construction Costs, or (ii) issue Impact Fee Credits to the District or Developer. No other party has an interest in the projected flows to be served by the Oversized Facilities.

B. City's Initial Advance. If the City chooses to pay for one hundred percent (100%) of the Construction Costs for any oversizing of the Required Facilities, upon receipt of the estimated Construction Costs (the "**Estimated Construction Costs**") from the District engineer, the District shall invoice the City the City's Project Allocation Share of such Construction Costs. Such invoice shall be due and payable within fifteen (15) days of receipt by the City. The District will deposit the funds paid by the City (the "**City's Initial Advance**") into its operating funds account and separately account for the City's Initial Advance. The City's Initial Advance will only be applied by the District to the City's Project Allocation Share of the Construction Costs. The District shall cause its bookkeeper to provide monthly written reports of the use of the City's Initial Advance. The District's books will be available for inspection by the City upon reasonable notice. Notwithstanding the foregoing, if the City fails to make timely payment of the City's Initial Advance in accordance with or issue Impact Fee Credits in the amount of the City's Initial Advance on the same timeline as payment within this Section 2.B., the District shall be allowed to proceed with construction of the Required Facilities as originally intended and shall not be required to design and construct the Oversized Facilities.

C. Design and Plan Approval. Upon receipt of the City's Initial Advance or issuance of the Impact Fee Credits, as applicable, the District engineer shall design the Lift Station to be located on the site along Cardinal Dr. shown on **Exhibit B** attached hereto, and the Force Main, each of which

may be designed under a separate set of plans and specifications The plans and specifications for the Lift Station (the "**Lift Station Plans**") and the Force Main (the "**Force Main Plans**") shall each be subject to review and approval by the District, the City, and any other regulatory authorities with jurisdiction and may be submitted separately to the City for review and approval. No changes shall be made to the Lift Station Plans or the Force Main Plans without the prior written approval of the City.

D. Plan Approval and Delay. The City agrees to (i) review each of the Lift Station Plans and the Force Main Plans when submitted and provide approval or reasonable comments within fifteen (15) days of receipt of the Lift Station Plans or the Force Main Plans from the District (and, if a response is required to any comments received, subsequent review(s) and approval or comments shall likewise occur within fifteen (15) days of receipt from the District); (ii) allow development that would have been served by the Required Facilities and single-family home construction to proceed prior to completion of design and construction of the Oversized Facilities and the Force Main; (iii) permit certificates of occupancy to be issued for the single-family homes being constructed pursuant to this Section 3.D. prior to completion and acceptance of the Oversized Facilities; and (iv) until the Lift Station and the Force Main have both been completed and accepted by the City allow the District to either (a) pump and haul wastewater discharge, at its sole expense, from a point to be designated by the District if the Force Main is not complete and operational, or (b) pump, with a generator if needed, the sewer line from the last sanitary sewer manhole to the Force Main if the Force Main is complete and operational. If the City has not approved or provided comments to either the Lift Station Plans or the Force Main Plans within the time period specified herein, such Plans shall be deemed approved.

Furthermore, the City agrees that, within the Berry Creek subdivision, the District may submit construction plans for: (i) demolition and clearing, (ii) grubbing and mass grading, (iii) the storm sewer pump station, and (iv) water, sewer, drainage, and paving improvements within each section (with each set of plans and specifications for an identified type of work being referred to as the "**Section Plans**") for review and approval by the City separately, and the City shall not delay the approval of each of the Section Plans because either the Lift Station Plans, the Force Main Plans, or any of the other Section Plans have not yet been submitted. Upon approval of any of the Section Plans, Developer may proceed with plat recordation and the District may pull construction permits for and proceed with construction of any work set forth within such Section Plans. Upon completion of water, sewer, drainage and paving improvements for a section within the Berry Creek subdivision, Developer may request and obtain taps and meters for water and sewer services to the homes within such section even if the Lift Station and the Force Main are not yet complete.

E. Advertising for Bid. The construction contracts for the Oversized Facilities shall be advertised in accordance with the competitive bidding rules applicable to the District. Prior to award of a construction contract for the Oversized Facilities, the District shall provide to the City's engineer copies of the bids, bid tabulation, and recommendation of award. The City shall have ten (10) business days to review and provide written objections on the recommendation of award of the construction contract. If the City fails to object within the ten (10) business day timeframe, the recommendation of award will be deemed approved by the City. The District shall consider all reasonable objections to the recommendation of award but the final decision regarding award of a construction contract remains with the District.

F. City's Second Advance. Upon receipt of bids by the District for the Oversized Facilities, in the event that the actual bid price in the contract to be awarded by the District for the construction of the Oversized Facilities, plus contingencies in the amount of ten percent (10%) (the "**Actual Contract Costs**"), exceed the amount of the contract costs set forth in the Estimated Construction Costs (the "**Estimated Contract Costs**"), either (i) the District shall invoice the City for City's Project Allocation Share of the difference between the Actual Contract Costs and the Estimated Contract Costs (the "**City's Second Advance**"(the City's First Advance and the City's Second Advance or any other advance to be made by the City hereunder, if applicable, shall be referred to collectively herein as the **City's Advance**"), together with a copy of the bid to be awarded by the District, or (ii) the District shall submit to the City the amount of the City's Second Advance together with a copy of the bid to be awarded by the District, and the City shall issue additional Impact Fee Credits in such amount, as applicable. Any invoice hereunder shall be due and payable to the District or any increase in the Impact Fees shall be issued by the City within thirty (30) days of receipt by the City, in accordance with the Texas Prompt Payment Act, Chapter 2251 of the Texas Government Code. If the City fails to make timely payment of the City's Second Advance or issue additional Impact Fee Credits in accordance with this Section 2.B., the District shall be allowed to proceed with construction of the Required Facilities as originally intended and shall not be required to construct the Oversized Facilities.

G. Construction. The Oversized Facilities shall be constructed, and all easements, fee title, equipment, materials, and supplies required in connection therewith shall be acquired or leased, as applicable, in the name of the District. Subject to receipt of the City's Advance, the Oversized Facilities shall be awarded, and payment and performance bonds obtained all in accordance with the laws governing municipal utility districts in Texas and in full compliance with the rules and regulations of the Texas Commission on Environmental Quality and any other agencies having jurisdiction. The District shall take all appropriate actions to ensure that the Oversized Facilities are constructed in a good and workmanlike manner with all reasonable diligence. Within thirty (30) days after completion and acceptance of the Oversized

Facilities by the District, the District shall convey the Oversized Facilities, together with any required real property interests, to the City for ownership and operation.

H. Prior to the final payment to a contractor for any portion of the Oversized Facilities:

i. The Oversized Facilities must be (i) completed by the District; (ii) reviewed and inspected by the City; and (iii) approved and accepted by the City. During the work on the Oversized Facilities, the City has the right to review all documents, maps, plats, records, photographs, reports and drawings affecting the construction and to inspect the work in progress; and

ii. At the time of substantial completion of the construction contract (as defined by the construction contract) or substantial completion of a phase of the construction contract for the Oversized Facilities, the District shall provide record drawings to the City, notify the City of substantial completion and request a final walk through of the work. The City Public Works Inspector shall schedule a final walkthrough within ten (10) days of notification of substantial completion and receipt of record drawings. The City shall then promptly conduct a final walk through of the Oversized Facilities and provide punch list of items to be remedied by the contractor, and the District shall cause the contractor to correct any deficiencies noted by the City in its punch list to the City's satisfaction prior to final acceptance. The City shall schedule any necessary re-inspections within ten (10) days of notice that the punch list items have been completed.

I. Change Orders. All change orders under a construction contract for the Oversized Facilities are subject to approval by the District, Developer, and the City. The City shall have ten (10) business days from the date of receipt to review and provide written objections to a change order. If the City fails to object within the ten (10) business day timeframe, the change order will be deemed approved by the City. The District shall consider all reasonable objections to change orders but the final decision regarding approval of a change order remains with the District. To the extent a change order alters the Project Allocation Shares, the Parties agree that each Party's Project Allocation Share shall be revised accordingly, and this Agreement shall automatically be amended to reflect the agreed to change order amounts, and the City shall be required to submit the additional portion of the City's Advance required hereunder or increase the Impact Fee Credits in the resulting amount because of the change order.

J. City Payment Obligations. If the City fails to make any portion of the City's Advance to the District when due hereunder or issue Impact Fee Credits, as applicable, Developer has the right, but not the obligation, to pay

the City's Advance to the District and charge the City interest on the unpaid balance until the City pays the City's Advance. Interest shall be at 10% per annum or the maximum rate allowed by law, whichever is lower.

K. Final Accounting. Within 60 days after completion and final acceptance of the Oversized Facilities by the City, the District shall cause its engineer and bookkeeper to prepare a final report confirming the total, actual costs of the Oversized Facilities (the "**Oversized Facilities Final Accounting**"), which accounting shall include the cost of such report. The Oversized Facilities Final Accounting shall state: (A) the costs actually paid by each Party (or Impact Fee Credits issued, as applicable) for the Oversized Facilities, (B) the costs that should have been incurred by each Party based on its Project Allocation Share set forth on **Exhibit C** (or Impact Fee Credits issued by the City, as applicable), and (C) the amount of any underpayment made by the Parties or under issuance of Impact Fee Credits (the "Underpayment") or overpayment made by the Parties or over issuance of Impact Fee Credits (the "Overpayment"), taking into account clauses (A) and (B) above. The Oversized Facilities Final Accounting shall be provided to the Parties within 180 days after completion and final acceptance of the Oversized Facilities. Within 60 days of the date the Oversized Facilities Final Accounting is received by the Parties, the City shall pay or issue Impact Fee Credits, if any Impact Fees remain to be paid by the District or Developer, to the District or Developer in the amount of any Underpayment made by the City or, if applicable, the District shall pay the City the amount of any Overpayment made by the City or agree to reduce the Impact Fee Credits by the amount of the Overpayment, if sufficient Impact Fees remain owing.

L. Good Faith Efforts. The District shall make good faith efforts to obtain all necessary permits, licenses, and easements or fee title to construct and install the Oversized Facilities, and the costs for acquisition of all necessary permits, licenses, and easements or fee title shall be included in the Construction Costs. However, the City agrees to dedicate any required easements on City property at no cost to the District. The easements, deeds, and plats therefor obtained by the District in connection with the construction and installation of the Oversized Facilities shall be reviewed and approved as to form and substance by the City, which approval shall not be unreasonably withheld. If the District is unable to acquire needed easements or fee title, the City agrees to secure the required easements or fee title with the full powers provided to it, including, if necessary, condemnation. The District shall provide the City with any reasonably requested documentation of efforts to obtain such easements or fee title, including evidence of negotiations and reasonable offers made to the affected property owners. Any easements or fee title for the Oversized Facilities obtained by the District shall be assigned to the City, if not taken in the City's name, prior to acceptance of the Oversized Facilities.

5. Notice. All notices, payments, or communications to be given or made pursuant to this Agreement by the Parties shall be sent by depositing the same in the United States mail, addressed to the Party to be notified, postage prepaid and registered or certified with return receipt requested; via overnight delivery with tracking; by delivering the same in person to such Party; or by electronic mail, if not payment is being made. Notice given by United States mail shall be effective three (3) days after deposit in the United States mail. Notice given in any other manner shall be effective upon receipt at the address of the addressee. For purposes of notice, the addresses of the Parties shall be as follows:

If to the District:	Brazoria County Municipal Utility District No. 51 c/o Allen Boone Humphries Robinson LLP Attn: Katie Sherborne 3200 Southwest Freeway, Suite 2600 Houston, Texas 77027 E-mail: ksherborne@abhr.com
If to the City:	City Manager Junru Roland 216 West Sealy Street Alvin, Texas 77511 E-mail: Junru.Roland@alvin.gov
If to Developer:	Beazer Homes Texas L.P. Attn: Greg Coleman 13430 Northwest Freeway, Suite 900 Houston, Texas 77040 E-mail: gcoleman@beazer.com

6. Legal Construction. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement, and this Agreement shall be considered as if such invalid, illegal, or unenforceable provision had never been contained in this Agreement.

7. Counterparts. This Agreement may be executed, including electronically, in one or more counterparts, each of which when so executed shall be deemed to be an original and constitute one and the same instrument. If this Agreement is executed in counterparts, then it shall become fully executed only as of the execution of the last such counterpart called for by the terms of this Agreement to be executed.

8. Venue. Any and all suits for any breach of this Agreement, or any other suit pertaining to or arising out of this Agreement, shall be brought in a court of competent jurisdiction in Brazoria County, Texas. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas.

9. Entire Agreement. This instrument embodies the entire agreement of the Parties hereto and there are no promises, terms, conditions, or obligations other than those contained or incorporated herein. This Agreement shall supersede all previous communications, representations, or agreements, whether verbal or written, between the Parties hereto with respect to the subject matter of this Agreement.

10. Miscellaneous.

A. Pursuant to Section 2270.002, Texas Government Code, Developer hereby (i) represents that it does not boycott Israel, and (ii) subject to or as otherwise required by applicable federal law, including without limitation 50 U.S.C. Section 4607, agrees it will not boycott Israel during the term of the Agreement. As used in the immediately preceding sentence, "boycott Israel" shall have the meaning given such term in Section 2270.001, Texas Government Code.

B. Developer hereby represents that (i) it does not engage in business with Iran, Sudan or any foreign terrorist organization and (ii) it is not listed by the Texas Comptroller under Section 2252.153, Texas Government Code, as a company known to have contracts with or provide supplies or services to a foreign terrorist organization. As used in the immediately preceding sentence, "foreign terrorist organization" shall have the meaning given such term in Section 2252.151, Texas Government Code.

C. By signing and entering into this Agreement, Developer verifies, pursuant to Chapter 2274 of the Texas Government Code (as added by Senate Bill 13, 87th Texas Legislature, Regular Session), it is not a Company that boycotts energy companies and agrees it will not boycott energy companies during the term of this Agreement. The terms "boycotts energy companies" and "boycott energy companies" have the meaning assigned to the term "boycott energy company" in Section 809.001, Texas Government Code. For purposes of this paragraph, "Company" means a for-profit sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations, that exists to make a profit, but does not include a sole proprietorship.

D. By signing and entering into the Agreement, Developer verifies, pursuant to Chapter 2274 of the Texas Government Code (as added by Senate Bill 19, 87th Texas Legislature, Regular Session, "SB 19"), that it is not a Company that has a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association and agrees it will not discriminate against a firearm entity or firearm trade association during the term of this Agreement. The terms "discriminates against a firearm entity or firearm trade association" and "discriminate against a firearm entity or firearm

trade association" have the meaning assigned to the term "discriminate against a firearm entity or firearm trade association" in Section 2274.001(3), Texas Government Code (as added by SB 19). For purposes of this paragraph, "Company" means a for-profit organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations, that exists to make a profit, but does not mean a sole proprietorship.

E. The Parties agree that this Agreement is an agreement for goods and services to the City pursuant to Texas Local Government Code 271.151.

EXECUTED as of the Effective Date.

CITY OF ALVIN, TEXAS

_____
Mayor

ATTEST:

_____
City Secretary

BRAZORIA COUNTY MUNICIPAL UTILITY DISTRICT NO. 51

By:_____
Name:_____
Title:_____

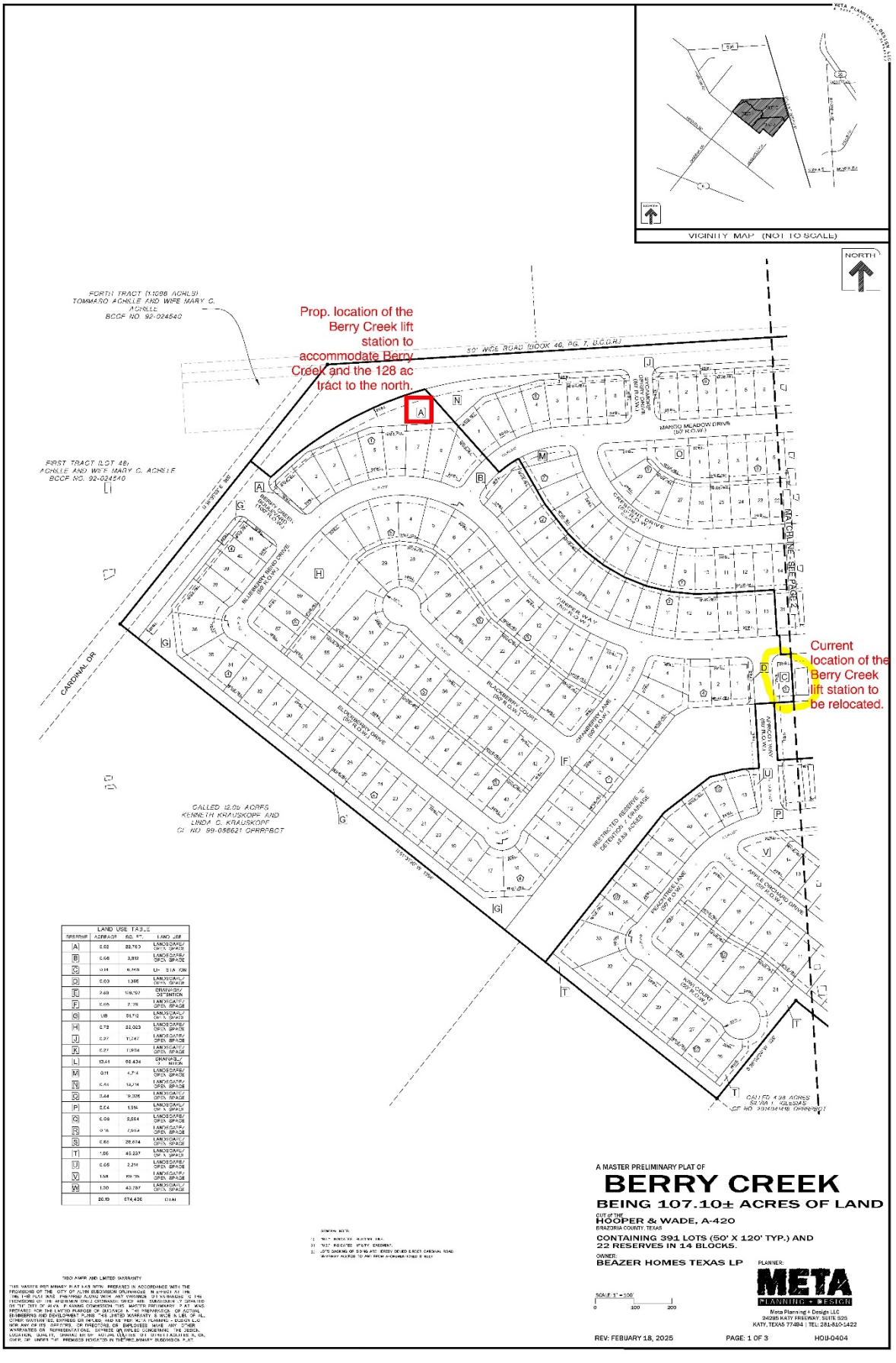
BEAZER HOMES TEXAS, L.P.
a Delaware limited partnership

By: Beazer Homes Texas Holdings, Inc.,
a Delaware corporation,
its General Partner

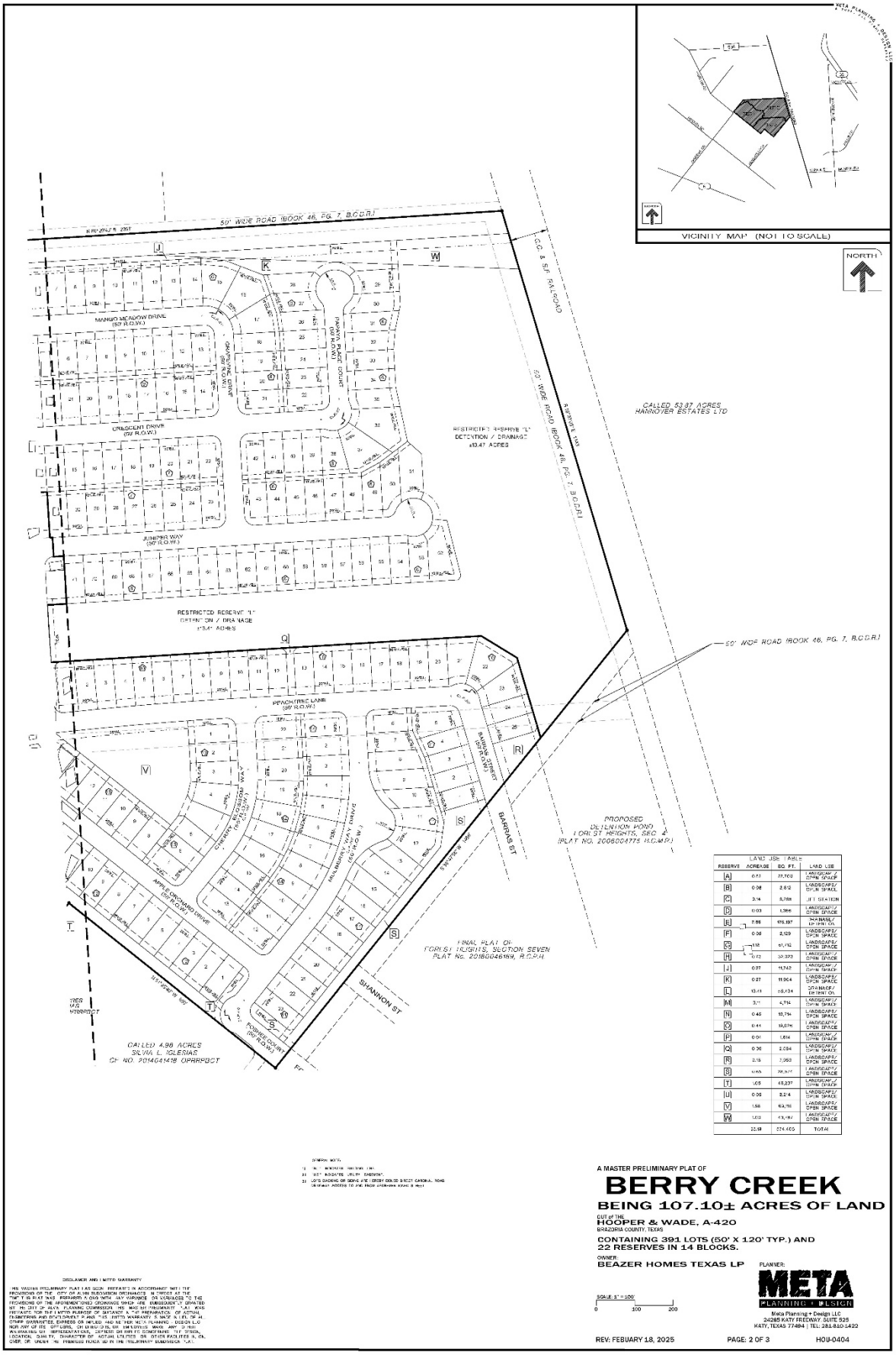
By:_____
Name:_____
Title: _____

Exhibit A

Property Description



LAND USE TABLE			
BRENTWAY	ACREAGE	SQ. FT.	LAND USE
A	0.68	29,783	LANDSCAPE/ OPEN SPACE
B	0.08	3,892	LANDSCAPE/ OPEN SPACE
C	0.14	6,408	LANDSCAPE/ OPEN SPACE
D	0.03	1,386	LANDSCAPE/ OPEN SPACE
E	7.69	335,107	DRAINAGE/ DETENTION
F	0.05	2,178	LANDSCAPE/ OPEN SPACE
G	1.18	51,412	LANDSCAPE/ OPEN SPACE
H	0.78	33,923	LANDSCAPE/ OPEN SPACE
J	0.27	11,747	LANDSCAPE/ OPEN SPACE
K	0.27	11,954	LANDSCAPE/ OPEN SPACE
L	13.41	584,424	DRAINAGE/ DETENTION
M	0.11	4,714	LANDSCAPE/ OPEN SPACE
N	0.41	18,114	LANDSCAPE/ OPEN SPACE
Q	0.44	19,326	LANDSCAPE/ OPEN SPACE
P	0.04	1,594	LANDSCAPE/ OPEN SPACE
Q	0.08	3,664	LANDSCAPE/ OPEN SPACE
R	0.16	7,014	LANDSCAPE/ OPEN SPACE
S	0.60	26,074	LANDSCAPE/ OPEN SPACE
T	1.06	46,237	LANDSCAPE/ OPEN SPACE
U	0.05	2,214	LANDSCAPE/ OPEN SPACE
V	1.58	69,116	LANDSCAPE/ OPEN SPACE
W	1.20	52,787	LANDSCAPE/ OPEN SPACE
	30.10	674,436	TOTAL


50' WIDE ROAD (BOOK 46, PG. 7, B.C.D.R.)
G.C. & S.F. RAILROAD
50' WIDE ROAD (BOOK 46, PG. 7, B.C.D.R.)
MANGO MEADOW DRIVE (50' R.O.W.)
PAPAYA PLACE COURT (50' R.O.W.)
CRESCENT DRIVE (50' R.O.W.)
JUNIPER WAY (50' R.O.W.)
PEACHTREE LANE (50' R.O.W.)
BARRAS STREET (50' R.O.W.)
APPLE ORCHARD DRIVE (50' R.O.W.)
CHERRY BLOSSOM WAY (50' R.O.W.)
MULBERRY WAY DRIVE (50' R.O.W.)
FOSTER COURT (50' R.O.W.)
SHANNON ST
BARRAS ST
RESTRICTED RESERVE "L" DETENTION / DRAINAGE ±9.47 ACRES
RESTRICTED RESERVE "I" DETENTION / DRAINAGE ±5.47 ACRES
CALLED 53.97 ACRES HANNOVER ESTATES LTD
PROPOSED DETENTION POND LORD ST HEIGHTS, SEC. 2 (PLAT NO. 20080247?5 H.C.M.P.)
FINAL PLAT OF FORD ST HEIGHTS, SECTION SEVEN PLAT No. 20180046169, B.C.P.R.
CALLED 4.98 ACRES SILVIA L. IGLESIAS CF. NO. 2014041418 OPRBCT
VICINITY MAP (NOT TO SCALE)
NORTH
LAND USE TABLE
RESERVE | ACREAGE | SQ. FT. | LAND USE
A 0.53 23,100 LANDSCAPE / OPEN SPACE
B 0.06 2,612 LANDSCAPE / OPEN SPACE
C 3.14 8,788 LIFT STATION
D 0.03 1,386 LANDSCAPE / OPEN SPACE
E 2.86 124,597 DRAINAGE / DETENTION
F 0.06 2,129 LANDSCAPE / OPEN SPACE
G 1.16 50,712 LANDSCAPE / OPEN SPACE
H 0.72 31,373 LANDSCAPE / OPEN SPACE
J 0.27 11,742 LANDSCAPE / OPEN SPACE
K 0.27 11,904 LANDSCAPE / OPEN SPACE
L 10.41 453,434 DRAINAGE / DETENTION
M 3.71 4,714 LANDSCAPE / OPEN SPACE
N 0.46 19,714 LANDSCAPE / OPEN SPACE
O 0.44 19,074 LANDSCAPE / OPEN SPACE
P 0.04 1,614 LANDSCAPE / OPEN SPACE
Q 0.06 2,594 LANDSCAPE / OPEN SPACE
R 2.19 7,953 LANDSCAPE / OPEN SPACE
S 0.65 28,577 LANDSCAPE / OPEN SPACE
T 1.05 45,237 LANDSCAPE / OPEN SPACE
U 0.05 2,214 LANDSCAPE / OPEN SPACE
V 1.58 68,716 LANDSCAPE / OPEN SPACE
W 1.03 44,816 LANDSCAPE / OPEN SPACE
22.59 984,465 TOTAL
A MASTER PRELIMINARY PLAT OF
BERRY CREEK
BEING 107.10± ACRES OF LAND
OUT OF THE HOOPER & WADE, A-420
BRAZORIA COUNTY, TEXAS
CONTAINING 391 LOTS (50' X 120' TYP.) AND 22 RESERVES IN 14 BLOCKS.
OWNER: BEAZER HOMES TEXAS LP
PLANNER: META PLANNING + DESIGN
SCALE: 1" = 100'
0 100 200
Meta Planning + Design LLC
24285 KATY FREEWAY, SUITE 525
KATY, TEXAS 77494 | TEL: 281-810-1422
REV: FEBUARY 18, 2025
PAGE: 2 OF 3
HOU-0404
DISCLAIMER AND LIMITED WARRANTY

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
BLOCK 1		
LOT 1	50'	5,886
LOT 2	50'	7,229
LOT 3	50'	7,115
LOT 4	50'	7,370
LOT 5	50'	7,455
LOT 6	50'	7,456
LOT 7	50'	7,846
LOT 8	50'	8,764
LOT 9	50'	9,814
BLOCK 2		
LOT 1	50'	7,537
LOT 2	50'	7,087
LOT 3	50'	6,666
LOT 4	50'	6,221
LOT 5	50'	5,811
LOT 6	50'	5,811
LOT 7	50'	5,811
LOT 8	50'	5,811
LOT 9	50'	5,811
LOT 10	50'	5,811
LOT 11	50'	5,811
LOT 12	50'	5,811
LOT 13	50'	5,844
LOT 14	50'	5,666
LOT 15	50'	5,666
LOT 16	50'	5,666
LOT 17	50'	5,666
BLOCK 3		
LOT 1	50'	5,912
LOT 2	50'	5,912
LOT 3	50'	7,192
LOT 4	61'	9,795
LOT 5	50'	5,912
LOT 6	50'	7,089
LOT 7	50'	5,252
LOT 8	50'	5,252
LOT 9	50'	5,252
LOT 10	50'	5,252
LOT 11	50'	5,699
LOT 12	50'	5,252
LOT 13	50'	5,252
LOT 14	50'	5,252
LOT 15	50'	5,197

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
BLOCK 4		
LOT 19	51'	6,547
LOT 20	51'	6,376
LOT 21	50'	6,450
LOT 22	50'	6,250
LOT 23	50'	6,763
LOT 24	50'	6,253
LOT 25	50'	6,250
LOT 26	50'	6,250
LOT 27	50'	6,763
LOT 28	50'	6,253
LOT 29	50'	6,250
LOT 30	50'	6,250
LOT 31	50'	6,763
LOT 32	50'	6,253
LOT 33	50'	6,250
LOT 34	50'	6,250
LOT 35	50'	6,763
LOT 36	50'	10,288
LOT 37	50'	9,249
LOT 38	50'	6,300
LOT 39	50'	6,763
LOT 40	50'	6,250
LOT 41	50'	6,250
LOT 42	90'	7,785
BLOCK 5		
LOT 1	67'	7,705
LOT 2	73'	7,938
LOT 3	73'	7,938
LOT 4	73'	7,938
LOT 5	73'	7,938
LOT 6	73'	7,938
LOT 7	67'	8,745
LOT 8	50'	6,700
LOT 9	50'	6,765
LOT 10	50'	6,708
LOT 11	50'	9,006
LOT 12	50'	6,493
LOT 13	50'	6,250
LOT 14	50'	6,247
LOT 15	50'	7,014

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
LOT 16	55'	6,842
LOT 17	51'	6,376
LOT 18	50'	6,763
LOT 19	50'	6,763
LOT 20	50'	6,253
LOT 21	50'	6,253
LOT 22	50'	6,253
LOT 23	50'	6,763
LOT 24	54'	6,238
LOT 25	50'	7,021
LOT 26	54'	7,295
LOT 27	78'	7,764
LOT 28	50'	6,250
LOT 29	50'	6,250
LOT 30	50'	6,250
LOT 31	50'	6,763
LOT 32	50'	6,253
LOT 33	50'	6,250
LOT 34	50'	6,250
LOT 35	50'	6,763
LOT 36	50'	6,253
LOT 37	50'	6,250
LOT 38	50'	6,300
LOT 39	50'	6,763
LOT 40	50'	6,250
LOT 41	50'	6,250
LOT 42	90'	7,785
LOT 43	50'	7,665
LOT 44	50'	6,666
LOT 45	50'	6,666
LOT 46	50'	6,300
LOT 47	50'	6,300
LOT 48	50'	6,666
LOT 49	50'	6,250
LOT 50	50'	6,763
LOT 51	50'	6,666
LOT 52	53'	6,760
LOT 53	50'	6,247
LOT 54	67'	8,852

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
LOT 55	90'	8,788
BLOCK 5		
LOT 1	65'	9,163
LOT 2	65'	8,250
LOT 3	65'	8,250
LOT 4	65'	8,250
LOT 5	65'	8,250
LOT 6	65'	8,250
LOT 7	65'	8,250
LOT 8	65'	8,763
LOT 9	65'	8,763
LOT 10	65'	8,763
LOT 11	90'	9,250
LOT 12	65'	8,763
LOT 13	65'	8,763
LOT 14	86'	1,564
LOT 15	342'	12,024
LOT 16	69'	9,067
LOT 17	65'	8,766
LOT 18	90'	9,222
LOT 19	90'	9,222
LOT 20	69'	9,055
LOT 21	69'	7,186
LOT 22	69'	7,186
LOT 23	69'	9,222
LOT 24	69'	9,055
LOT 25	69'	9,055
LOT 26	69'	8,916
LOT 27	69'	9,189
LOT 28	69'	9,189
LOT 29	90'	9,189
LOT 30	90'	9,908
LOT 31	90'	9,172
LOT 32	69'	9,494
LOT 33	65'	8,763
LOT 34	90'	9,250
LOT 35	90'	9,192
LOT 36	61'	10,643
LOT 37	51'	8,988
LOT 38	90'	9,180
LOT 39	90'	9,000

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
BLOCK 6		
LOT 40	65'	8,553
LOT 41	65'	8,553
LOT 42	65'	8,553
LOT 43	65'	8,553
LOT 44	65'	8,553
LOT 45	65'	8,553
LOT 46	65'	8,553
LOT 47	65'	8,553
LOT 48	65'	8,553
LOT 49	65'	9,191
LOT 50	65'	9,191
LOT 51	65'	8,708
LOT 52	65'	8,801
LOT 53	65'	9,529
LOT 54	65'	9,945
LOT 55	65'	8,763
LOT 56	65'	8,250
LOT 57	65'	9,250
LOT 58	65'	9,763
LOT 59	65'	8,763
LOT 60	65'	8,763
LOT 61	65'	9,250
LOT 62	65'	8,763
LOT 63	65'	8,763
LOT 64	65'	8,763
LOT 65	65'	8,763
LOT 66	65'	8,763
LOT 67	65'	8,763
LOT 68	65'	8,763
LOT 69	65'	8,763
LOT 70	65'	8,763
BLOCK 7		
LOT 1	50'	6,386
LOT 2	50'	6,000
LOT 3	50'	6,000
LOT 4	50'	6,000
LOT 5	50'	6,000
LOT 6	50'	6,000
LOT 7	50'	6,000
LOT 8	50'	6,000
LOT 9	50'	6,000
LOT 10	50'	6,000
LOT 11	50'	6,000
LOT 12	50'	6,000
LOT 13	50'	6,000
LOT 14	50'	6,000
LOT 15	50'	6,000
LOT 16	50'	6,000
LOT 17	50'	6,000
LOT 18	50'	6,000
LOT 19	50'	6,000
LOT 20	50'	6,000
LOT 21	50'	6,000
BLOCK 8		
LOT 1	50'	7,191
LOT 2	50'	7,343
LOT 3	50'	7,343
LOT 4	50'	7,308
LOT 5	50'	8,757
LOT 6	50'	8,250
LOT 7	50'	8,250
LOT 8	50'	9,983
BLOCK 9		
LOT 1	50'	5,843
LOT 2	50'	9,000
LOT 3	50'	9,000
LOT 4	50'	9,000
LOT 5	50'	9,000
LOT 6	50'	9,000
LOT 7	50'	9,000
LOT 8	50'	9,000
LOT 9	50'	9,000
LOT 10	50'	9,000

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
LOT 11	65'	6,000
LOT 12	50'	6,000
LOT 13	63'	7,186
LOT 14	63'	7,186
LOT 15	50'	6,000
LOT 16	50'	6,000
LOT 17	50'	6,000
LOT 18	50'	6,000
LOT 19	50'	6,000
LOT 20	50'	6,000
LOT 21	50'	6,000
LOT 22	50'	6,000
LOT 23	50'	6,000
LOT 24	50'	6,000
LOT 25	50'	6,000
LOT 26	50'	6,000
LOT 27	78'	7,061
LOT 28	78'	7,215

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
BLOCK 10		
LOT 1	50'	6,570
LOT 2	60'	6,597
LOT 3	60'	6,477
LOT 4	50'	6,599
LOT 5	50'	6,235
LOT 6	60'	6,893
LOT 7	65'	6,743
LOT 8	50'	6,918
LOT 9	50'	6,402
LOT 10	60'	6,531
LOT 11	65'	6,163
LOT 12	50'	6,156
LOT 13	50'	6,178
LOT 14	60'	6,206
LOT 15	65'	6,249
LOT 16	50'	6,264
LOT 17	50'	6,278
LOT 18	60'	6,292
LOT 19	65'	6,387
LOT 20	50'	6,371
LOT 21	50'	7,338
LOT 22	59'	10,397
LOT 23	65'	8,245
LOT 24	50'	6,266
LOT 25	60'	6,0002
BLOCK 11		
LOT 1	65'	6,666
LOT 2	50'	6,666
LOT 3	50'	6,950
LOT 4	65'	8,166
LOT 5	65'	8,706
LOT 6	50'	6,501
LOT 7	60'	6,478
LOT 8	65'	7,521
LOT 9	65'	7,767
LOT 10	50'	7,238
LOT 11	50'	7,235
LOT 12	65'	8,237
LOT 13	65'	8,706
LOT 14	50'	7,422
LOT 15	50'	7,229
LOT 16	65'	8,761
LOT 17	65'	8,015
LOT 18	50'	6,658
LOT 19	60'	6,906
LOT 20	65'	8,266
LOT 21	65'	8,266
LOT 22	65'	8,200

LOT NO.	LOT WIDTH AT B.L.	LOT AREA SQ. FT.
BLOCK 12		
LOT 1	50'	6,200
LOT 2	60'	6,269
LOT 3	60'	6,765
LOT 4	50'	6,253
LOT 5	50'	6,250
LOT 6	60'	6,269
LOT 7	65'	6,765
LOT 8	50'	6,253
LOT 9	50'	6,250
LOT 10	60'	6,544
LOT 11	65'	6,940
LOT 12	50'	8,538
LOT 13	50'	8,431
LOT 14	50'	6,993
BLOCK 13		
LOT 1	61'	7,108
LOT 2	50'	6,500
LOT 3	50'	6,401
LOT 4	50'	6,745
LOT 5	50'	6,745
LOT 6	50'	6,745
LOT 7	50'	6,745
LOT 8	50'	6,745
LOT 9	50'	6,745
LOT 10	50'	6,921
LOT 11	61'	8,106
LOT 12	61'	7,351
LOT 13	53'	7,456
LOT 14	54'	8,400
LOT 15	53'	8,666
LOT 16	53'	7,835
LOT 17	53'	7,839
LOT 18	53'	7,840
LOT 19	53'	7,839
LOT 20	53'	7,840
LOT 21	53'	7,747
LOT 22	90'	9,450

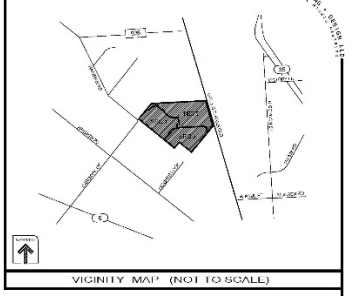
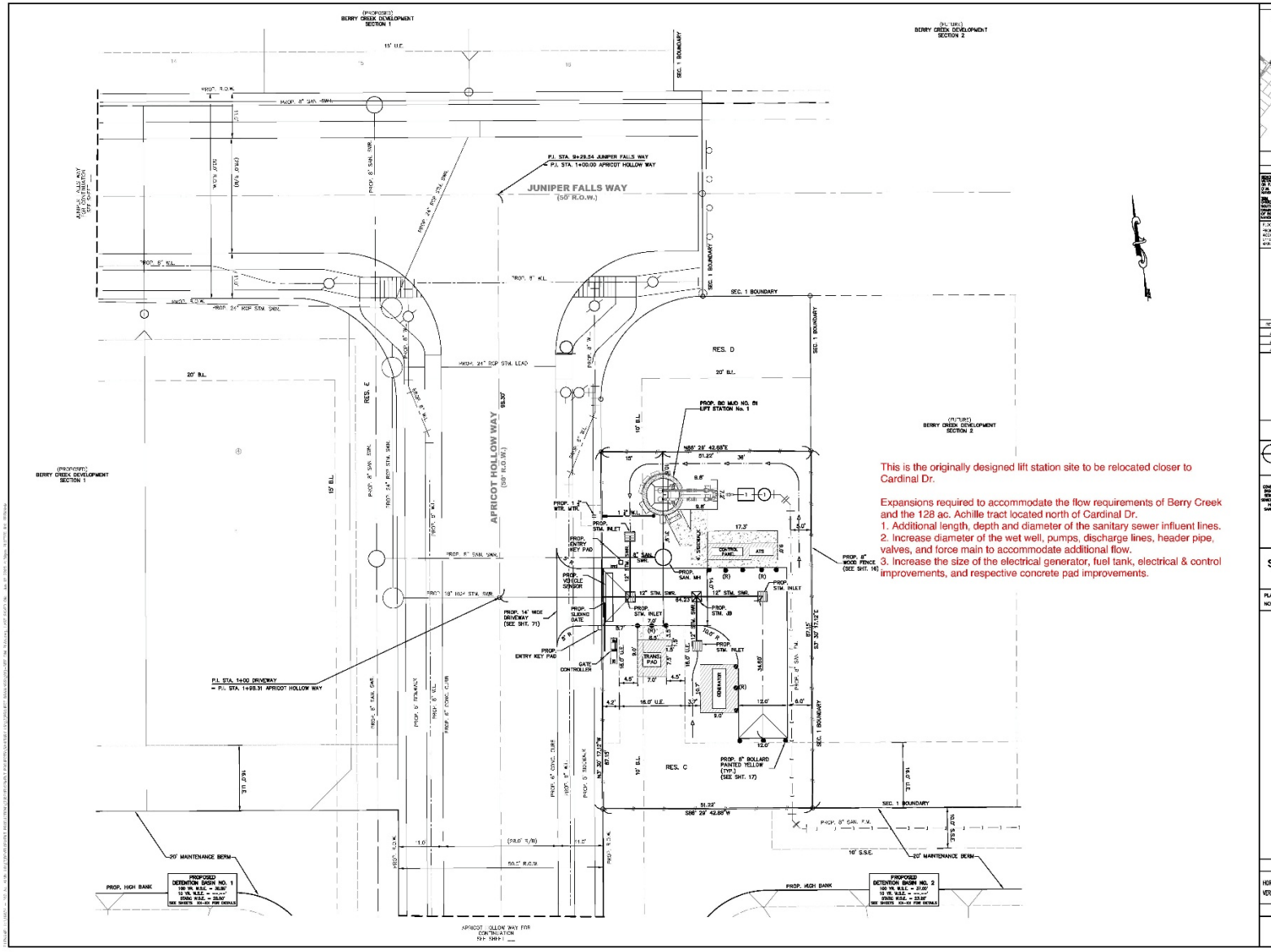

SH 6
BEECHNUT
BRIARWICK
HARBIN
HARBIN CUT
SHADOW CREEK RANCH
SHADOW CREEK PKWY
SHADOW CREEK
SHADOW CREEK
SHADOW CREEK

Exhibit B

Oversized Facilities



LOCATION MAP
N.T.S.

BENCHMARKS

FLOOD NOTE:

NO.	DESCRIPTION	DATE
1		
2		
3		

TEXAS BOARD OF PROFESSIONAL ENGINEERS
BENCHMARK ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NUMBER F-6798

BENCHMARK ENGINEERING CORPORATION
CONSULTING PLANNING SURVEYING
Sugar Land, Texas 77478 (281) 565-1018 FAX (281) 565-1019

BRAZORIA COUNTY MUD No. 01

CONSTRUCTION PLANS FOR CLEARING, EXCAVATION, EARTH EMBANKMENT, APPURTENANCES, DETENTION BASINS, WATER DISTRIBUTION, SANITARY SEWER, STORM SEWER, PAVING STRUCTURES, SANITARY SEWER LIFT STATION No. 1, STORM SEWER PUMPING STATION No. 1, 5' OFFSITE DRAINAGE DITCH, FORCE MAIN, 8" OFFSITE WATER LINE, AND REALIGNMENT OF CARDINAL DRIVE AND HARTMANN ROAD, STORM SEWERS, ROADSIDE DITCHES, PAVING SYSTEMS AND 8" SANITARY SEWER CROSSING FM-2918 (SH-35) ALL SERVICES BY

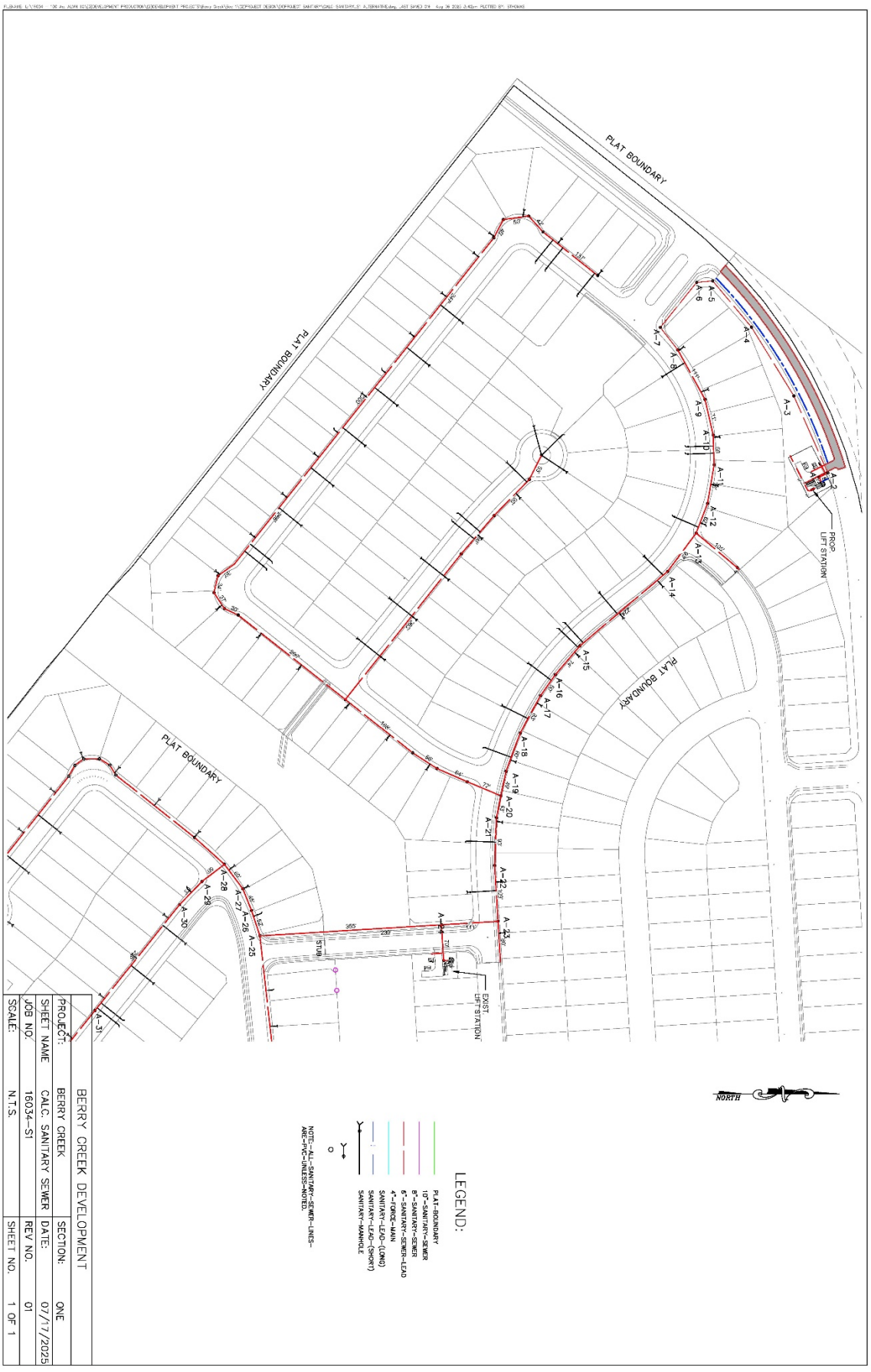

PLAT BOUNDARY
PLAT BOUNDARY
PLAT BOUNDARY
PROP LIFT STATION
EXIST. LIFT STATION
STOP
NORTH
LEGEND:
PLAT BOUNDARY
10"-SANITARY-SEWER
8"-SANITARY-SEWER
8"-SANITARY-SEWER-LEAD
4"-FORCE-MAIN
SANITARY-LEAD-(LONG)
SANITARY-LEAD-(SHORT)
SANITARY-MANHOLE
NOTE-ALL-SANITARY-SEWER-LINES-ARE-PVC-UNLESS-NOTED.
BERRY CREEK DEVELOPMENT
PROJECT: BERRY CREEK
SECTION: ONE
SHEET NAME: CALC. SANITARY SEWER
DATE: 07/17/2025
JOB NO.: 16034-S1
REV NO. 01
SCALE: N.T.S.
SHEET NO. 1 OF 1

EXHIBIT B-1

Wastewater Point of Connection

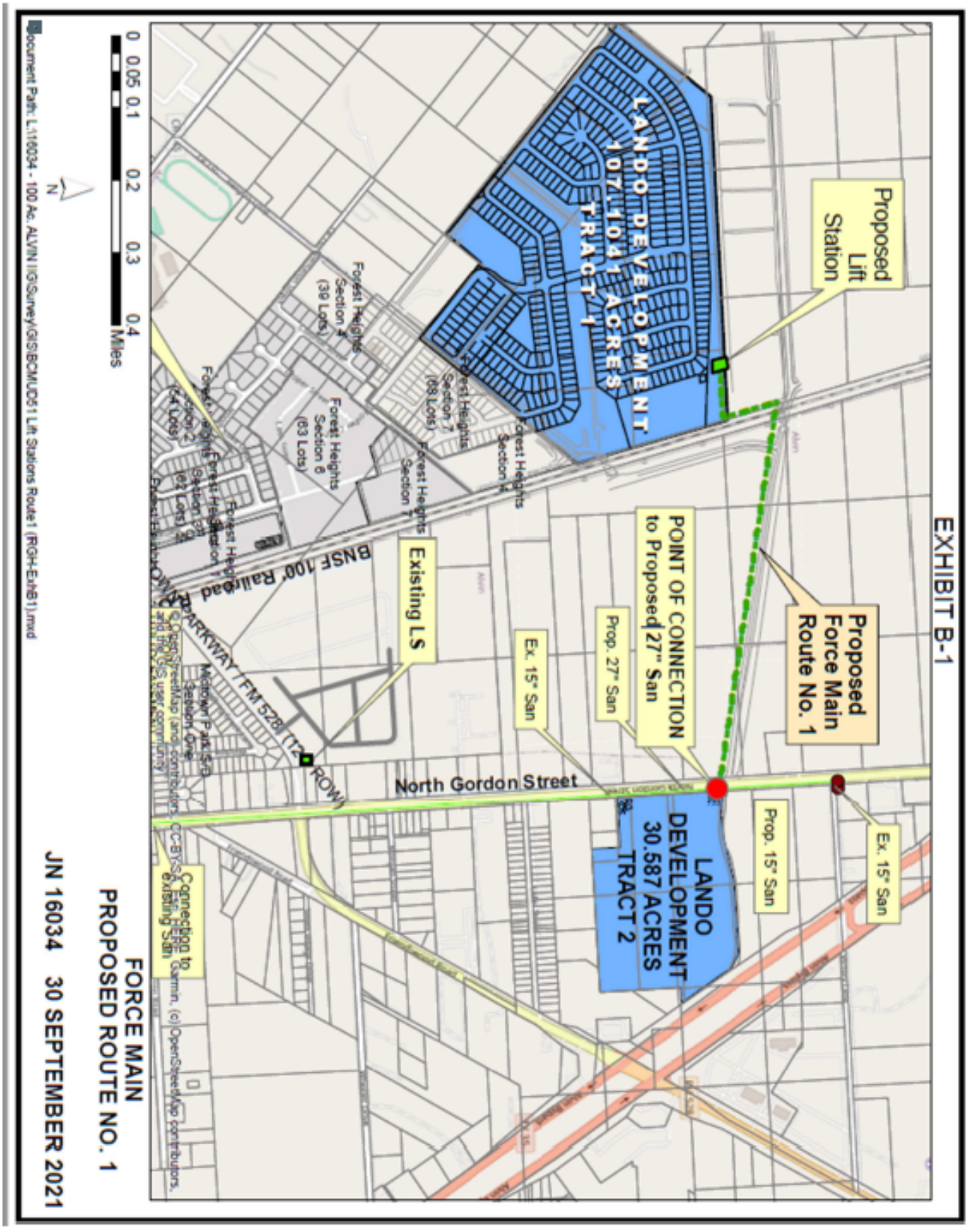


Exhibit C

Estimated Total Costs of Oversized Facilities and Project Allocation Shares

District's Berry Creek Lift Station Expansion & Relocation Cost Estimate and Cost Sharing Summary

I. District's Berry Creek Lift Station Expansion & Relocation Cost Estimate

	Description of Improvements	Estimated Construction Cost
1.	Lift station onsite improvements including but not limited to the wet well, pumps, discharge piping, header, force main, valves, manholes, vents, generator & fuel tank, concrete improvements, driveway, fenceline & gate, electrical & control improvements and other pertient items.	$1,000,000
2.	Offsite force main & tie into exist. City of Alvin sanitary sewer system	$500,000
3.	Offsite waterline improvements to serve the tract.	$45,000
4.	Offsite sanitary sewer line improvements to serve the tract including but not limited to additional depth of the sanitary sewer lines & manholes and additional legth of sewer lines & manholes	$125,000
5.	Offsite storm sewer improvements to serve the tract.	$35,000
6.	Offsite erosion and sedimentation control	$27,500
7.	Offsite all-weather road to access the site from Cardinal Dr.	$75,000
	SubTotal	$1,807,500
	3% Construction Staking & Record Drawings	$54,225
	15% Engineering Design	$271,125
	Geotechnical Investigation	$12,000
	Boundary & Topographic Survey	$8,000
	TOTAL	$2,152,850

Notes:

1. This cost estimate does not include any contingencies. It is a preliminary cost estimate for budgeting purposes.

II. District's Berry Creek Lift Station Expansion & Relocation Cost Sharing Summary

	Acres	Percentage	Portion of Cost
District	107	45.53%	$980,192.61
City of Alvin	128	54.47%	$1,172,657.40
	235	100.00%	$2,152,850.00

KB Homes
128-acre tract
Beazer Homes
107-acre tract

AGENDA COMMENTARY

Meeting Date: 11/20/2025

Department: Economic Development

Contact: Paul Chavez, Economic Development Director

Agenda Item: Consider Ordinance 25-EE of the City Council of the City of Alvin, Texas, adopting the City of Alvin Comprehensive Plan; providing for a public hearing; providing for the plan to become effective upon its passage and approval; providing a repealer clause; proving a severability clause; providing an effective date; and setting forth other provisions related thereto.

Type of Item: Ordinance

Summary: The City of Alvin has completed a comprehensive update to its long-range plan to address current needs, future growth, infrastructure conditions, and community expectations. The update process involved extensive community engagement, data analysis, on-site assessments, and departmental reviews. The planning process included:

- 2 community open houses with more than 70 total attendees
- 6 Comprehensive Plan Advisory Committee meetings
- 3 joint workshop round-table sessions
- 387 responses to a citywide community survey
- 4 neighborhood outreach meetings

Technical work included demographic and census analysis, mapping and data assessments, utility and infrastructure analysis, roadway and transportation review, housing and development analysis, regulatory and administrative review, and public services and facilities inventory. On October 21, 2025, the City Council and Planning Commission conducted a joint public meeting and workshop to review and discuss the draft Comprehensive Plan. A formal public hearing on the proposed plan was held on November 20, 2025.

The updated Comprehensive Plan includes:

- A summary of existing conditions and community context
- Long-range goals in eight focus areas (land use, housing, transportation, utilities, public lands and facilities, parks and trails, sustainability, and historic preservation)
- Strategies and actions to support community goals
- Proposed facilities maps, figures, and growth priority areas

An implementation framework that identifies timelines, action partners, funding considerations, and procedures for annual review and amendments. The Comprehensive Plan is intended to serve as a

flexible, living document that guides decision-making and supports coordinated, data-driven planning across all City departments.

Adoption of Ordinance 25-EE formally establishes the Comprehensive Plan as the City's long-range planning document. The Plan will guide land use decisions, future development regulations, capital improvement planning, budgeting priorities, and community investment strategies.

Funding Expected: Revenue _ Expenditure _ N/A X **Budgeted Item:** Yes __ No _ N/A X

Funding Acount: ___ **Amount:** ____ **1295 Form Required?** Yes __ No X

Legal Review Required: N/A __ Required X **Date Completed:** 11/17/2025 SLH

Finance Review Required: N/A X Required __ **Date Completed:** _____

Supporting documents attached:

1. Ord 25-EE; Comp Plan Adoption
2. Alvin Comp Plan
3. Appendix A

Recommendation: Move to approve Ordinance 25-EE of the City Council of the City of Alvin, Texas, adopting the City of Alvin Comprehensive Plan; providing for a public hearing; providing for the plan to become effective upon its passage and approval; providing a repealer clause; proving a severability clause; providing an effective date; and setting forth other provisions related thereto.

Reviewed by Department Head, if applicable: __
Reviewed by Chief Financial Officer, if applicable: __
Reviewed by City Attorney, if applicable: X
Reviewed by City Manager, if applicable:X

ORDINANCE NO. 25-EE

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS, ADOPTING THE CITY OF ALVIN COMPREHENSIVE PLAN; PROVIDING FOR A PUBLIC HEARING; PROVIDING FOR THE PLAN TO BECOME EFFECTIVE UPON ITS PASSAGE AND APPROVAL; PROVIDING A REPEALER CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE; AND SETTING FORTH OTHER PROVISIONS RELATED THERETO.

WHEREAS, Chapter 213 of the Texas Local Government Code authorizes the City of Alvin ("City") to adopt a comprehensive plan for the long-range development of the City; and

WHEREAS, a comprehensive plan may include provisions on land use, transportation, public facilities, and other matters related to the physical and economic development of the community, and may consist of a single plan or a coordinated set of plans organized by subject matter and geographic area; and

WHEREAS, the comprehensive plan is intended to be used to coordinate and guide the establishment and implementation of development regulations, programs, and capital improvements of the City; and

WHEREAS, the City Council appointed the Comprehensive Plan Advisory Committee and engaged City staff, consultants, and public input to assist in the preparation and update of the City of Alvin Comprehensive Plan (the "Comprehensive Plan") in order to promote sound development and to protect and promote the public health, safety, and general welfare; and

WHEREAS, the City Council and the Planning Commission held a joint public meeting and workshop on the proposed Comprehensive Plan on the 21st day of October 2025; and

WHEREAS, the City Council held a public hearing on the 20th day of November 2025 regarding the adoption of the Comprehensive Plan, at which time all interested persons were given the opportunity to be heard, and the City Council has carefully considered the public testimony, written comments; and

WHEREAS, the Comprehensive Plan process included substantial public engagement, including community open houses, surveys, neighborhood outreach, workshops, and Comprehensive Plan Advisory Committee meetings;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS:

Section 1. The City of Alvin Comprehensive Plan, attached hereto and incorporated herein by reference as **Exhibit A**, together with all maps, figures, tables, appendices, and elements contained therein, is hereby adopted as the official comprehensive plan for the City of Alvin, Texas. The Comprehensive Plan shall serve as a long-range planning guide for the growth, development, and redevelopment of the City and its extraterritorial jurisdiction.

Section 2. Relationship to Previous Plans. All previous comprehensive plans, plan elements, or plan maps in conflict with the Comprehensive Plan adopted by this Ordinance are hereby superseded to the extent of such conflict. To the extent that prior plans or elements are not in conflict, they may be used as supporting or reference documents consistent with the Comprehensive Plan.

Section 3. Repealer. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict only.

Section 4. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance or of the Comprehensive Plan adopted hereby is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or the Comprehensive Plan, and the City Council hereby declares that it would have passed this ordinance and adopted the Comprehensive Plan, and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

Section 5. Open Meetings Act. It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required and the public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the *Texas Government Code*. Notice was also provided as required by Chapter 52 of the *Texas Local Government Code* and the *City of Alvin Charter.*

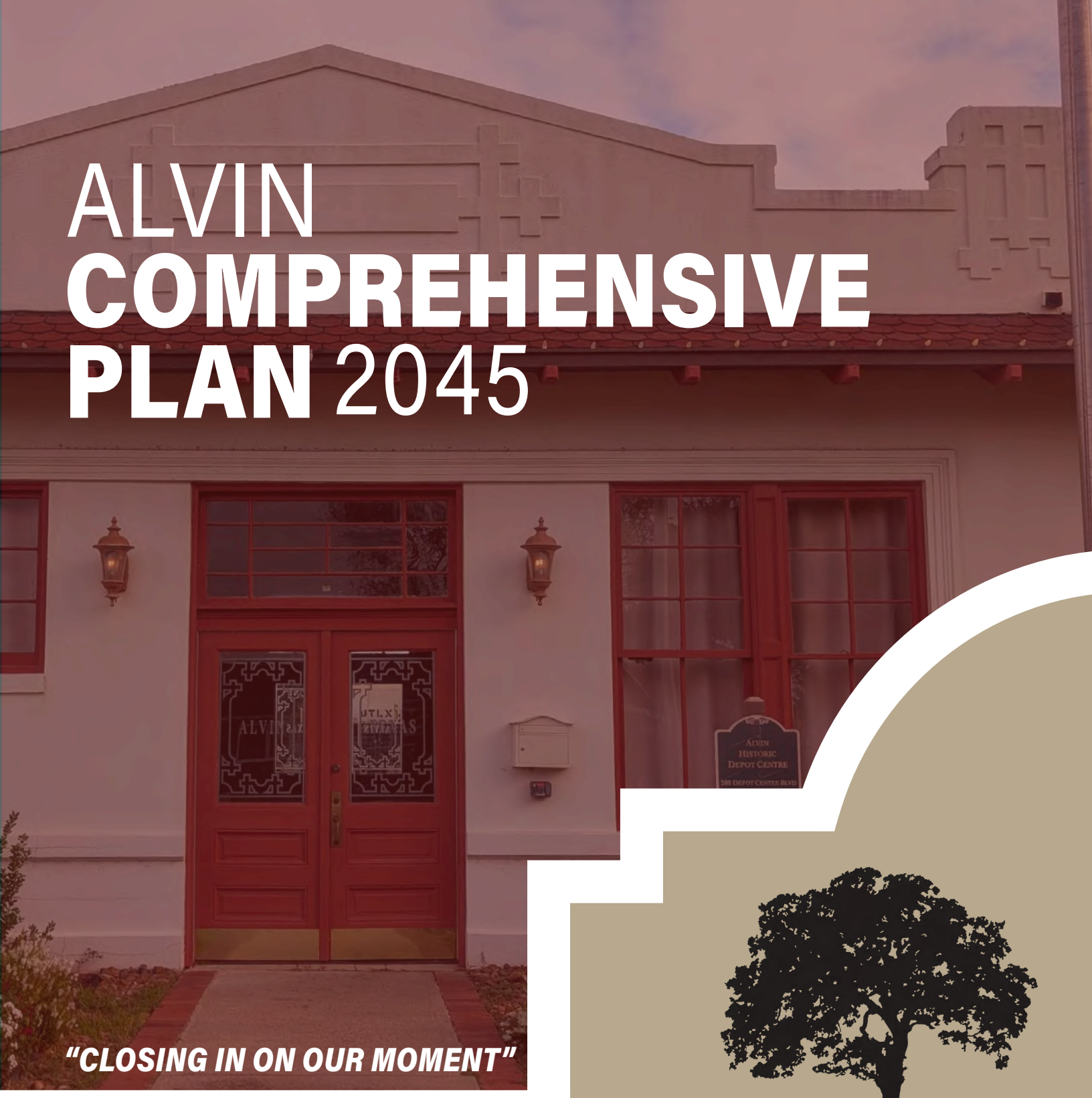
Section 6. Effective Date. This Ordinance shall take effect immediately upon its passage and approval.

PASSED and APPROVED on the 20th day of November 2025.

THE CITY OF ALVIN, TEXAS **ATTEST**

By:_____ By:_____
Gabe Adame, Mayor Dixie Roberts, City Secretary

ALVIN COMPREHENSIVE PLAN 2045



"CLOSING IN ON OUR MOMENT"

Draft 11-07-2025

CITY OF ALVIN, TEXAS

COMPREHENSIVE PLAN UPDATE

CITY OF ALVIN EST. TEXAS 1879

ACKNOWLEDGMENTS

CITY COUNCIL (2021-2025)

City Mayor, Gabe Adame
Council Member At Large 1, Keko Moore
Council Member At Large 2, Joel Castro
Mayor Pro-tem, Council Member District E, Meagan DeKeyzer
Council Member District A, Martin Vela
Council Member District B, Chris Vaughn
Council Member District C, Richard Garivey
Council Member District D, Glenn Starkey

CITY COUNCIL (2025-)

City Mayor, Gabe Adame
Council Member At Large 1, Keko Moore
Council Member At Large 2, Scott Salter
Mayor Pro-tem, Council Member District E, Meagan DeKeyzer
Council Member District A, Martin Vela
Council Member District B, Chris Vaughn
Council Member District C, Richard Garivey
Council Member District D, Ashley Davis

CITY LEADERS + CITY DEPARTMENTS

City Mayor, Gabe Adame
City Manager, Junru Roland
Assistant City Manager / City Secretary, Dixie Roberts
Economic Development Director, Paul M. Chavez
City Engineer, Michelle H. Segovia, P.E., CFM
Plans Examiner, Roy Sosa
Director of Public Services, Brandon Moody
Director of Parks and Recreation, Dan Kelinske
Building Official, Michael Collins
Fire Chief / Administrator, Kendall Hunting
Chief of Police, Robert E. Lee
Director of EMS / Emergency Management Coordinator, Ron Schmitz
Public Information Officer, Athlyn Roberts

ADVISORY COMMITTEE (CPAC) + JOINT WORKSHOP MEMBERS

Jose Torres
John Barron
Joe Schneider
Scott Salter
Ashley Davis
Henry Dillmann
Jake Starkey
Miriam Guzman
John Whitlock
Corey Scopel
Dr. Robert Exley
Cary Perrin
Paul Horn
Scott Salter

PROJECT DEVELOPMENT TEAM

Baxter & Woodman:
Planning Project Manager, Jackson Marvel
Planning Assistant Deputy Project Manager, Cristin Emshoff, AICP, ENV SP
Planning Team Member, Karleigh Brown

City of Alvin:
Economic Development Director, Paul M. Chavez
City Manager, Junru Roland
Assistant City Manager / City Secretary, Dixie Roberts

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CHAPTER ONE
INTRODUCTION

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KARPELES MANUSCRIPT MUSEUM
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PURPOSE

The City of Alvin, Texas, is a charming community located just 25 miles from the City of Houston Downtown district in Brazoria County. As Alvin embarks on the 2025 update of its Comprehensive Plan, the emphasis is on fostering gradual growth while maintaining the beloved small-town charm of the community. By working closely with city staff, officials, residents, local businesses, and other regional stakeholders, this updated plan aims to address the community's existing needs and create a resilient foundation for Alvin's future ventures.

PLANNING AUTHORITY

Alvin is guided in its planning and development by several key authorities and legal frameworks. The primary planning authority is the City Council, which works alongside the Planning Commission and the Engineering Department to oversee community growth and development. The legal foundation for Alvin's planning efforts is established by the Texas Local Government Code, Chapter 213, which mandates the creation and periodic updating of a comprehensive plan to guide future development. This comprehensive plan addresses various elements such as land use, housing, and transportation, and must involve public participation, as outlined in Section 213.003 of the Code. Public engagement in the planning process is also governed by the Texas Open Meetings Act and the Texas Public Information Act, which ensure transparency and community involvement.

Additionally, the Alvin Code of Ordinances provides local regulations on subdivisions, and building permits, while the Texas Administrative Code Title 1, Part 5, Chapter 1 offers state-level guidance on best practices for municipal planning.

In terms of practical application, Alvin's comprehensive plan should be regularly reviewed and updated through a structured process involving assessment of current conditions, community feedback, and draft proposals. The City's Planning Commission reviews proposed changes and amendments and makes recommendations to the City Council, which ultimately approves the updates.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a policy and guidance document that outlines Alvin's vision for the future and provides a roadmap for growth over the next 10-20 years and the challenges that may arise with it. The Plan is intended to serve as the guide for governmental officials, City leaders, and community members, it offers a shared understanding and foundation by which decisions are made. Once finalized, the plan will act as the policy manual for the location and nature of growth and development within Alvin.

Comprehensive plans bridge the gap between public and private land interests, addressing the conservation of precious natural resources while planning for necessary infrastructure improvements. They are also essential in analyzing and addressing various community issues, such as housing and transportation.

Provides a snapshot in time regarding the community's preferences, needs, and desires

Helps develop and identify a community's collective vision for the future

Helps plan for strategic investments and improvements

Provides tools and recommendations to improve the city's character, regulations, and operations

Provides a plan for transportation, utilities, park lands, and other City Department services

Help identify growth strategies, management practices, and land use improvements

PLAN IMPLEMENTATION

Implementing a comprehensive plan requires a strategic approach that aligns with the City's long-term vision for sustainable growth and community development. Collaboration with City Officials, community organizations, community members, County leaders, and other stakeholders will aid in addressing immediate community needs while setting the foundation for future growth. Priority implementation strategies will likely include the promotion of mixed-use development, improving and expanding transportation infrastructure, and adopting sustainable building standards and practices.

In addition to setting clear objectives, monitoring and evaluation are essential in implementing a comprehensive plan. Regular assessments and updates to the plan ensure that it remains relevant and responsive to changing community dynamics and external factors. To effectively manage growth, utilizing measures such as conservation programs and economic incentives will be most beneficial. For example, conservation efforts can protect natural resources and enhance green spaces. Furthermore, economic incentives such as tax credits and grants can stimulate local business growth and attract new enterprises to Alvin. By incorporating these implementation strategies, the comprehensive plan not only fosters a thriving and resilient community but also creates a balanced and sustainable environment for future generations.

Community Recognitions

*In 2024 Alvin was designated as an **Official Music Friendly Texas Certified Community** by the The Texas Music Office*

*In 2023 Alvin Independent School District earned a **District of Distinction Award** for visual arts programs by the Texas Art Education Association*

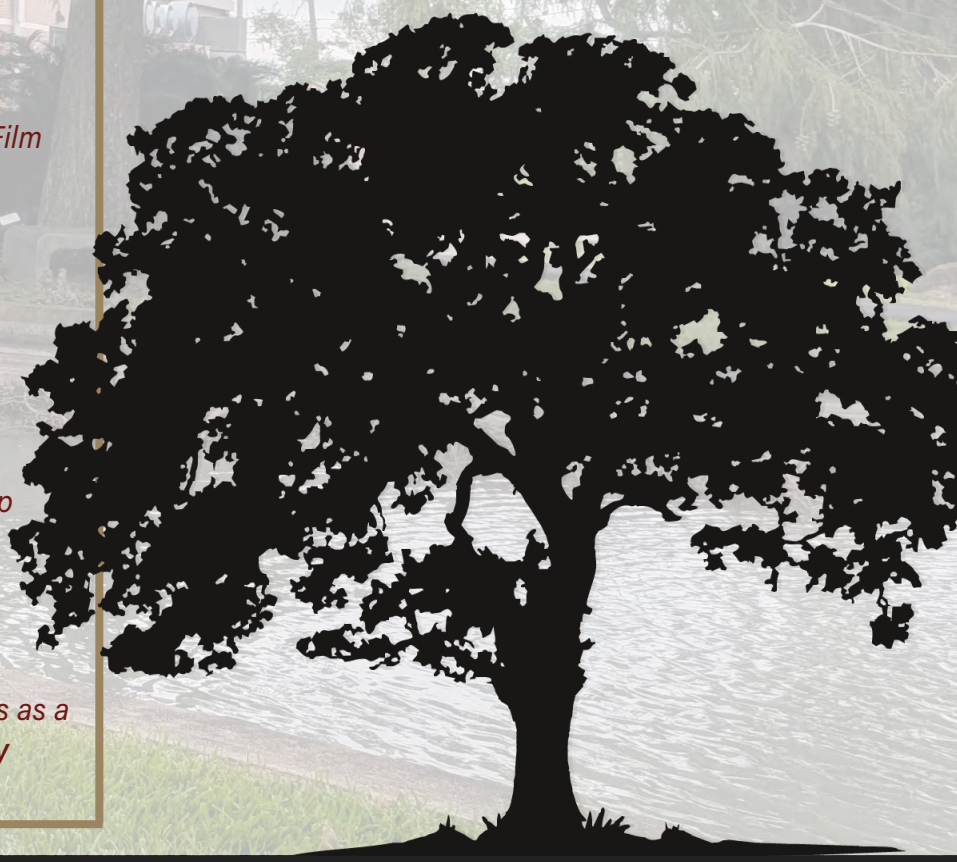
*In 2023 Alvin Community College recieved an **Aspen Prize** and was listed in the top 150 community colleges in the entire country by the Aspen Institute*

*In 2021 Alvin was designated as a **Film Friendly Texas** community by the Texas Film Commission*

*In 2019 Alvin was awarded a **Parks and Natural Areas Award** for the Disc Golf Course at Briscoe Park by the Houston-Galveston Area Council*

*In 2019 Alvin was awarded a **Governor's Community Achievement Award** by Keep Texas Beautiful for the community's clean-up efforts and communtiy projects*

*In 2016, 2020, and 2024 Alvin Police Department achieved accreditation status as a **Law Enforcement Best Practices Agency***



Community Events

Frontier Days Carshow, Parade, and Festival

Source: Visit Alvin, Alvin Rotary Club

Alvin Music Festival and Cook-Off

Source: Alvin Rotary Club

Alvin ISD Education Foundation Turtle Race

Source: Alvin ISD

Tour de Braz Bike Ride Event

Source: Visit Alvin

PLANNING PROCESS

Creating a comprehensive plan for Alvin involves a well-structured process to ensure that the city's vision for the future is clearly articulated and actionable. The Plan includes several key components, starting with an introduction that outlines its purpose, scope, and the community's background. This is followed by a vision and goals section, which articulates the desired future state of Alvin and sets SMART goals. A SMART goal is a goal that is Specific, Measurable, Achievable, Relevant, and Time-bound. The Plan then analyzes existing conditions, covering aspects like land use, housing, economic development, transportation, natural resources, and community facilities. A future land use plan designates proposed land use categories and growth areas, while urban design guidelines recommend aesthetic and functional improvements. Additionally, the transportation plan proposes road network expansions and public transit enhancements, while the housing plan focuses on promoting affordable housing and diversity. Natural resource conservation plans protect environmental assets, and community facilities and services plans enhance public services and emergency response infrastructure. Finally, the implementation plan details specific actions, timelines, funding sources, and responsible parties.

The process of developing this comprehensive plan involves several phases, beginning with stakeholder engagement and the formation of a steering committee. Data collection and analysis include community surveys, workshops, and technical studies. Visioning involves public meetings to develop a shared vision statement. The plan is then drafted, incorporating detailed plans for various sectors. A public review period allows community feedback, which may lead to revisions and formal adoption by the city council. The implementation phase involves formulating the action plan, with regular monitoring and evaluation to ensure progress. Periodic reviews and necessary amendments keep the plan relevant and responsive to new challenges and opportunities. This structured approach ensures that Alvin's comprehensive plan is thorough, inclusive, and adaptable, providing a robust framework for sustainable growth and development.

COMPREHENSIVE PLAN STRUCTURE

The Alvin Comprehensive Plan is presented as a future-oriented document focusing on strategies, recommendations, and objectives to meet the community's shared vision for the future. The *Existing City Report* (Appendix) is a separate document which details the existing conditions analysis, research and data findings, and summaries of public engagement activities.

This document, the Comprehensive Plan, provides a summary of the Existing City Report, but mainly includes the communtiy feedback findings, found in Chapter 2, *Visioning*, the goals and recommendations, found in Chapter 3, *The Future City*, and Chapter 4, *Implementation*. Provided below is a summary of the Comprehensive Plans chapters which will be presenting on the following pages.

Future City Report

Chapter 1, Introduction

- *Community Background and Demographics*
- *Summary of the Existing City Report*

Chapter 2, Visioning

- *Community Engagement Findings*
- *Population Projections and Growth Projections*
- *Plan Vision and Guiding Principles*

Chapter 3, The Future City

- *Plan Goals*
- *Objectives, Strategies, and Actions*
- *Implementation and Action Partners*

Chapter 4, Implementation

- *Implementation Framework*
- *Implementation Table*

Appendix: Existing City Report

Community Demographics

- *Census Data*
- *Community Tapestry Segmentation*

Existing Conditions Analysis

- *Utilities Infrastructure*
- *Transportation*
- *Land Use and Community Character*
- *Housing*
- *Neighborhoods*
- *Public Facilities and Services*
- *Parks, Trails, and Open Space*
- *Sustainability*
- *Historic Preservation*

Frontier Days Festival
Source: YoloTX TV Travel

PLANNING AREA

The City of Alvin's Planning Area spans approximately 25.6 square miles, and encompasses a diverse range of landscapes, communities, and commercial areas. Situated near major highways, such as State Highway 35 (SH 35), State Highway 6 (SH 6), and the future State Highway 99 (TX-99 or Grand Parkway), Alvin enjoys excellent connectivity to Houston and other surrounding regions. The geography of Alvin includes a historic downtown district, residential neighborhoods, commercial hubs, and green spaces that collectively define the city's small-town charm. This Planning Area includes the lands within Alvin's municipal corporate limits and its two-mile wide, Extraterritorial Jurisdiction (ETJ).

As mentioned, this Comprehensive Plan focuses on enhancing infrastructure, transportation networks, and public services to support anticipated growth within the Planning Area. The local economy is driven by diverse industry sectors, including agriculture, manufacturing, and retail, which contribute to the city's economic vitality. The plan encourages the promotion and adoption of sustainable development practices to protect resources within the Planning Area, such as parks, waterways, and wildlife habitats. However, the area also faces potential threats, including flooding due to its its extremely flat terrain, its proximity to the Gulf Coast, and resulting extreme weather events. Engaging with residents, businesses, and regional stakeholders, Alvin's Comprehensive Plan seeks to address current challenges and anticipate future needs, ensuring the city remains resilient and adaptable. Through thoughtful planning and community collaboration, Alvin will be prepared to foster economic growth, improve quality of life, and maintain its distinctive identity for generations to come.

Brazoria County

Brazoria County, located in the Gulf Coast region of Texas, is a dynamic and diverse area, known for its rich history and thriving industry. As part of this county, the City of Alvin enjoys a unique connection to the broader region, and benefits from the county's resources, economic opportunities, and cultural heritage. Alvin serves as a key player within Brazoria County, and contributes to its agricultural and economic landscape while also offering a welcoming small-town atmosphere. In addition, Alvin is located within County Commissioner Precincts One, Two, and Three, and housing the offices for Brazoria County Precinct Three.

Alvin's Jurisdictional Limits

Alvin's official City Limits comprise the central portions of Alvin containing a majority of the population (at SH 6 and SH 35), as well as parcels of rural lands along FM 1462 leading to TX 288. In addition, 100-foot side strips of land along Brazoria County limits, the Brazos River, Austin Bayou, and Bastrop Bayou are incorporated into the City and primarily comprise river corridors, residential lands, and undeveloped agricultural lands. Alvin's Extraterritorial Jurisdiction (ETJ) is a two-mile wide radius emanating from the City Limits, including the 100-foot-wide strips of incorporated lands. Alvin's ETJ completely surrounds the incorporated communities of Iowa Colony, Rosharon, and Liverpool and their ETJs.

Gulf Coast Environment

The Gulf Coast environment, within which Alvin is located, features an ecological landscape that shapes the region's natural resources, climate, and recreational offerings. Characterized by coastal plains, wetlands, and proximity to the Gulf of Mexico, the area experiences warm, humid conditions and a susceptibility to seasonal storms and hurricanes. This environment supports diverse ecosystems, including estuaries, marshlands, and forests, which provide critical habitats for native wildlife and contributes to the region's biodiversity.

Neighboring Communities

Located in proximity to the City of Alvin, the communities of Pearland, Angleton, Lake Jackson, and Friendswood each play unique roles in supporting the needs of Alvin's residents, and provide a range of services, employment opportunities, retail, and recreational options that complement Alvin's local offerings. Pearland and Friendswood serve as a major commercial and employment hubs, with major employment sectors like healthcare and industry, with extensive retail centers and entertainment options. Angleton is the governing seat of Brazoria County and is a primary center for government services and civic activities. Lake Jackson functions as an economic and recreational magnet, with a strong concentration of employment in manufacturing, energy, and petrochemical industries. In addition, communities like Seabrook, Galveston, Webster, and Seabrook help bolster the regional economy through scientific and environmental tourism with the National Aeronautics and Space Administration (NASA) museum, public beaches, Downtown Galveston, Brazoria National Wildlife Refuge, Brazos Bend State Park, and Kemah Pier.

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, TxDOT, H-GAC

LEGEND

- Alvin City Limits
- Alvin ETJ (2-mile)
- Other Municipalities
- County Boundaries

0 miles 5 10

MAP: REGIONAL CONTEXT

November 2025

BAXTER & WOODMAN

COMMUNITY CHARACTERISTICS

Alvin Community College

Alvin Community College (ACC) is a cornerstone of the city's educational landscape, and offers a wide range of academic and vocational programs, since its establishment in 1948. As one of the first public community colleges in Texas, ACC has played a pivotal role in the development and enrichment of Alvin's workforce and community. Over the decades, the college has expanded its facilities and curriculum, and provides for a culture of lifelong learning and professional development. Its significance extends beyond education, as ACC serves as a hub for community events, cultural activities, and local partnerships within the City.

Froberg's Farm

Froberg's Farm, a family-owned and operated farm since 1936, is a landmark in Alvin's agricultural landscape. Known for its fresh produce, seasonal events, and community engagement, Froberg's Farm embodies the city's rural roots and commitment to sustainable farming. Visitors can enjoy activities such as strawberry picking, corn mazes, and farmers' markets, making it a popular destination for both locals and tourists.

Froberg's Fall Festival
Source: Froberg's Farm

Marguerite Rogers House Museum

The Marguerite Rogers House Museum, managed by the Alvin Museum Society, offers a glimpse into the city's past through the preservation of a historic home built in 1909. This museum features period furnishings, artifacts, and exhibits that tell the story of Alvin's early days and the lives of its residents. The significance of the Marguerite Rogers House Museum lies in its educational value and its role in preserving the architectural and cultural heritage of Alvin.

Slover-Rogers Cottage

The Slover-Rogers Cottage, built in 1909, and maintained by the Alvin Museum Society, is a charming historical home that provides insights into Alvin's heritage. The cottage reflects the architectural style and living conditions of the period, and showcases a simpler, rural way of life that characterized early Alvin. With original furnishings and carefully preserved artifacts, the Slover-Rogers Cottage provides an intimate look into the daily lives of its past residents, preserving an important chapter of Alvin's history.

Alvin Community College Band
Source: Alvin Community College

Slover-Rogers Cottage
Source: Visit Alvin

National Oak Park
Source: City of Alvin

Tom Blakeney, Jr. Hike & Bike Trail at Mustang Bayou
Source: Visit Alvin

State Highway 35

State Highway 35 is a vital transportation artery that runs north to south through Alvin, and connects the city to major economic centers like Houston and Lake Jackson. This highway facilitates commerce, travel, and connectivity, making it a crucial infrastructure component for the city's growth and development. The presence of SH 35 underscores Alvin's strategic location and its accessibility to regional markets and destinations, which contributes to the city's economic and logistical significance.

National Oak Park

National Oak Park is an essential recreational area in Downtown Alvin, and features sports facilities, playgrounds, and open spaces for various community activities. The park, along with Downtown, hosts major community events such as Frontier Day (car show, food trucks, arts and crafts), Novemberfest, Storywalk, and the Trick or Treat Trail. The park is also home to the Tom Blackeney, Jr. Hike & Bike Trail trailhead and the Alvin Historic Depot Center event space, and is adjacent to the Alvin Public Library.

Historic Downtown Band
Source: Alvin Convention and Visitors Bureau

Mustang Bayou

Mustang Bayou is a natural waterway that has long played a significant role in Alvin's landscape and ecology. Flowing through the city, it serves as a key component of the area's natural drainage system, and helps to manage stormwater and reduce flooding during heavy rainfalls common to the Gulf Coast region. Historically, Mustang Bayou contributed to the early agricultural and economic development of the area, supporting irrigation and providing a water source for the surrounding community. Today, its banks host diverse vegetation and wildlife, creating a natural corridor that adds to Alvin's environmental richness. Mustang Bayou also provides recreational opportunities for residents, with scenic views and informal pathways along its course, allowing the community to appreciate the waterway's ecological significance and natural beauty.

Downtown Alvin

Downtown Alvin stands as the heart of the city and features a distinctive mix of vintage architecture, locally owned businesses, and iconic landmarks that embody the city's small-town charm and heritage. For generations, Downtown has served as a hub for commerce and community gatherings, with its streets lined by longtime establishments that contribute to Alvin's unique identity. Historic buildings in Downtown Alvin reflect the city's past, preserving architectural details that highlight Alvin's early development and character. Beyond its economic role, Downtown remains a focal point for community life, hosting events, markets, and festivals that celebrate local culture and foster connections among residents.

HISTORICAL HIGHTLIGHTS

Alvin is located 25 miles southeast of Houston in northeast Brazoria County, has a rich history characterized by resilience, growth, and community spirit. The town began in the 1860s when the Santa Fe Railroad established a flag station near Mustang Slough. Alvin Morgan, hired in 1872 to oversee cattle loading and shipping, built the first house in 1879, which attracted settlers. Initially named Morgan, the settlement was renamed Alvin in 1881.

Incorporated in 1891 and again in 1893, Alvin experienced rapid growth by the mid-1890s, with the population rising from 100 to 2,000 and the development of businesses such as an ice factory, cotton gin, and opera house. The town's economy was primarily based on farming and fruit growing, with education playing a significant role in community development. By 1925, Alvin had its own independent school district, and a community college was established in 1949.

Historic 1979 flood
Source: Alvin Museum Society

The town continued to expand, with the population increasing from 3,087 in 1940 to 10,671 in 1970. World War II saw the establishment of an internment camp, where about 500 German prisoners worked in local olive canning factories and rice fields. Alvin has also faced significant natural disasters, including the 1900 Galveston hurricane, the record-breaking rainfall of Tropical Storm Claudette in 1979, and Hurricane Alicia in 1983. Despite these challenges, Alvin produced notable figures such as Dr. F. R. Winn and baseball legend Nolan Ryan, who was inducted into the Hall of Fame in 1999. The Santa Fe Railroad significantly influenced the town, with the depot serving as a key hub for transportation and commerce.

Today, Alvin continues to grow due to its strategic location near major metropolitan employers and planned transportation improvements. According to the 2010 Census, Alvin's population growth has generally kept pace with Brazoria County's increase, and projections suggest a population range of 31,157 to 39,935 by 2040. Alvin's rich history of resilience and growth reflects its ability to adapt and thrive, making it a vibrant and dynamic community with a promising future.

Alvin Depot / Train Station in 1910
Source: Alvin Museum Society

Sealy Street in 1907
Source: Alvin Museum Society

TIMELINE OF EVENTS

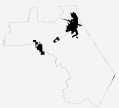
- 1860s: Santa Fe Railroad establishes a flag station near Mustang Slough.
- 1872: Alvin Morgan is hired by the Santa Fe Railroad to supervise cattle loading and shipping.
- 1879: Alvin Morgan builds the first house in the area, attracting more settlers.
- 1881: The settlement acquires a post office, initially named Morgan, but is later renamed Alvin.
- 1891: Alvin is incorporated for the first time.
- 1893: Alvin is reincorporated.
- 1896: The population grows rapidly from 100 in 1890 to 2,000 by 1896.
- Mid to Late 1890s: The community develops various businesses, including an ice factory, pickle works, cotton gin, a bank, an opera house, six hotels, four churches, and two weekly newspapers.
- 1898: Local resident Dr. F.R. Winn receives national recognition for his Cuban Report to Theodore Roosevelt.
- 1900: The Galveston Hurricane devastates Alvin, destroying or damaging most businesses and homes.
- 1910: The community raises funds for a two-story brick schoolhouse.
- 1925: Alvin establishes its first independent school district.
- 1940: The population is recorded at 3,087.
- 1948: A community college opens at the high school.
- Mid-1950s: The population increases to 3,701.
- 1960-1970: Alvin experiences significant growth, increasing 89.1% to 10,671 residents.
- 1979: Tropical Storm Claudette drops a U.S. record of 43 inches of rain in one day on Alvin.
- 1999: Local resident Nolan Ryan is elected to the National Baseball Hall of Fame.
- 2000: The population reaches 21,413.
- 2000-2010: Brazoria County sees a 22.8% population increase (241,767 to 313,166).
- 2020s: Alvin's share of Brazoria County's population ranges from 7.5% to 10%, though it has decreased over the last 20 years.
- 2040 (Projected): Brazoria County's population is estimated to be around 516,000, with Alvin's projected population ranging from 30,000 to 35,000 residents

COMMUNITY DEMOGRAPHICS

CONTEXT

The Community Profile for the City of Alvin compiles information from the 2020 U.S. Census, 2022 American Community Survey, and Esri Business Analyst, to provide a general understanding of the City's demographic and psychographic composition. This analysis is essential in understanding where Alvin's demographic characteristics lie today, how Alvin compares to other communities within the region, and helps to plan for the physical and social needs of the City's citizens now in the future.

Community Comparison Summary

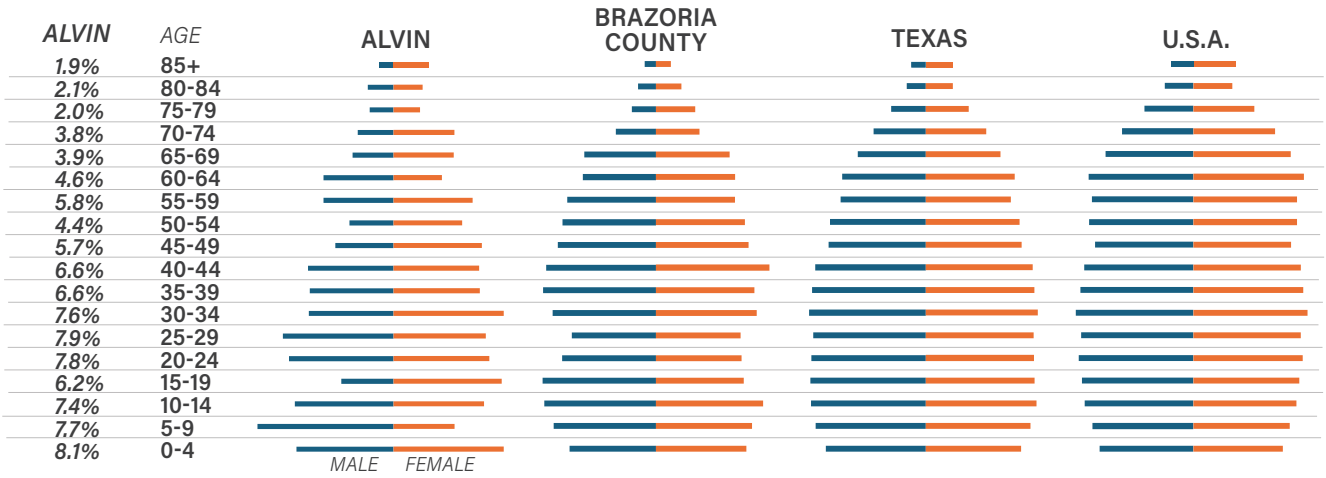
	 ALVIN	BRAZORIA COUNTY	TEXAS	U.S.A.
MEDIAN AGE	32.9	36.1	35.2	38.5
MEDIAN INCOME	$68,266	$86,083	$72,284	$74,755
POVERTY STATUS	10.4%	9.8%	14.0%	12.6%
POPULATION 19 Y.O. AND UNDER	29%	28%	28%	24%
POPULATION 20-65 Y.O.	61%	59%	59%	59%
POPULATION OVER 65 Y.O.	14%	13%	13%	17%
MEAN TRAVEL TIME TO WORK *(IN MINUTES)*	30.1	30.6	25.9	25.6
HOME VALUE LESS THAN $150,000	34%	19%	27%	23%
HOME VALUE MORE THAN $300,000	13%	44%	36%	46%
RENTER-OCCUPIED HOUSING	43%	25%	37%	35%

Alvin is a charming city located within Brazoria County, with a population of approximately 27,325 residents. The city is known for its blend of suburban charm and small-town friendliness, offering a welcoming community for families and individuals alike. Compared to the broader Brazoria County, which has a population exceeding 388,000, Alvin represents a smaller yet integral part of the county's demographic composition. The population density in Alvin is higher than in many parts of Brazoria County, reflecting its status as a more urbanized area within the region. The median age in Alvin of 32.9 is slightly lower than that of the county, indicating a relatively younger population that contributes to the city's vibrant community life. Additionally, Alvin's diverse population is a replica of the broader demographic trends seen in Brazoria County, with a mix of ethnicities and cultures that enrich the community.

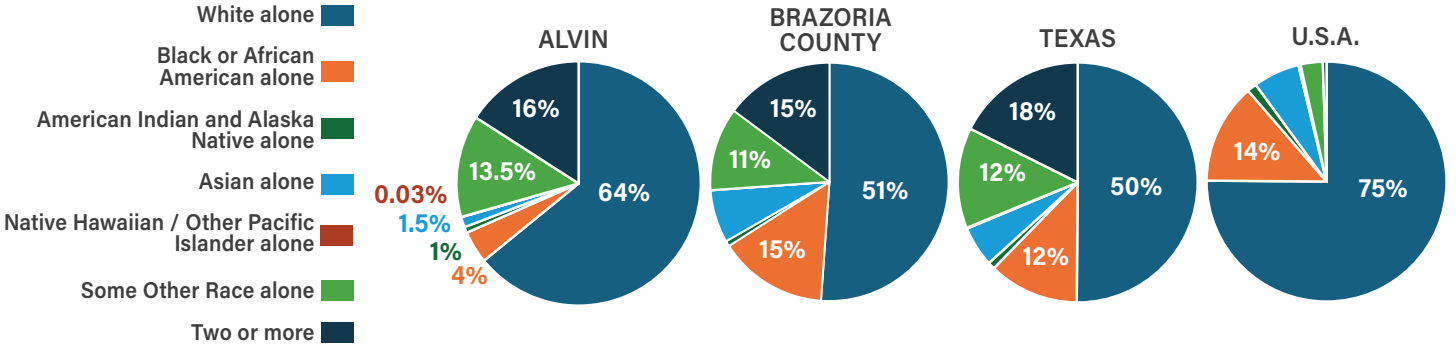
When compared to the United States as a whole, Alvin's population demographics highlight both commonalities and distinct characteristics. The national population is over 333 million, making Alvin a small city by comparison. However, Alvin's median household income and cost of living are comparable to national averages, reflecting the balance between affordability and quality of life. The city's housing market offers a range of options that cater to different income levels, which reflects the national trend toward diverse housing needs. While the U.S. median age is around 38 years, Alvin's slightly lower median age suggests a youthful and growing community. Overall, Alvin's population dynamics provide a snapshot of a community that is both reflective of larger regional trends while being uniquely positioned within the broader context of Brazoria County and the United States.

POPULATION DEMOGRAPHICS

Age



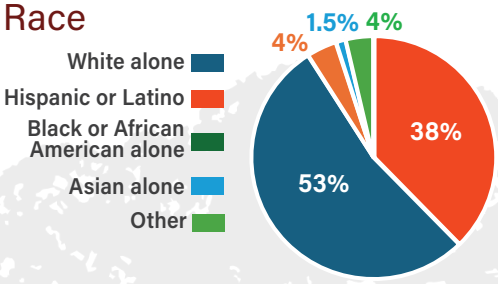
Ethnicity



The age distribution in Alvin reflects a diverse range of residents. Approximately 29.4 percent of the population is under 18 years old, showcasing a significant number of children and teenagers. Young adults, aged 18 to 24, make up about 16 percent of the population, while those aged 25 to 44 represent the largest age group at around 29 percent. The population of residents aged 45 to 64 is about 21 percent, and seniors aged 65 and older constitute approximately 14 percent of the city's inhabitants. This diverse age distribution underscores Alvin's appeal to a wide range of age groups, from young families to older adults, fostering a balanced and dynamic community. Alvin showcases a diverse racial and ethnic composition that contributes to its rich cultural fabric.

According to the most recent U.S. Census data, the racial and ethnic breakdown of Alvin's population indicates that 64 percent of Alvin's residents are White alone, followed by a 16 percent representation of multi-racial residents, 13.5 percent of some other race, four percent African American, 1.5 percent Asian Americans, and one percent American Indian. This diverse demographic composition

Race



LANGUAGE SPOKEN AT HOME

70.9% ENGLISH

27.7% SPANISH

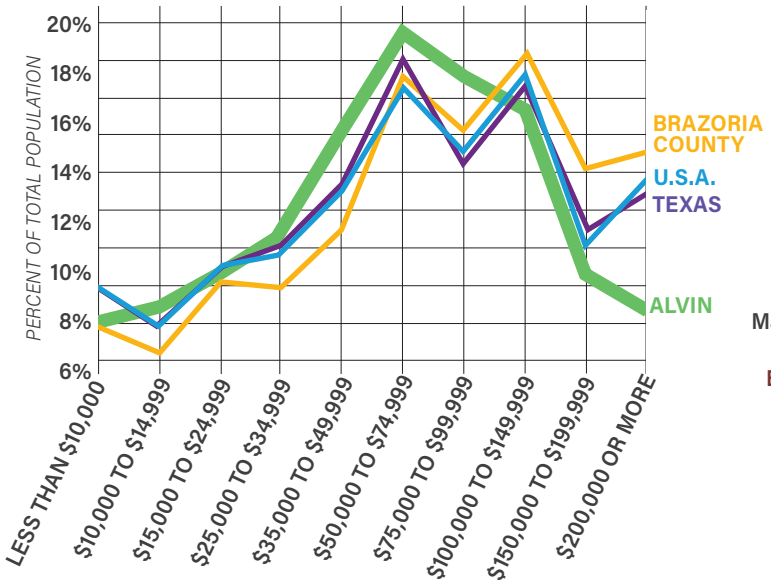
1.4% OTHER

highlights Alvin's multi-cultural community, contributing to the city's unique identity and vibrant social dynamics. In addition, 38 percent of Alvin identifies as Hispanic or Latino alone, while 53 percent identify as white alone. The additional nine percent of residents identify as Black or African American alone, Asian alone, Pacific Isander alone, American Indian, or Two or More Races.

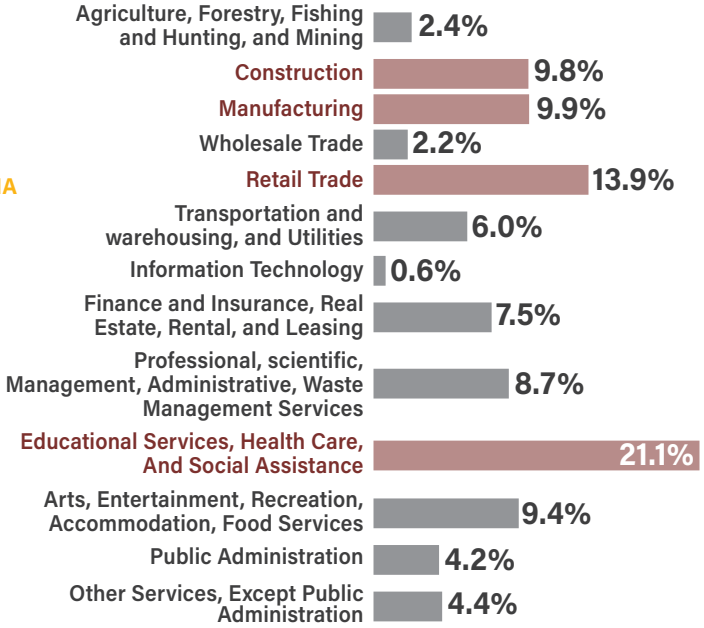
Almost three-quarters (70.9 percent) of households in Alvin speak English at home. Over one-quarter (27.7 percent) of residents speak Spanish at home, while another 1.4 percent speak other languages at home including Indo-European, Southeast Asian, and other languages.

INCOME

Median Household Income



Employment By Industry



Alvin's median household income reflects its balanced economic environment. The median income in Alvin is approximately $68,266, which aligns with both state and national averages, indicating a stable and middle-income community.

The local economy in Alvin, Texas, is driven by a range of important industries. Educational Services, Health Care and Social Assistance is a major economic force, employing about 21 percent of the workforce. Retail trade follows, with around 14 percent of the workforce engaged in local businesses ranging from small shops to larger retail chains. The professional and business services sector contributes about nine percent of employment, including legal, accounting, and consulting roles. Construction and Manufacturing are vital parts of Alvin's economy, accounting for nearly 20 percent of jobs, while transportation and warehousing support six percent of the workforce through logistics and goods movement. The accommodation and food services sector employs about nine percent of residents in restaurants and hotels, and the remaining 4.4 percent work in a variety of other service industries. This diverse economic landscape highlights Alvin's role as a hub for education, health care, manufacturing, retail, and professional services, reflecting a balanced mix of industries that support the city's growth and stability.

EMPLOYMENT AND EDUCATION

Financial Comparison Summary

	ALVIN	BRAZORIA COUNTY	TEXAS	U.S.A.
POPULATION LIVING IN POVERTY	10.4%	9.8%	14.0%	12.6%
CHANGE IN POVERTY (2000 TO 2020)	-2.9%	-0.4%	-1.4%	+1.3%
EMPLOYMENT RATE	64.1%	63.2%	62.1%	61.2%
BACHELORS OR HIGHER COLLEGE DEGREE	18.2%	33.7%	34.4%	36.0%

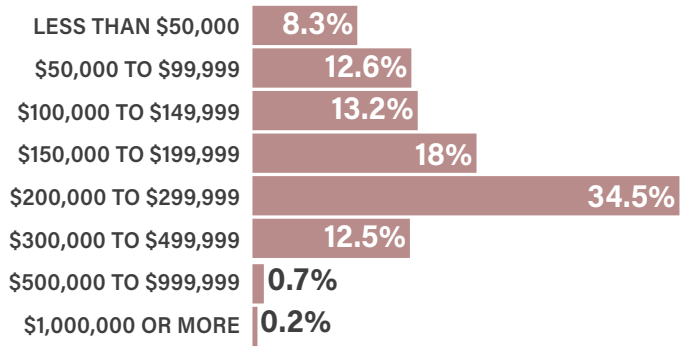
EDUCATIONAL ATTAINMENT

16.2% LESS THAN HIGH SCHOOL GRADUATE	25.7% HIGH SCHOOL GRADUATE (INCLUDES EQUIVALENCY)
39.9% SOME COLLEGE, ASSOCIATE'S DEGREE	18.2% BACHELOR'S DEGREE OR HIGHER

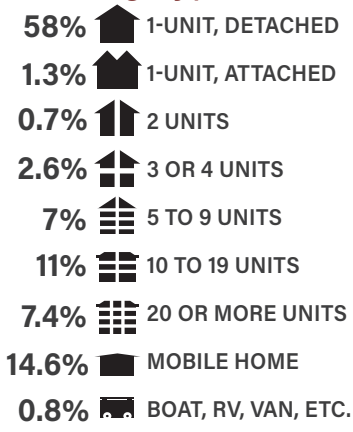
Educational attainment in Alvin highlights the community's commitment to education and its diverse academic background. When examining higher education, about 18 percent of Alvin residents have earned a bachelor's degree or higher. This includes those with bachelor's degrees, as well as individuals who have attained graduate or professional degrees. Additionally, around 40 percent of the population has attended some college but may not have completed a degree program.

HOUSING

Housing Value

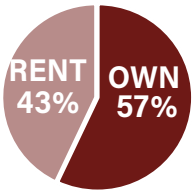


Housing Type

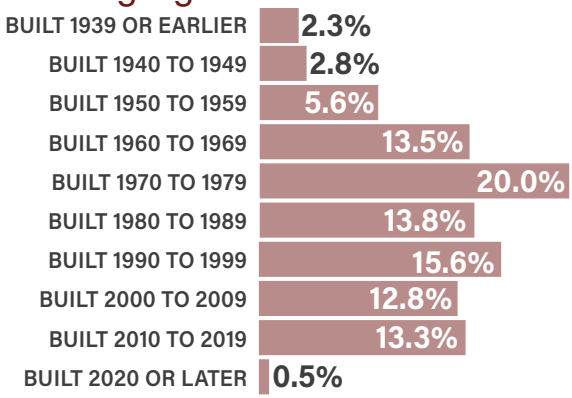


11,723
TOTAL HOUSING STRUCTURES

2.61 PEOPLE
AVERAGE HOUSEHOLD SIZE



Housing Age



Housing in Alvin, Texas, reflects a mix of rental and ownership opportunities, which caters to diverse economic needs and preferences. According to recent U.S. Census data, approximately 57 percent of housing units in Alvin are owner-occupied, while the remaining 43 percent are occupied by renters. The average price of homes in Alvin varies, but recent estimates place the median home value between $200K-$300K. This relatively affordable housing market makes Alvin an attractive option for families and individuals seeking homeownership within a reasonable budget. The housing stock in Alvin is a blend of old and new construction, reflecting the city's growth over several decades. Many homes were built between the 1970s and 1990s, but there is also a notable number of properties constructed in the 2000s and later. This mix of older and newer homes provides a range of architectural styles and living options for residents. Overall, Alvin's housing market offers a variety of choices for both renters and homeowners, and is supported by a community with deep roots and a commitment to growth and development.

TRANSPORTATION

Commuting to Work

89.1%
CAR, TRUCK, OR VAN - DROVE ALONE
+5.6% % CHANGE SINCE 2010

5.3%
CAR, TRUCK, OR VAN - CARPOOLED
+4.2% % CHANGE SINCE 2010

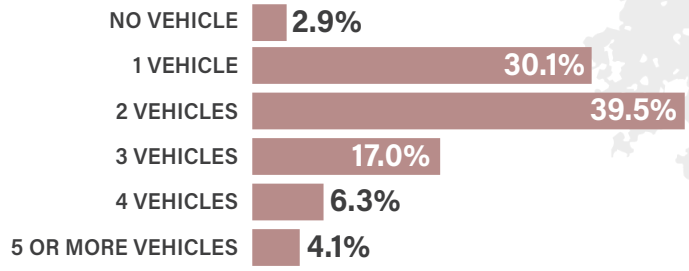
0%
PUBLIC TRANSPORTATION (EXCLUDING TAXICAB)
+0% % CHANGE SINCE 2010

1.0%
WALKED
+0.2% % CHANGE SINCE 2010

1.1%
OTHER MEANS
+1.0% % CHANGE SINCE 2010

3.5%
WORKED FROM HOME
+3.4% % CHANGE SINCE 2010

Vehicles Per Household



Transportation in Alvin is primarily conducted with personal vehicles. Almost 90 percent of commutes to work take place in a personal vehicle driving alone, with another 5.3 percent carpooling with one or more other people. People who ware working from home has increased from 0.1 percent in 2010 to 3.5 percent today. Almost 70 percent of households have at least one or two vehicles, with 27 percent having three of more vehicles. 2.9 percent of Alvin's households have no vehicle, compared to 1.2 percent of Brazoria County households having no vehicle.

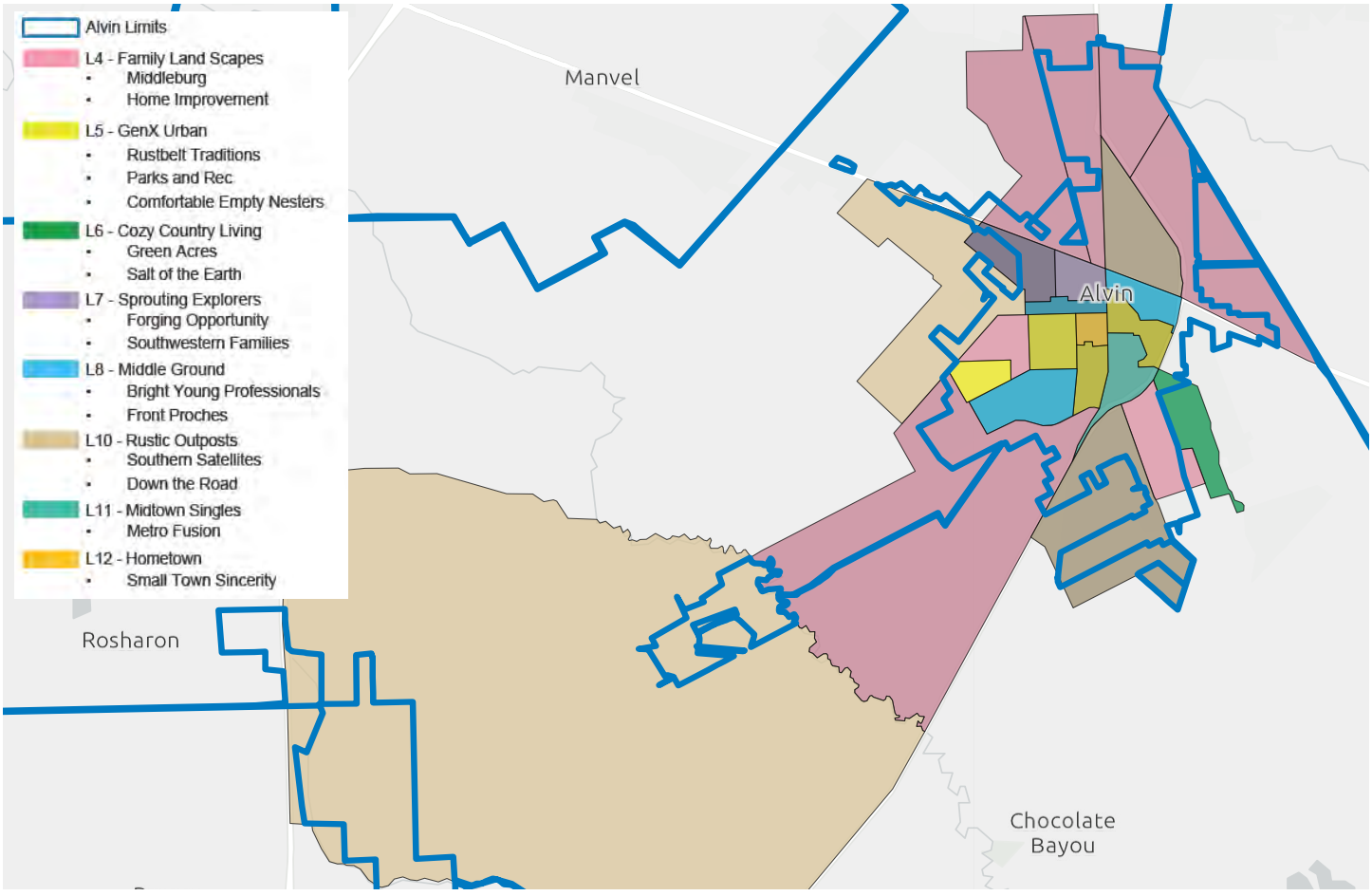
TAPESTRY SEGMENTATION

ESRI Business Analyst Psychographic Tapestry Segmentation is a comprehensive geodemographic platform that classifies U.S. neighborhoods into 67 varying market segments based on socio-economic and demographic characteristics. This identification tool helps businesses, governments, and organizations better understand and target specific communities. By analyzing variables such as income, education, employment, and lifestyle preferences, Esri's Tapestry Segmentation provides insights into consumer behavior and market potential, enabling more effective marketing strategies, resource allocation, and service delivery.

There are a total of eight psychographic "life mode groups" that compose Alvin's Demographic Tapestry. As depicted in the map below, there is a breakdown of locations for each community segment and in the figures to follow, each community segment is showcased with its corresponding percentage of prevalence within the community. In addition, each "life mode group" contains multiple tapestry segments, as depicted on the facing page, which further characterizes populations within Alvin.

As depicted in Figure 1, *ESRI Community Tapestry Segmentation*, Alvin is a community primarily composed of the "Middleburg," "Home Improvement," and "Bright Young Professionals" Tapestry segments, presenting a dynamic and diverse population characterized by stability, ambition, and an appreciation for home and lifestyle enhancements. Middleburg residents bring a sense of suburban tranquility to Alvin, valuing long-term homeownership, community involvement, and outdoor activities. The Home Improvement segment complements this with its focus on home enhancement and practical, hands-on projects, reflecting a dedication to maintaining and upgrading their living spaces. Meanwhile, Bright Young Professionals infuse Alvin with youthful energy, high educational attainment, and career-driven aspirations, often seeking modern amenities and social engagement opportunities. Together, these segments create a balanced community where traditional suburban values meet contemporary lifestyles, fostering an environment set for growth, innovation, and a strong sense of place.

Figure 1, *ESRI Community Tapestry Segmentation*



Community Tapestry Segmentation - Segment Types

Depicted below is an annotated summary of the top 10 Tapestry Segments found within the City of Alvin. The overview will include each segment's defining features, its corresponding Life Mode Group (L#), and the percentage of prevalance in order from most prevalent to least prevalent.

(L4) Middleburg (20.9%)

This segment typically represents middle-income, middle-aged families and couples who have settled in suburban and semi-rural neighborhoods. In Alvin, these residents are homeowners who prefer to live in areas that offer a blend of urban amenities and rural charm. They often enjoy outdoor activities, value their homes as long-term investments, and are deeply community-oriented.

(L4) Home Improvement (14.8%)

Married-couple families occupy well over half of these suburban households. Most Home Improvement residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. These families spend a lot of time on the go and therefore tend to dine out regularly. When at home, weekends are consumed with home improvement and remodeling projects.

(L8) Bright Young Professionals (13.2%)

Bright Young Professionals is a large market, primarily located in the urban outskirts of large metropolitan areas. These communities are home to young, educated, working professionals. More than one out of three householders are under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners.

(L10) Down the Road (11.7%)

Down the Road is a mix of low-density, semi-rural neighborhoods in large metropolitan areas. Workers are in service, retail trade, manufacturing, and construction industries, with higher proportions in agriculture and mining, compared to the US.

(L11) Metro Fusion (9.1%)

Metro Fusion is a young market. They are highly mobile and over three quarters of households are occupied by renters. Many households have young children; a quarter of which are single-parent families.

(L5) Rustbelt Traditions (7.1%)

Rustbelt Traditions residents are a mix of married-couple families and singles living in older developments of single-family homes. While varied, the workforce is primarily white collar, with a higher concentration of skilled workers in manufacturing, retail trade, and health care.

(L5) Parks and Rec (4.1%)

Many of these families are two-income married couples approaching retirement age; they are comfortable in their jobs and their homes, budget wisely, but do not plan on retiring anytime soon or moving. Neighborhoods are well-established, as are the amenities and programs that supported their now independent children through school and college.

(L8) Front Porches (3.9%)

Front Porches is a blend of household types, with more young families with children and more single households than average. More than half of householders are renters.

(L12) Small Town Sincerity (3.2%)

Small Town Sincerity includes young families and senior householders that are bound by community ties. The lifestyle is down-to-earth and semi-rural, with television for entertainment and news, and emphasis on convenience for both young parents and senior citizens.

(L5) Comfortable Empty Nesters (2.9%)

Residents in this large, growing segment are older, with nearly half of all householders aged 55 or older; many still live in the suburbs where they grew up. Most are professionals working in government, health care, or manufacturing. Many are enjoying the transition from child rearing to retirement. They value their health and financial well-being.

THE EXISTING CITY REPORT SUMMARY

WHAT IS THE EXISTING CITY REPORT?

The Existing City Report is an Appendix to this Comprehensive Plan that includes existing conditions analysis and detailed City maps. *The Existing City* Report serves to provide an in depth analysis of multiple elements of Alvin and its residents. A summary of each section included in *The Existing City* Report is provided on the following pages.

UTILITIES INFRASTRUCTURE

The City of Alvin's plan for water and wastewater infrastructure focuses on ensuring sustainable growth through a reliable potable water system, an efficient wastewater treatment network, and robust stormwater management. Key challenges, such as aging materials, capacity limitations, and flood-prone terrain, are addressed with strategic capital improvements and partnerships to maintain water quality, reduce flooding risks, and support projected growth.

Key Findings:

- Potable Water System: Alvin's water infrastructure includes a well-coordinated network of groundwater wells, storage tanks, and pipelines. However, aging materials, such as Asbestos Cement pipes, require replacement to maintain water quality and system integrity.
- Sanitary Sewer Capacity: The wastewater system operates near its capaCity Limits, especially in growing areas. Major projects are underway to expand the Wastewater Treatment Plant and consolidate lift stations to enhance reliability and manage future demands.
- Stormwater and Flood Management: Due to its flat terrain, Alvin employs open ditches, curb and gutter systems, and detention facilities to manage stormwater and reduce flood risks. These efforts, supported by collaboration with local conservation districts, ensure drainage and compliance with environmental standards.

EXISTING TRANSPORTATION

The City of Alvin is connected to the Houston region by way of SH 6, SH 288, SH 35, and future TX-99. The center of Alvin has a gridded street network, while newer development consists of residential subdivisions with cul-de-sacs and retail strip commercial centers. Thoroughfares are often of a rural character with two narrow lanes and no curb and gutter. Alvin's major Farm-to-Market (FM) and State Highway (SH) thoroughfares, along with Gordon Street are under the authority of the Texas Department of Transportation (TxDOT).

Key Findings:

- New Transportation Development: New single-family residential development and commercial developments have placed increased strain and need on existing thoroughfares. The City of Alvin and Brazoria County both have Future Thoroughfare Plans which depict future thoroughfare alignments in a roughly gridded pattern to aleviate future traffic demands due to population growth.
- Major Thoroughfares: Major thoroughfares that bisect Alvin can limit pedestrian and and bicyclist movement across SH 6 and SH 35 and provides relatively convenient access to major controlled access thoroughfares. The future SH 99 (Grand Parkway) will provide faster access from Alvin to the Galveston Bay region and Sugar Land region.
- Crashes: Vehicular, pedestrian, and bicyclist crashes occur most at signalized intersectons due to driver inattention, incorrectly yielding the right-of-way, and driving too fast. Pedestrian and bicyclist crashes occur most along thoroughfares without sidewalks, street lighting, or bicycle lanes.
- Active Transportation: Sidewalks are in fair conditions, with the general age of sidewalks causing buckling and cracking in many locations. The majority of streets do not have sidewalks. The majority of crosswalk ramps are damaged or need to be replaced. Bicycle lanes connect a large portion of central Alvin, but pavement striping can be faded, and bicycle lanes are often blocked by vehicles or trash cans.
- Thoroughfare Conditions: Thoroughfares are observed to need general pavement resurfacing in many locations due to cracking or sloping pavement. Residential thoroughfares within central Alvin are observed to need the most maintenance, while thoroughfares operated by TxDOT and within newer subdivisions are in the best condition.

EXISTING PARKS, TRAILS, AND OPEN SPACE

The City of Alvin has over 250 acres of public and private parklands. The Tom Blackeney, Jr. Hike & Bike Trail and trails internal to parks provide passive recreational options for residents. In addition park lands are generally well spreadout within the community, where almost all residents are within a one-half-mile or 10-minute park of a park or trail.

Key Findings:

- Park Land Locations: The majority of residents live within a one-half-mile of a park. The majority of new residential subdivisions have park lands with amenities.
- Park Land Facilities: The majority of parks include walking trails and a playground facility. National Oak Park and Bob Briscoe Park have the most special use facilities, such as a dog park, skate park, disc golf course, and covered pavilions. While Alvin does have the Bob S. Owen community pool and an indoor pool at the Recreation Center, Alvin does not have other water-based recreational facilities such as splash-pads. Sports fields and sports diamonds are mainly located at Pearson Park, Morgan Park, Bob Briscoe Park, and at Alvin Independent School District (AISD) properties. Park playgrounds and facilities are in general need for replacement or maintenance due to the age of facilities, particularly at smaller neighborhood parks.
- Indoor Recreation / Community Centers: Alvin has a Senior Center and Community Center which serve as programming spaces for recreation and community events. The one indoor basketball court is consistently utilized and scheduled for users.
- Trails: The Tom Blackeney, Jr. Hike & Bike Trail connects South Street to National Oak Park along the Mustang Bayou. A trail extention is proposed, but limited by the railroad and lack of property ownership. There are not any other major linear trails in Alvin.

EXISTING LAND USE

Alvin's Planning Area, encompasses approximately 58.80 square miles, and features a diverse mix of land uses, including residential, agricultural, commercial/ retail, industrial, public / institutional, and open spaces. The most prevalent land use categories are residential, agricultural, and commercial. Within the City, residential development is concentrated in the central and northern regions, offering various housing options interspersed with amenities like parks and schools.

Key Findings:

- Agricultural and Undeveloped Lands: These lands are the largest land use category in Alvin. The prevalence of undeveloped areas presents potential for future urban expansion, conservation, or continued agricultural use, depending on development pressures and community goals.
- Residential Land Use: Residential areas, primarily consisting of single-family detached homes, are a significant component of Alvin's land use composition. These areas are concentrated in the central and northern parts of the city and are characterized by a variety of housing options, from attached single-family residences to multi-family complexes. This diversity supports a range of demographics.
- Opportunities for Development: Vacant lands, making up 9.06%, and right-of-way lands, at 10.84%, provide opportunities for future development and infrastructure projects. These areas could be strategically utilized to accommodate projected population growth, enhance transportation networks, or provide additional community amenities.
- Commercial and Industrial Uses: Commercial land, divided into general commercial (7.93%) and neighborhood commercial (0.28%), along with industrial areas (1.16%), highlights the city's economic activity. These areas support local businesses, retail, and industrial operations, which contributes to Alvin's economic base and employment opportunities.

HOUSING AND NEIGHBORHOODS

Alvin's housing stock features a range of residential typologies, from single-family homes to multi-family units, to manufactured homes, which cater to family sizes, lifestyles, and income levels. Single-family detached homes dominate the residential landscape, but attached options such as townhomes, duplexes, and apartments add to the housing diversity. The City's neighborhoods are designed to offer affordability and convenience, with many located near public amenities like parks and schools, which enhance community living.

Key Findings:

- Single-family detached homes make up the majority of residential properties in Alvin, occupying over 2,300 acres. These homes, with prices ranging from $200,000 to $600,000 and average living spaces between 2,000 to 2,500 sq ft, cater to family living.
- Affordable Housing Options: The city offers several affordable housing choices, including manufactured homes, townhomes, and apartments. Apartments and townhomes also serve as budget-friendly options, ensuring that housing remains accessible to a broad spectrum of residents.
- Attached and Multi-Family Housing: Duplexes, triplexes, and quadruplexes provide versatile housing solutions that appeal to residents seeking cost-effectiveness,shared maintenance, and flexibility. These multi-family properties maximize living space while providing affordability with monthly costs ranging from $1,200 to $2,500 per unit.
- Rental Market Trends: An influx of new single-family housing developments, apartments and condominiums contribute to Alvin's rental market, appealing to individuals and families who prioritize affordability and flexibility. Apartments, with an average rental cost ranging in $800 to $1,400 per month; and condominiums, averaging $220,000 in purchase price, add to the City's diverse housing stock.

PUBLIC FACILITIES AND SERVICES

The City of Alvin has over 15 parks, three emergency/fire response stations, one police station, a senior center, a recreation center, multiple Brazoria County offices, 11 schools, Alvin Community College, and a Public Library.

Key Findings:

- Schools: A majority of Alvin ISD properties, day-care centers, and Alvin Community College properties are centrally located in Alvin and surrounded by residential land uses. Several schools, such as Fairview Junior High, G.W. Harby Junior High, Alvin Junior High, and Alvin Elementary School which are located directly along major thoroughfares with high traffic speeds or thoroughfares without sidewalks, which may impact the ability to walk or bike to school.
- Recreation and Senior Center: Alvin Senior Center and Recreation Center lack the space or room to expand programming and facilities. Currently there is no indoor recreation center with a full sized gymnasium or work-out facilities. As the SH 35 is expanded to become TX-99, safe access north to south will need to be planned to ensure residents of central Alvin have safe access to the facilities south of SH 35.
- Alvin Library: The Alvin Library is centrally located in Downtown and provides books, computer rooms, study rooms, and youth programming.
- Emergency and Police Services: Three fire stations are located in three quadrants of central Alvin, with one police station along Gordon Street near South Street. The existing police station building and Fire Station Building #2 are in buildings that are older than thirty years of age. As new development occurs, particularly within Alvin along TX 288 and Highway 6, new service stations will need to be developed to respond to emergencies in a timely manner.
- Wastewater: The Alvin Wastewater Treatment Plant is located along a tributary of the Mustang Bayou and Chocolate Bayou in southern Alvin. The Plant is currently undergoing a capacity expansion from 5 million gallons maximum to 7.5 million gallons maximum treated per day.
- Many City buildings such as City Hall, Police Department Building, and the Public Works Building are outdated and in need of reconstruction, renovation, or expansion.

SUSTAINABILITY

Alvin has a substantial portion of its City Limits and ETJ within floodplains, as designated by FEMA. The floodplain zones have grown to encompass new lands within central Alvin and along Mustang Bayou.

Key Findings:

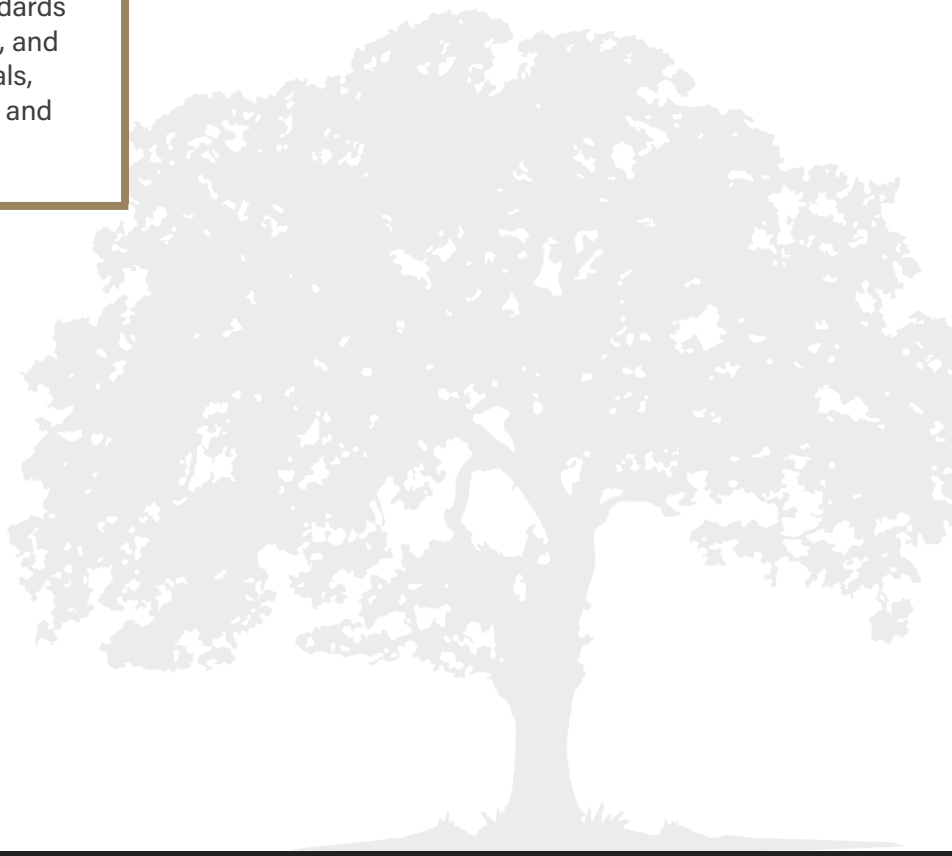
- Detention: Alvin has recently developed new retention areas of storm and flood waters within central Alvin, such as at the intersection of South Street and Durant Street. In addition, many new residential subdivisions within Alvin have detention basins to offset the added impervious surfaces of development.
- Floodplains: Floodplains comprise major portions of north central Alvin surrounding Mustang Bayou, areas directly south of Highway 6, and near Sealey and Talmadge Park.
- Bridges and Crossings: There are numerous bridges, culverts, and railroad crossings which run through or cross existing floodplains. These infrastructure locations can impact the draining of flooded lands after storm events by creating funnel barriers preventing drainage and can make flooding worse if not continually addressed.
- Regulations: As described under the Regulatory Review section of the Community Snapshot report, Alvin does not have any explicit green building practice requirements, bioswale or alternative drainage regulations, or solar panel and wind generation standards. Alvin does have standards and requirements for the storage, transport, and dumping of septic waste, batteries, chemicals, natural gas, and other environmental waste and energy storage.

HISTORIC PRESERVATION

The City of Alvin is dedicated to preserving its historic and cultural heritage, rooted in its development as a center of agriculture and transportation. Alvin's approach to encouraging historic preservation combines municipal ordinances, collaborations with historical organizations, and state support to maintain significant historic resources within its planning area, protecting its unique identity while accommodating growth.

Key Findings:

- Comprehensive Historic Ordinances: Alvin enforces preservation ordinances that safeguard historic buildings and landmarks, regulating modifications to maintain architectural integrity.
- Community and State Partnerships: The city collaborates with the Alvin Museum Society and Texas Historical Commission to inventory historic sites, secure funding, and engage the community in preservation.
- Heritage-Centered Planning Standards: Alvin integrates preservation into planning, balancing growth with conservation by regulating design standards and development near historic areas.



CHAPTER TWO
VISIONING

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BNSF
1250

PUBLIC ENGAGEMENT FEEDBACK

Public engagement activities were conducted throughout the development of the Comprehensive Plan. The community's input and feedback helped drive the focus of the strategies and recommendations of this Comprehensive Plan. Numerous small group listening sessions, city department meetings, and public open-comment activities occurred at each planning phase to ensure that the planning process and outcomes are driven by and represent the community's needs and interests. Key findings resulting from each public engagement activity or event has been summarized in the following sections.

Neighborhood Outreach Meeting at Big Axe Bar and Grill
Source: City of Alvin

CITY DEPARTMENT LISTENING SESSIONS

Eight listening sessions were conducted with City of Alvin Departments, including the Volunteer Fire Department, Engineering Department, Convention and Visitors Bureau, City Manager's Office, Economic Development Department, Public Services Department, Parks and Recreation Department, and Police Department. A summary of key findings are provided below:

- City administration and departmental operations are located in generally outdated structures and lack the room to expand to accommodate growth.
- A new sub-station for emergency services will be needed in western Alvin as new residential lands are developed, including new police, fire, and EMS staff.
- Need for expanded indoor recreational capacity and spaces, particularly an indoor gymnasium / recreation center; need for new sports fields; ensure safe access to park lands due to fast and wide thoroughfares; need for family activities.
- Need for a stormwater and drainage Master Plan.
- Need for higher quality housing development and redevelopment; new residential housing is not meeting quality expectations; need to encourage investments in vacant and/or underinvested properties in central Alvin.
- Need for new medical and employment opportunities to diversify the economy and add higher paying or service-related jobs to Alvin.
- Need for increased roadway, utilities, and building maintenance improve visual character of Alvin.

SMALL GROUP LISTENING SESSIONS

Several small group listening sessions were conducted with multiple stakeholder groups including local business leaders / major employers, educational groups, public services and non-profit groups, Brazoria County representatives, Alvin Senior Center staff, and the City of Alvin Parks Board. A summary of key findings are provided below:

- Youth and young adult services and facilities are lacking to prevent homelessness, provide transitional services, and build access to education.
- Need for a larger recreation center and a community center with more computers, education services, and family-oriented programming.
- Downtown is a huge asset in the region, and needs new infill development, residential growth, incentives, cultural programming, and infrastructure improvements.
- Healthcare services and employment is lacking in Alvin; need for healthcare workforce training.
- A full-service grocery store and dine-in restaurants are needed.
- Need to improve southern Alvin ISD schools in Alvin.
- Drainage capacity and flooding concerns may limit development investments.
- School bus pick up zones and student walkability is a safety concern, specifically at neighborhoods along major thoroughfares with truck traffic.
- Expand trail opportunities and park facilities for older adults and teens.
- The future SH 99 corridor will catalyze growth
- Need to retain a small-town feel, historic buildings and facades.

JOINT WORKSHOPS #1 &#2

Two Joint Workshop meetings were held with Alvin City Council members and City departmental leaders and staff. The frist meeting, held on October 8th, 2024, at City Hall, was an introductory and feedback meeting where the Comprehnsive Plan objectives and outcomes were introduced, and an an open-comment feedback portion of the meeting was conducted. Key feedback from the first meeting is summarized below:

- City leaders expressed concern over the quality of infrastructure and building structures, want to see improvements to historic areas and improved visual quality of the City overall.
- City leaders noted Alvins unique Downtown core, tree canopy, and strong sense of community as building blocks for future growth and opportunities
- City leaders want to see more family and social activities within the parks and Downtown.
- City leaders expressed concerns over future growth and the provision of water, sewer and transportation systems as more infrastructure is added and demand increases.
- City leaders want to see an updated drainage and utilities plan for services.
- City leaders want to see innovative ideas and new styles of development as a means of attracting development than can set Alvin apart in the future.

The second meeting, held on April 16th, 2025, at Alvin Fire and EMS Station #1. The meeting was a round-table discussion where we reviewed the Existing City Report, existing conditions, assessment findings, Growth Scenarios one through four, and the public engagement findings to-date. Key feedback from the second meeting is summarized below:

- City leaders want to see stategic and smart growth, focusing on high-quality and desired development, avoiding a large boom of undesired or sub-par developments.
- City leaders want to focus on infill development, development along SH-6 and TX-35, and increasing investment within the Downtown (a mix of Growth Scenarios 3 and 4).
- City leaders want to see more housing variety and styles of housing structures within residential neighborhoods and within existing historic areas
- City leaders identified roadways and infastrucure, along wth city-capacity, as the main barriers to implementing future recommendations.
- Concerns over traffic management, stoplight timing, and pedestrian-bicycle safety was a concern due to increased regional development and future TX-99.

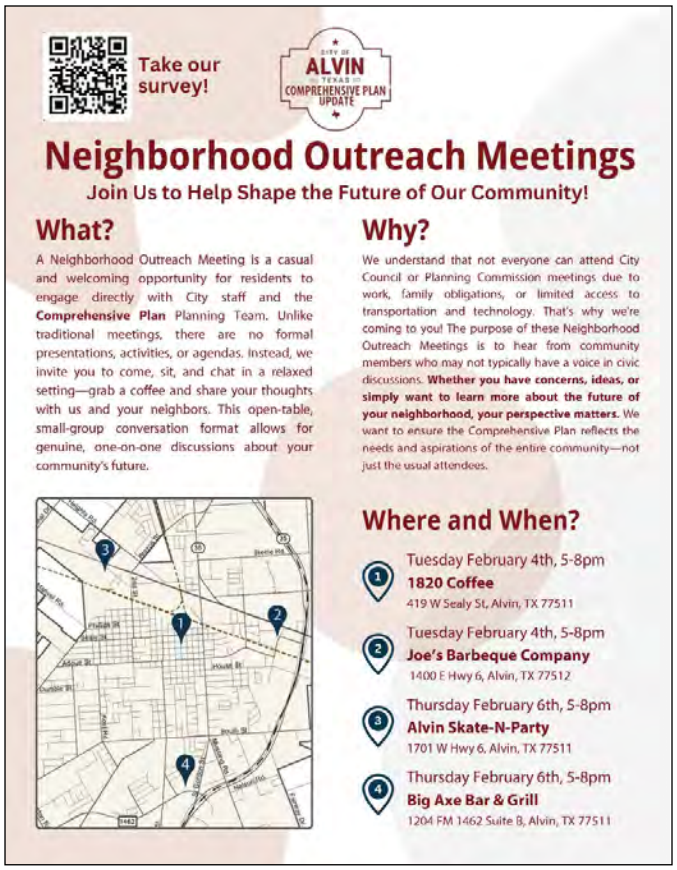
Neighborhood Outreach Meeting at 1820 Coffee House
Source: City of Alvin

NEIGHBORHOOD OUTREACH MEETINGS

Four Neighborhood Outreach Meetings were held on February 4th and February 6th, 2025, at local businesses around Alvin. The meetings were over-discussion format which provided residents with the opportunity to discuss with City leaders and Comprehensive Plan consultant staff about their needs and concerns regarding their local neighborhood and Alvin as a whole. A summary of key findings from all four meetings is provided below.

Concerns

- Cost of future utilities expansions and replacements. There was a general concern that as Alvin grows, the center of Alvin will experience less investment and improvements, because the focus will be on the outskirts of town.
- Roadway conditions. Attendees were concerned about the existing quality of the roadways and the lack of safety and connectivity as roadways are proposed to be widened. Specifically, crossings and schools located along FM 1462, SH 6, Steele Road, and SH 35 were mentioned as very dangerous thoroughfares with dangerous intersections.
- Crime and vagrancy. Attendees were concerned about the perceived increases in crime, drugs, and vagrancy within the parks and residential areas.
- Historic property preservation and home improvements. Attendees expressed concerns about Alvin's existing housing stock falling into disrepair and abandonment, which could affect / is affecting existing investments and deterring new investment in the central core.
- Lighting and drainage utilities. Attendees expressed concerns about the lack of lighting and lighting improvements, especially in heavily wooded historic areas of the Alvin. It was expressed that street drains are often clogged or not adequate leading to flooding on private property.
- Aging structures. Concerns were expressed about the aging commercial and civic buildings in Alvin. Attendees expressed that buildings along Gordon Street and in Downtown should be prioritized for improvements.
- Senior care. Attendees expressed concerns over Alvin's existing lack of and current lack of growth in housing options suitable for seniors and aging residents. In addition, the lack of a full-scale medical facility and medical services was a concern.



Desires / Opportunities

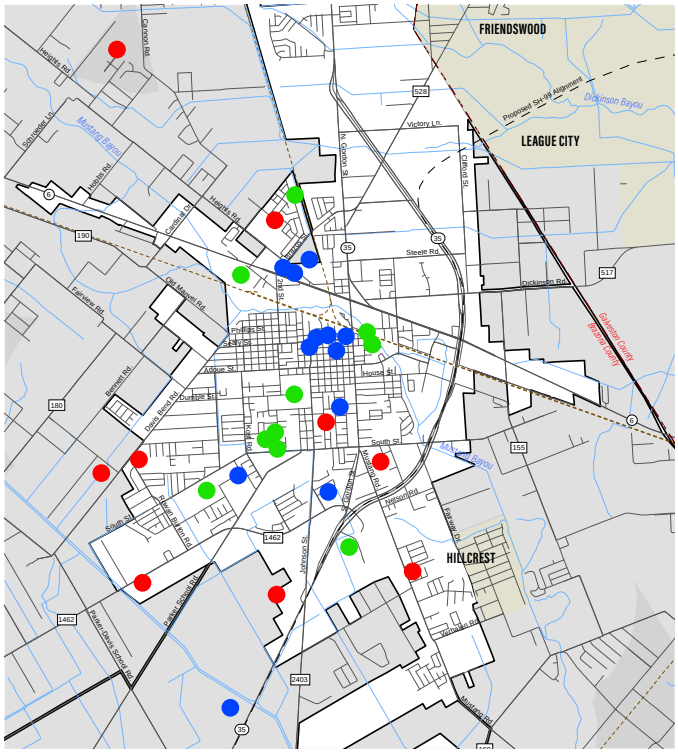
- Downtown retail and commercial investments
- A dedicated food truck location and hub
- Historic home investment grants
- Roadway repairs and safety improvements
- Lighting repairs and expansions
- Sidewalk repairs and expansions
- Mixed-use small-scale centers close to residential areas with coffee shops and retail
- Growth of locally-based businesses and shops
- Hire a City grants administrator
- Expand historic preservation efforts (Downtown, Slover-Rogers, Post Office)
- Address vacant and crime-attracted properties
- Intersection and signal timing improvements
- Large thoroughfare safety improvements
- Zoning implementation as a means of property reinvestment and ensuring stable homeownership
- Student and senior housing options
- Additional civic gathering spaces
- Parkland trail, playground, and lighting improvements
- Roadway additions across the railroad
- Increased trash and debris clean up efforts
- Expand essential shopping options (grocery, clothes, sports, dining)
- Increased tree preservation efforts

PUBLIC OPEN HOUSE #1

A public open house was held on November 20th, 2024, at Alvin Fire Station #1. Members of the public were invited to provide feedback on existing conditions maps and participate in a series of sticky dot, sticky note, and open comment board activities. 29 members of the public were in attendance. The findings from Open House #1 are summarized below:

Promotional Poster

Map Question: *Where do you live, work, and play?*



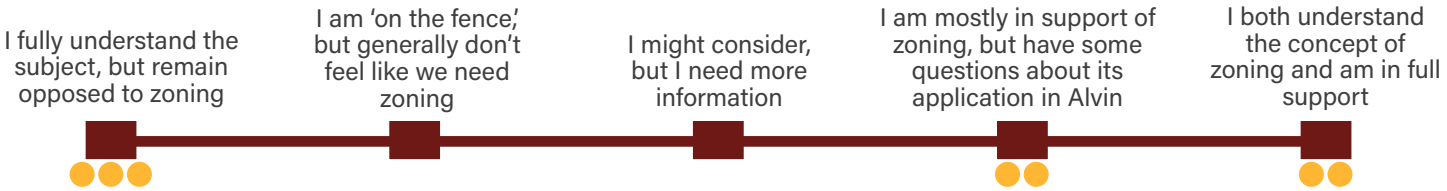
Live Work Play

Attendees tend to live outside of central Alvin to the west and south, while they primarily work and play in central Alvin at locations such as schools, parks, and administrative buildings.

Public Open House #1
Source: Baxter and Woodman

Board Question: *How strongly would you consider or not consider zoning in Alvin? (place a sticky dot below on the sliding scale)*

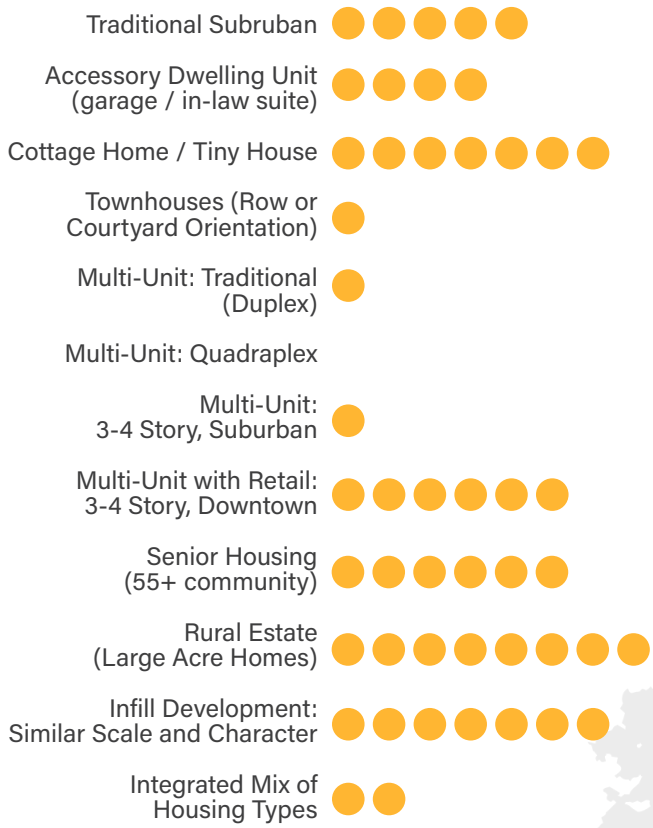
● = 1 Dot Response



Respondents were generally split between supporting zoning and not supporting zoning in Alvin. Although, with only eight responses, a conclusion cannot be determined.

Board Question: *Place up to FIVE sticky-dots. Tell us what housing typologies / types that would like to see developed in Alvin.*

● = 1 Dot Response



Respondents are in support most for constructing cottage homes / tiny homes, large acre rural estates, and infill development. Other common housing typologies included senior housing, downtown mixed-use, and traditional suburban homes. The least chosen housing typologies were attached townhomes, duplexes, quadraplexes, and multi-unit suburban condominiums. There was slightly above median support for accessory dwelling units.

VISIONING QUESTIONS

What do you value most about living in Alvin?

"The people"
"Room to grow and come into the 21st century"
"Small town vibe"
"Saint Patrick's Day parade"

What is Alvin's greatest limitation or need?

"Not enough downtown parking for events"
"Community events, as in Easter egg hunt, 4th of July parade float competition, fireworks show at National Oak Park"
"Higher end housing and development"
"Public transportation for seniors and students and veterans"
"Parking by chamber building"
"55+ Community"
"Knowing about community events"
"Affordable housing for people on fixed income and families"

What kinds of commercial / retail development would you like to see in Alvin?

"Big HEB, Target, Marshall's / TJ Max."
"Business Park and Town Center."
"We need a hospital. It takes at least 30 minutes in any direction tying up our EMS for hours"

Please provide a word or phrase that best characterizes the qualities or attributes you would like to see Alvin become in the future.

"More beautiful"
"More involved with citizens and needs"
"Modern day upscale country"

Sticky Note Comments:

Attendees placed sticky notes with written comments regarding the Comprehensive Plan existing conditions maps. The written comments provided are detailed below:

"Current buildings do not have adequate capacity to serve the expected growth."

"Need new City Hall building. Need new public works building." X2

New slides and splashpad at city pool." X2

"Put outdoor activity trail behind Prairie dog park and along Mustang Bayou."

"More inviting walking and biking trails. Lighting."

"Full deceleration lane to turn onto Rowan Burton from 1462. Need light on FM 1462 at Mustang crossing. Sidewalks needed, at least one side, with Sealy (2nd to 9th Street)."

"Outside of the downtown area Alvin is not a walker friendly place. I would walk if I felt safer."

"Is the well / aquifer the reason for the different tasting water?"

"Would love a stop sign, instead of yield, coming from discount tire area onto 35"

"Coordinate sidewalk placement with trail connectivity."

"6.4 acres of detention proposed instead of interchange. Detention #43 reference State Highway 99 Segment B."

"Would love lighted walking trails. Especially for the short winter days."

"Connection of phase two to the future phase three trail crossing bypass. Hike and bike trail."

"Booth Lane has been overlooked for sidewalks for decades I've waited. Make it happen."

"Wider lanes on Davis Bend?"

"People frequently U-turn on FM 1462 when they miss Dollar General"

"Traffic congestion on Johnson Street in the morning and afternoon all the way from South Street due to school traffic."

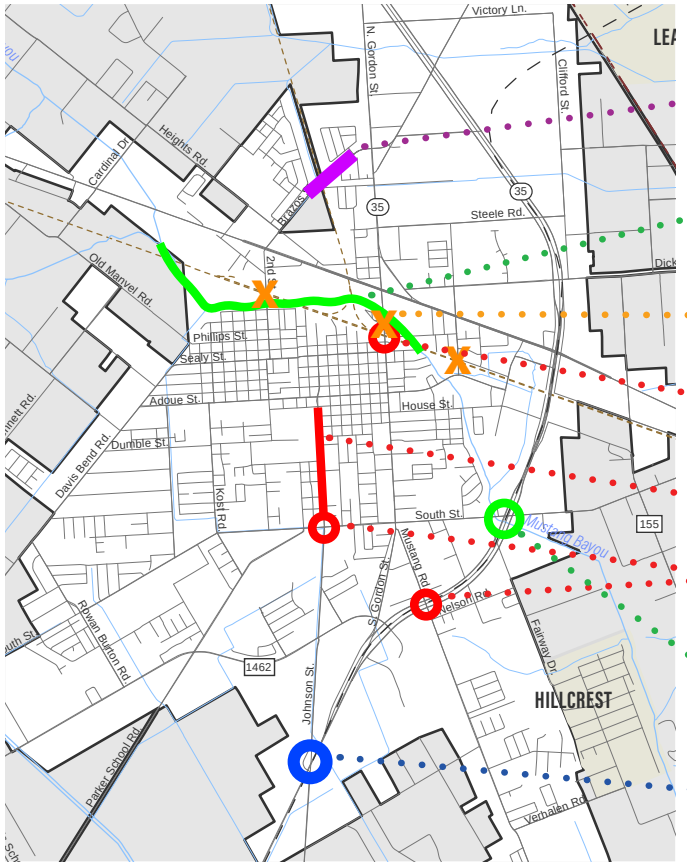
"Some of the buildings in Alvin aren't very pretty. So if people visit our town they might want to leave because it doesn't look beautiful and welcoming."

"We need a city ordinance to prevent people with RV's and huge travel trailers and boats from parking in their driveway."

"It would be great to extend the trail along Mustang Bayou"

Open Comment Table Map:

Attendees were asked to mark-up a table-top map with markers and pens and let us know of any and all concerns or comments they made have regarding locational specific information, such as utilities, parks, streets, intersections, and schools, and retail areas. The map comments and mark-ups are provided below:



Construct new roadway and railroad crossing to ease traffic flow and congestion at Highway 6 and Highway 35

Extend the Mustang Bayou Hike and Bike Trail over railroad tracks

Add signage and signals indicating where railroad crossings are not blocked / alternative route signs

Back ups and traffic flow issues due to railroad track crossings and intersections

Traffic flow issues due to school traffic

Back ups and traffic flow issues. Need for better turning lanes and signal timing

Create a South Street Hike and Bike Trail crossing and provide safe access across Highway 35

Detention needed due to flooding

Open House #1 Summary:

Overall, Attendees had four major concerns and needs for the future of Alvin.

One, Transportation Infrastructure:
Attendees voiced concerns about the future roadway demand and lack of accommodating infrastructure such as stoplights and turning lanes. Many intersections and crossings have been identified as problematic and needing further study.

Two , Parks and Walkability:
Attendees voiced concerns regarding the future walkability in Alvin due to the increase in vehicle traffic. The lack of available and high quality sidewalks, along with unsafe intersections were a concern. Attendees also voiced a desire for more hike and bike trails within the community with added lighting and amenities.

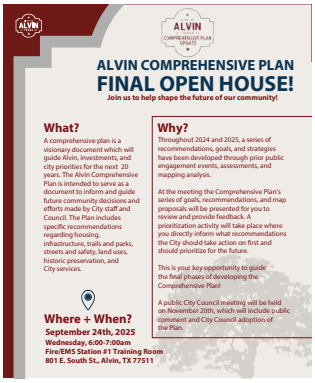
Three, Community Aesthetics:
Attendees voiced concern regarding the quality of infrastructure, housing, roads, and buildings. Attendees stated that they want to see higher quality housing developments, retail developments, and improvements to existing buildings. Concerns over the quality and state of thoroughfares and associated drainage was also voiced, noting the costs and scope of needed improvements. In addition, attendees were also concerned about aging city buildings and a lack of capacity to grow.

Four, Limited Options and Services:
Attendees voiced concern regarding the lack of community services, retail, and housing. Attendees want to see a full service / larger grocery store, big-box retail development, a wider variety of housing development options, and a full service hospital.

PUBLIC OPEN HOUSE #2

Open House #2, hosted on September 24, 2025, showcased the drafted recommendations and goals as presented in Chapter 3 of this report on a series of boards. Attendees were also presented with the Existing Conditions Report findings, Growth Scenarios, and each draft Recommendation and Goal. Attendees were asked to place up to three dots per goal board next to the recommendations they want to see implemented first, a priority they want City Council to emphasize, or the recommendations they feel are the most important. Additionally, a series of written comments were provided regarding each goal. A summary of findings is provided below.

Promotional Poster and Engagement Board format:



● = 1 Dot Response

Goal 1: Land Use and Community Character

Use underutilized parking lots and parcels in Downtown for public gatherings, food truck opportunities, a farmers' market, or other pop-up events.	●●●●●●●●●●●
Focus on developing / redeveloping properties facing Sealy Street and Gordon Street; Create small-scale retail and commercial sites to reactivate the Downtown.	●●●●●●●●●●●
Consider additional funding avenues to provide Downtown and commercial facade grants and funds for other structural improvements.	●●●●●●●
Create a distinct identity of Alvin's Downtown and the City, including forming an identifiable Downtown district and noticeable entry points into Alvin from major thoroughfares with monuments and gateway treatments.	●●●●●●●
Consider the development of an Arts, Culture, and Historic Community Plan for the City of Alvin.	●●●●●●
Reconsider the establishment of Zoning as a means of protecting community character, ensuring high-quality development / redevelopment, and maintaining high-quality and fiscally balanced utilities infrastructure.	●●●●●
Implement land use practices which allow for and encourages small-scale neighborhood retail and commercial to be established near higher density residential areas, such as the central core of Alvin and proposed Mixed Use Village land uses.	●●●
Implement land use practices which prevent the encroachment and mixture of incompatible land uses.	●●●
Implement the 2024 H-GAC Livable Centers Study Downtown Master Plan proposed utilities, transportation and placemaking improvements.	●●●
Utilize the Growth Sequencing Plan Map to guide where development and improvement priorities should be made and located.	●●
Encourage and promote innovative retail and commercial property design and services.	●●
Place a moratorium on mobile homes / manufactured home development.	●●
Reassess and reconsider existing annexation policies, regulations, incentives, and ordinances.	●
Strive for fiscally responsible land use practices and a return on investment.	●
Utilize existing land use codes / property restrictions to guide development in the absence of a Zoning Code.	
Adhere to the Future Land Use Plan Maps as a guide to future development types and locations within Alvin City Limits and any future annexed lands.	
Continue to encourage murals and public art within the Downtown. Consider an artists competition in tandem with City events.	
Continue to seek opportunities for new businesses and retail options in Alvin.	
Establish Tax Increment Reinvestment Zones (TIRZ) or Public Improvement Districts (PID) in Downtown Alvin and along SH 288.	

Goal 2: Transportation

Conduct a sidewalks conditions and locations survey. From the survey, develop a report, GIS/CAD shapefiles, notations of sidewalks gaps, notations of critically damaged sidewalk segments, notations of curb ramp and crosswalk conditions.	●●●●●●●
Construct new intersection controls (all-way stops, and traffic signals) to ensure smooth traffic flow in the future.	●●●●●
Work with TxDOT, Union Pacific Railroad, and Burlington-Northern Santa Fe (BNSF) Railroad to assess and implement potential grade-separation projects.	●●●●●
Develop an Engineering Standards Manual, based on existing Brazoria County standards, which details thoroughfares, drainage, curb and gutters, intersections, trails, and other design standards.	●●●●●
Utilize the Proposed Thoroughfare Thoroughfare and Intersections Maps, to develop a Capital Improvement Program (CIP) and the requisite partnerships through which to improve roadway conditions, route options, stoplights and intersections, access drives, medians, lighting, and other transportation-related infrastructure.	●●●●
Update and revise thoroughfare typology standards to include more pedestrian, bicycle, and environmentally friendly design.	●●●
Expand and improve the network of on-street bicycle lanes and shared-use paths.	●●●
Expand and improve the network of sidewalks and curb ramps.	●●●
Expand and improve the network of off-street recreational trails.	●●
Prioritize improvements on major thoroughfares connecting major destinations, schools, retail centers, and economic hubs in Alvin.	●●
Construct additional roadway alignments to expand travel route options.	●
Develop a Capital Improvement Program (CIP) and Schedule that is in alignment with the target growth areas, future thoroughfare plan, and utilities plans.	●
Expand existing two-lane thoroughfares, identified on the Proposed Corridor Projects Map, to meet future anticipated vehicle and pedestrian demands.	●
Work with City leaders and City Council to formulate a "Safe Systems" pledge / community promise, promising to help improve and provide safe and efficient transportation systems for all.	●
Incorporate pedestrian and vehicular safety features and elements in all city-related transportation projects.	●
Consider additional thoroughfare alignments, beyond the 2016 and 2018 Thoroughfare Plans, to avoid overcapacity and strain on existing intersections and streets.	
Reconstruct and overlay major corridors connecting community destinations.	
Implement the intersection capacity and realignment projects as identified on the Proposed Corridor Projects Map.	

Sticky Note Comments:

Attendees placed sticky notes with written comments regarding the goals and recommendations. Comments are provided below and on the following pages:

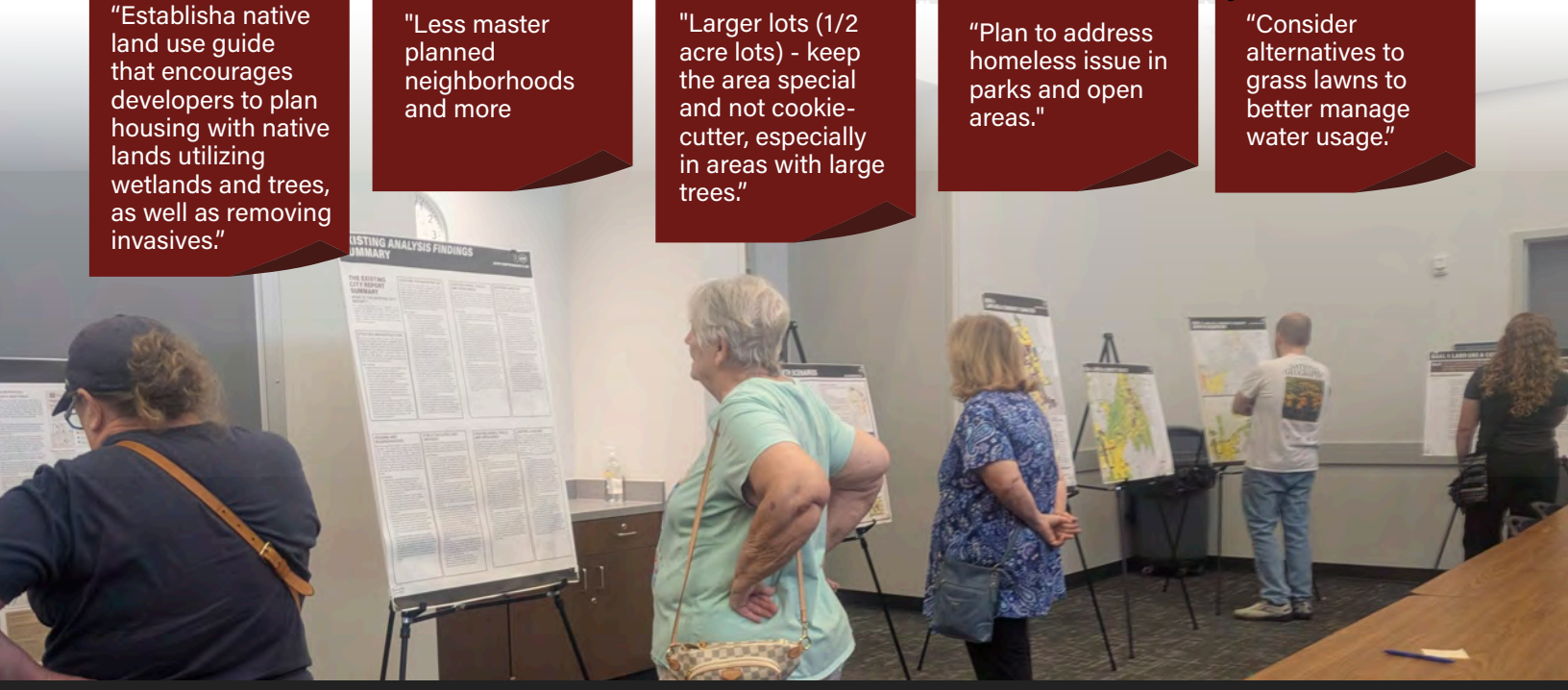
"Establisha native land use guide that encourages developers to plan housing with native lands utilizing wetlands and trees, as well as removing invasives."

"Less master planned neighborhoods and more

"Larger lots (1/2 acre lots) - keep the area special and not cookie-cutter, especially in areas with large trees."

"Plan to address homeless issue in parks and open areas."

"Consider alternatives to grass lawns to better manage water usage."



Goal 3: Parks, Trails, and Open Spaces

- Continue to preserve existing sensitive environmental areas or areas of high visual and characteristic values, such as wetlands, tributary corridors, and forested lands. ●●●●●●●●●●●
- Conduct a lighting survey at night of all parklands and facilities to identify dark-zones, lighting inconsistencies, and potential safety hazards. ●●●●●●●
- Consider future funding and opportunities to add a pedestrian bridge across SH6 (north to south) which can connect the Mustang Bayou trails system to Downtown Alvin, Resoft County Park, Pearland's system of Clear Creek and Mary's Creek trails, and League City's systems of trails. ●●●●
- Continue to assess the parkland and facility needs of the community on an annual basis. Consider additional facilities, shade improvements, safety measures, and programming needs beyond what has been proposed in this comprehensive plan. ●●●●
- Develop Capital Improvement Projects aimed at improving parklands, open spaces, and recreational facilities. ●●
- Improve access to and facilities at the Alvin Recreation Center and Alvin Senior Center. ●●
- Develop Capital Improvement Projects aimed at improving existing trails and trailheads. ●
- Consider adding parkland facilities that do not already exist in Alvin. ●
- Conduct a programs and services capacity study for all programs, facilities, staffing, and budgets associated with the Alvin Recreation Center, Alvin Senior Center, and Alvin Parks Department. ●
- Develop a digital library / G.I.S. portal (Geographic Information Systems portal) of all parkland facilities and amenities, including the condition, date of installation, and maintenance entities; begin to develop an Asset Management Program. ●
- Continue to incorporate art and unique design elements into all parks. ●
- Incorporate inclusive play elements into all parks for people of all ages and all abilities. ●
- Continue to work with housing developers to provide parklands in new developments within areas not already served by parks to help meet the communities demand. ●
- Utilize the Proposed Parks, Trails, and Open Spaces Plan Map, to identify additional future parkland sites within existing deficit areas (not served by parks within a 10-minute walk). ●
- Update the 2017 City of Alvin Park Master Plan.
- Achieve CAPRA (Commission for Accreditation of Park and Recreation Agencies) accreditation from the National Recreation and Park Association.

Place up to two sticky dots below next to which park you feel needs to be prioritized for improvements or needs improvements the most.

- Bob Broscoe Park / Hugh Adams Park ●●●●
- Sealy Park ●●●
- National Oak Park ●
- Ruban Adame Park ●
- Bob S. Owen Pool
- Lions Park
- Marina Park
- Morgan Park
- Newman Park
- Pearson Park
- Prairie Dog Park
- Talmadge Park

Place up to two sticky dots below next to the park facility currently not in Alvin that you feel Alvin should prioritize or that you feel is most important.

- A birding and wildlife trail ●●●●●●●
- A wildflower and native grasses trail ●●●●
- An indoor full-sized gymnasium ●●
- Public Art ●●
- A futsal court ●
- Pickleball courts ●
- Inclusive park facilities (for people with disabilities) ●
- A mountain bike facility (pump track, loop system, ect.) ●
- Outdoor field games
- A cricket field

Goal 4: Housing and Neighborhoods

Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline. ●●●●●●●●●

Encourage and allow for a strategically located mix of housing lot sizes and home sizes to be developed in a single planned subdivision or residential development; If a smaller-lot variance is desired, then require the development of large lots to the proposed development. ●●●●

Create a developer's guide which outlines the steps and processes for development approval, permitting processes, and annexation processes. ●●●●

Continue to encourage high-quality housing construction and attractive housing designs / styles in Alvin. ●●●●

Encourage and / or require subdivision interconnectivity with streets and trails. ●●●

Establish a "look-book" and "desired-amenities" table / document for developers to better understand what is desired in Alvin. ●●

Establish an expedited process and incentives to streamline the development processes. ●

Continue to consider land uses, housing structures, buildings, site designs, and standards on a character and form basis.

Goal 5: Utilities Infrastructure

Incorporate green infrastructure and low-impact solutions within water management and drainage utilities systems. ●●●●●●●●●●

Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located. ●●●●●●●●●●

Develop a Stormwater and Drainage Master Plan. ●●●●●●●●

Continue to add art to traffic control boxes and associated utilities to improve the visual character of intersections and streets. ●●●●

Create a consolidated projects list and projects map of all existing and proposed projects included in the Utility Master Plan, Wastewater Master Plan, and Water Master Plan. ●●●

Conduct a lighting survey in Downtown Alvin, along major corridors, and near parks and schools, to identify dark-zones, tree limb conflicts, light inefficiencies, and lighting type differences. ●●●

Utilize the Utilities Services Plan Map, to develop a publicly available Capital Improvement Plan (CIP) and Schedule, and help guide where future utility lines may be located. ●●●

Conduct a comprehensive sidewalks, curb ramp, and accessibility survey / assessment in Downtown Alvin, along major corridors, and near parks and schools, to identify utility conflicts, ADA compliance issues, deficit areas without sidewalks, and needed sidewalk pavement updates. ●●

Continue to utilize shared utilities improvement agreements with developers to help reduce future financial impacts of upgrading/replacing utilities infrastructure. ●●

On an annual basis, reassess the proposed utilities priority improvement zones and corridors proposed in recommendation 3.1 and depicted on the Utilities Improvements Priorities Map, to help assist in the continued phasing, funding, and operations of utilities improvements. ●

Screen and buffer utilities, control boxes, substations, and water control system locations. ●

Update the 2016 Utility Master Plan.

Sticky Note Comments:

"Look into becoming a dark sky city."

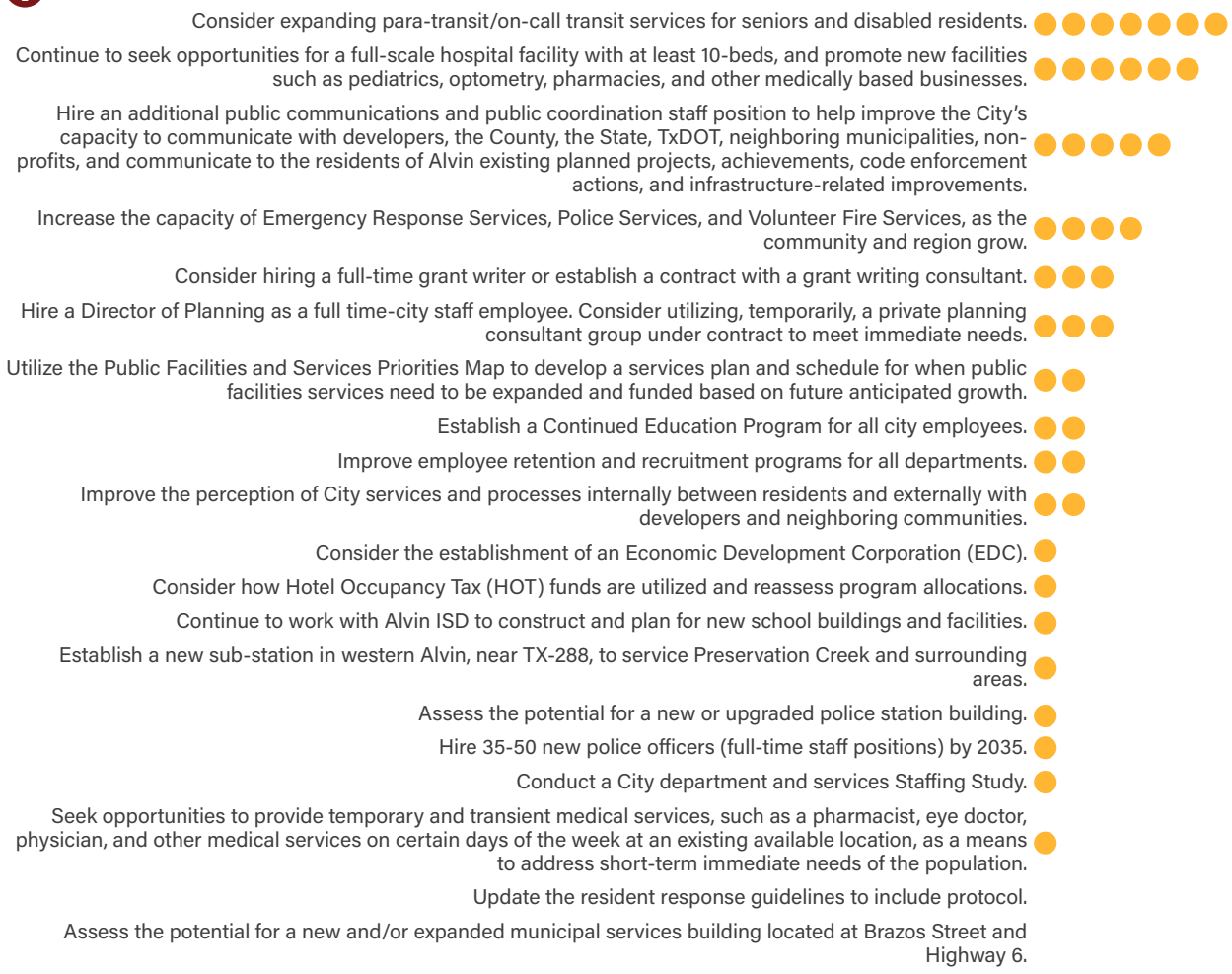
"Light pollution could become an issue."

"Eliminate homelessness in the parks so kids can play safe."

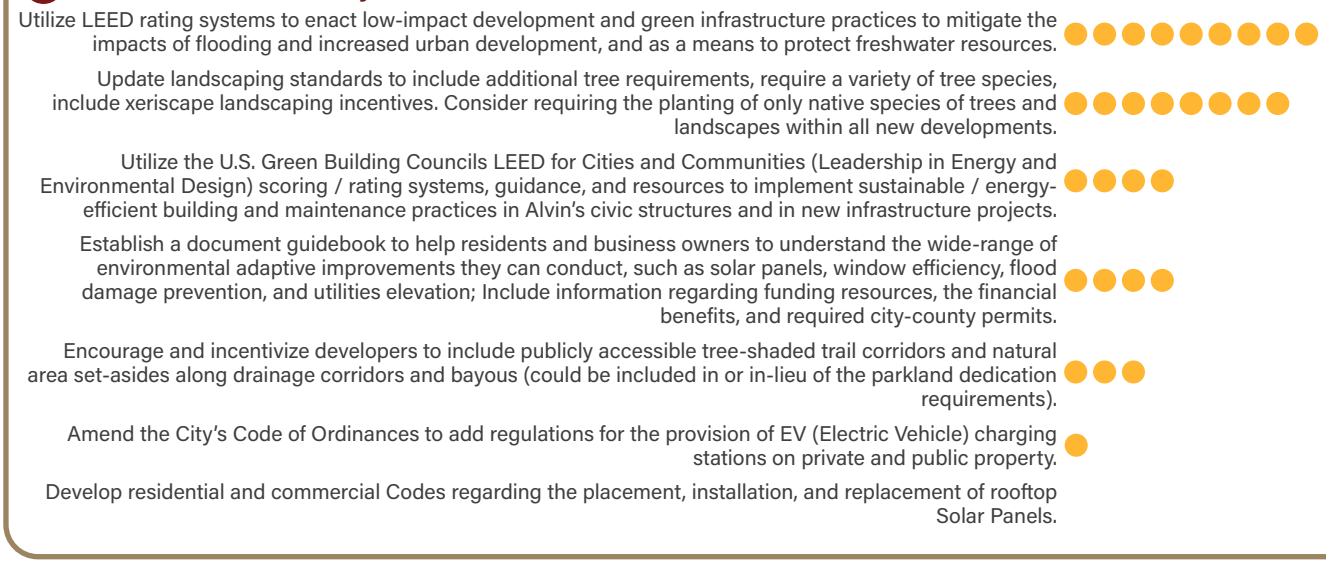
"Establish a Trap-Neuter-Return program for the citys animals."

"Utilize rain gardens for stormwater capture in the city center."

Goal 6: Public Facilities and Services



Goal 7: Sustainability



Goal 8: Historic Preservation

Work to protect the visual character, structural integrity, and function of historic houses, businesses, and structures.	●●●●●●●●
Work with the Alvin Historical Museum to continue to provide opportunities for community events, historical site tours, and public information campaigns.	●●●●●●●●
Establish the Slover-Rogers House as a historically protected structure through the Texas Historical Commission. Consider additional historical structures in the Downtown which should be protected.	●●●●●
Work with the Alvin Historical Museum to conduct a Historical Sites and Important Places Survey.	●●●●
Consider financial incentives for the rehabilitation of historic properties.	●●●●
Consider additional ways to activate the historic Railroad Depot in National Oak Park.	●●●
Consider becoming a Texas Main Street Community, under the Texas Historical Commission's (THC) Texas Main Street Program.	●●●
Consider becoming a Certified Local Government, under the Texas Historical Commission's (THC) Certified Local Government Program (CLGP).	●●

Sticky Note Comments:

"I agree with the concerns about light pollution and excessive lights."

"Need something to help those on Mustang Bayou in Flood Zone A."

"Install more wildflower gardens and prairies."

"Address homelessness."

Open House #2 Summary:

Overall, Attendees agreed with the recommendations provided, with minimal to no voiced or requested changes or disagreements. Attendees were in support of mixed lot sizes and mixed housing typologies within neighborhoods. They were in support of native plantings, wildlife trails, and ecological protection (especially trees and wetlands). Attendees were also in full support of expanding and improving the trails, pathways, and sidewalk network in Alvin. Attendees noted that infill development should be a focus of city leaders, utilizing existing infrastructure and utilities to avoid over expansion and expanding the cost burden of new infrastructure. Attendees were also in support of drainage studies and drainage improvements. Lastly, attendees expressed support for improving downtown structures, improving the quality of housing within existing neighborhoods and future neighborhoods, and maintaining the existing historical character and structures of historical neighborhood.

Overall, attendees highest rated recommendations include:

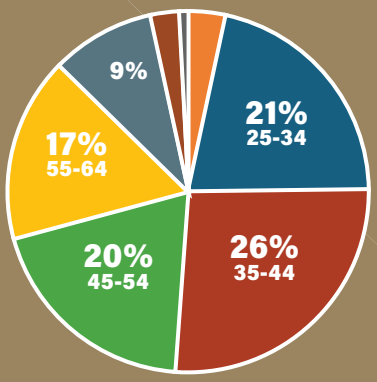
- Continue to preserve existing sensitive environmental areas or areas of high visual and characteristic values, such as wetlands, tributary corridors, and forested lands.
- Use underutilized parking lots and parcels in Downtown for public gatherings, food truck opportunities, a farmers' market, or other pop-up events.
- Focus on developing/redeveloping properties facing Sealy Street and Gordon Street; Create small-scale retail and commercial sites to reactivate the Downtown.
- Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located.

ONLINE COMMUNITY SURVEY

An online community survey was conducted from November 14th 2024 to February 14th 2025. The survey was available online and through paper copies at public engagement events. The Community Survey recieved **387 responses** in total, of which 374 live in Alvin, accounting for 1.4 percent of the total 27,053 existing residents in Alvin (2020 U.S. Census). The following sections highlights key findings from each community survey question.

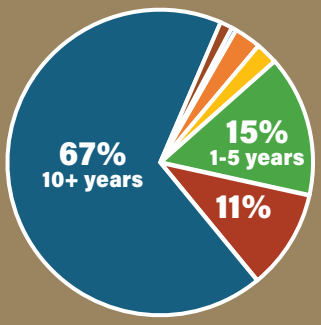
SURVEY RESPONDENT CHARACTERISTICS

Ages of Respondents



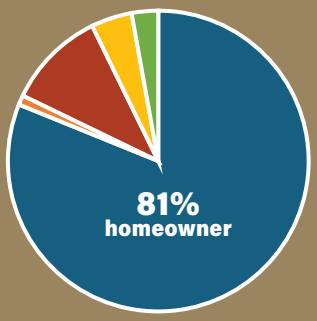
- 0% Under 18
- 3% 18-24
- 21% 25-34
- 26% 35-44
- 20% 45-54
- 17% 55-64
- 9% 65-74
- 3% 75 and over
- 1% No response

How long have Respondents lived in Alvin?



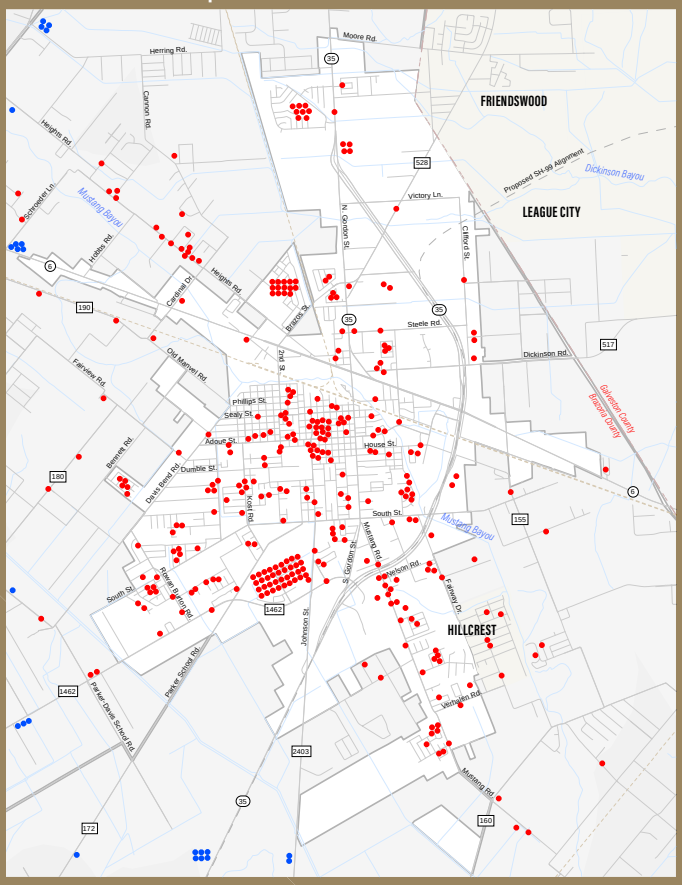
- 1% Don't work or live in Alvin
- 3% Don't live in Alvin, work in Alvin
- 2% Less than 1 year
- 15% 1-5 Years
- 11% 6-10 Years
- 67% More than 10 Years
- 1% No response

Living arangements of Respondents



- 81% Homeowner
- 1% Renter (student)
- 11% Renter (non-student
- 4% Living with family or friends
- 0% Other
- 3% No response

Where do Respondents live?



The 387 respondents' locations cover a wide range of the City and Alvin area, including rural areas, historic Downtown areas, and new residential subdivisions. Dots depicted in blue represent respondents who live just outside of areas represented on the map such as Martha's Vineyard, Oak Manor, and Savannah Plantation. Notably, 37 respondents live in Mustang Crossing and 14 respondents live in Forest Heights, representing 13 percent of the total respondents.

Alvin Community Survey Summary:

Open From November 14th, 2024 to February 14th, 2025.
387 Total Responses (374 stating they live within Alvin, representing 1.2% of the City)

Respondent Characteristics

- Response rates by age are relatively equal between age groups, and somewhat represent the City's true population, with a slightly lean towards populations aged 45 and higher.
- Notably, zero residents under the age of 18 completed the survey, while residents under 18 constitute around 28% of Alvin.
- Over 2/3rd's (67%) of respondents have lived in Alvin for 10 or more years.
- 81% of respondents are homeowners, while only 57% of Alvin residents overall are homeowners.
- Respondents live in all regions of Alvin and provide a good representation of opinions from rural residents, downtown residents, and residents in new residential subdivisions. A slight skew of opinion may be represented from respondents in the Mustang Crossing and Forest Heights neighborhoods (representing 13% of all responses).

Satisfaction

- Over half of all respondents said they felt satisfied living in Alvin.
- Respondents mostly noted roadway repairs, traffic solutions, parkland improvements, and access to more grocery stores and restaurants, as improvements to make living in Alvin better.

Housing

- Respondents, regardless of age mostly chose Single-family detached houses, Large-acre homes, and Senior housing or Small-lot homes as their top three housing choices.
- The most important factors when choosing to live in Alvin include Proximity to work or school, Affordability, and Quality of housing structures.

Transportation

- One-third of respondents stated they never walk or bike in Alvin, while one-third of respondents said they walk or bike at least once a day or weekly.
- One-third of respondents rated Alvin's availability of trails and walking paths as 'Fair', while a quarter- of respondents each, rated the availability as 'Poor' or 'Good.'
- Respondents said Better lighting, Better sidewalks, and More sidewalks would encourage they to walk and bike more.
- Over two-thirds (66%) of respondents said better roadway conditions and better traffic flow would improve their travel experience in Alvin.

Recreation and Activities

- A quarter of respondents said that an expanded swimming pool and water-recreation, better marketing, more trails and paths, and expanded hours of operation would encourage them to utilize the Alvin Recreation Center and Alvin Senior Center more.
- Over 40% of respondents said that Improved crime prevention (vagrancy), Increased lighting, and more parks and greenspace would improve their experience in Alvin.
- Over half of all respondents said that Additional dining and tavern options and Additional retail/shopping options would encourage them to spend more time in Alvin.

Downtown

- Almost 60% of respondents said they visit Downtown Alvin at least once a week
- Respondents mostly visit Downtown for the local tavern and coffee shops, National Oak Park, the library and post office, and the Senior Center.
- 81% of respondents said that he preservation of historic buildings and sites in Downtown Alvin is Important or Very important.

City Services

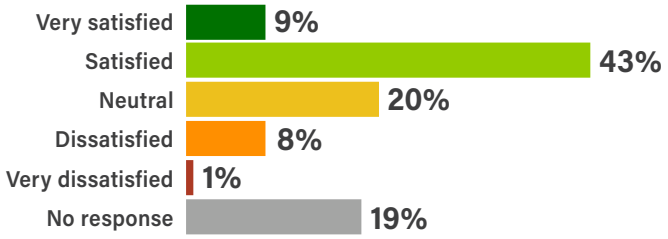
- Over 60% of respondents rated Alvin's water and sewer services as 'Good' or 'Fair.' Notably, respondents rated water services slightly lower than sewer services, stating concerns over water quality.
- Respondents are most concerned over the future of Alvin's water quality, aging infrastructure, and high utility rates.

Alvin's Future

- Respondents said Alvin's greatest strengths are a Strong sense of community, Proximity to major cities, and Large mature trees.
- Over the next 20 years, respondents said they'd like to see Alvin become a more attractive destination for businesses and job creation, develop more green spaces and recreational facilities, and maintain its current size and character.
- Respondents said the top challenges facing Alvin are Traffic congestion, Roadway conditions and maintenance, and Limited job / employment opportunities.
- Respondents said that Alvin should prioritize Parks and trails, Utilities and drainage, Community centers, the Downtown area, and Transportation infrastructure.
- Respondents overall, desire Senior services and Public pools or water recreation facilities the least.

SATISFACTION

If you live in Alvin, would you rate your overall **satisfaction** with living in Alvin?



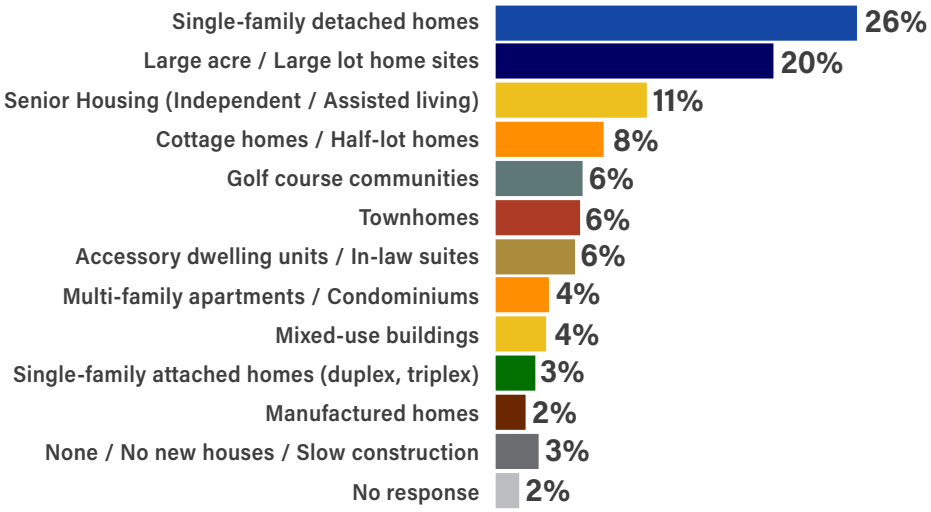
What could be added or what actions could be taken by the City of Alvin to make living in Alvin better? Why?

Respondents most noted actions or additions include:

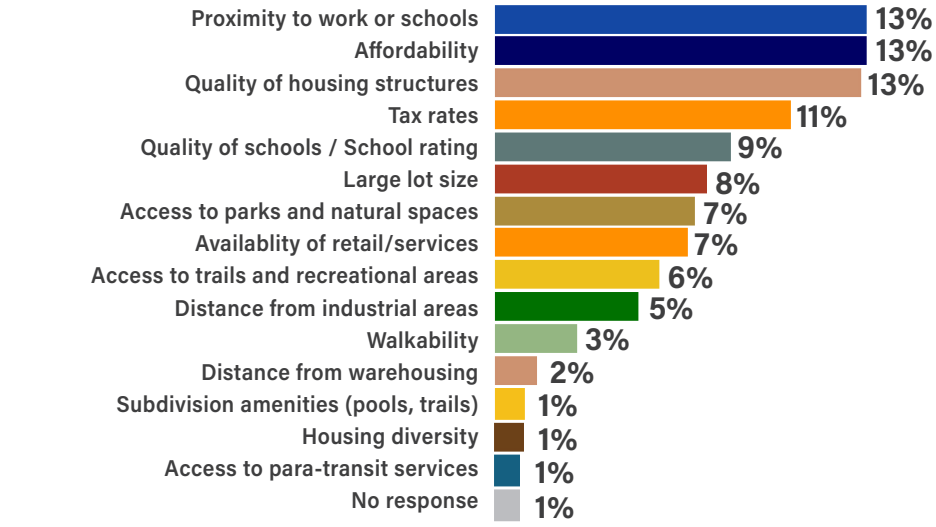
1. Better streets and road repairs
2. Better traffic flow and traffic alleviation
2. Better grocery store options
4. Better water quality
5. Improved park facility quality and park lighting
6. Higher quality housing
7. Better and more restaurants
8. A slow down of development
9. Address street litter and trash
10. Improved community safety / vagrancy
11. Beautification of Alvin

HOUSING

What types of housing would you like to see more of in Alvin? (Select up to three)

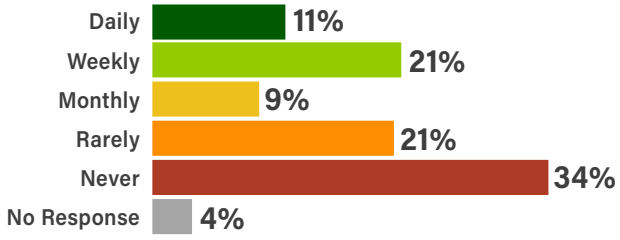


What are the most important factors to you when you considered living or moving in Alvin? (Select up to three)



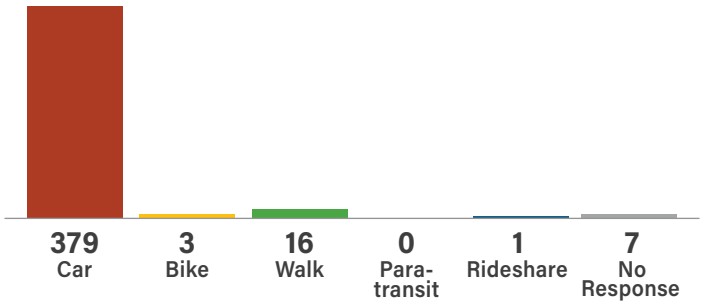
TRANSPORTATION

How often do you walk or bike for leisure or errands within Alvin, and where do you go?

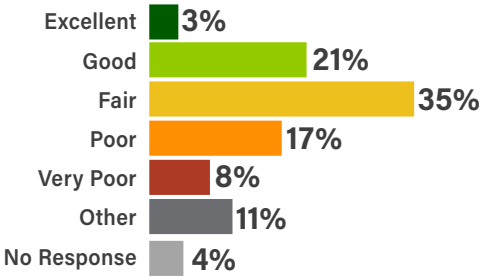


Respondents who said "Rarely" or "Never" noted a lack of safe routes and a lack of sidewalks and trails as the main reason for not walking or biking.

How do you typically travel within Alvin for work, school, or errands?

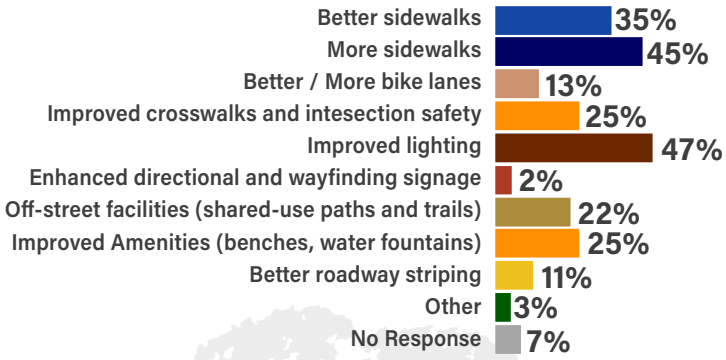


How would you rate the availability of safe walking/biking paths in Alvin, and Why?



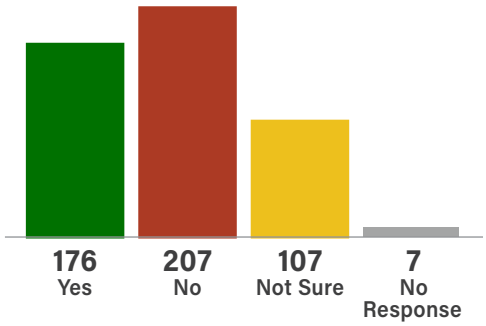
Respondents noted homelessness, dangerous roadways, and low quality of maintenence and facilities as the main reasons for rating the availability of safe walking and biking paths as "Poor" or "Very Poor" in Alvin.

What improvements would encourage you to walk or bike more frequently? (Select up to three)

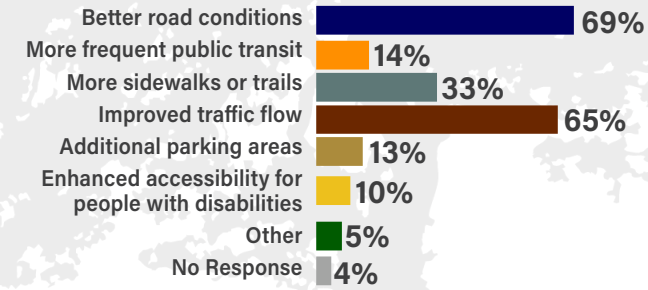


Respondents who stated "Other", noted improved safety, wider paths, heat protection, and better road conditions as encouraging improvements.

Do you feel there is a need for expanded public transportation options in Alvin (senior para-transit services, College bus services, employment connections, etc.)?



What would most improve your travel experience in Alvin? (Select all that apply)

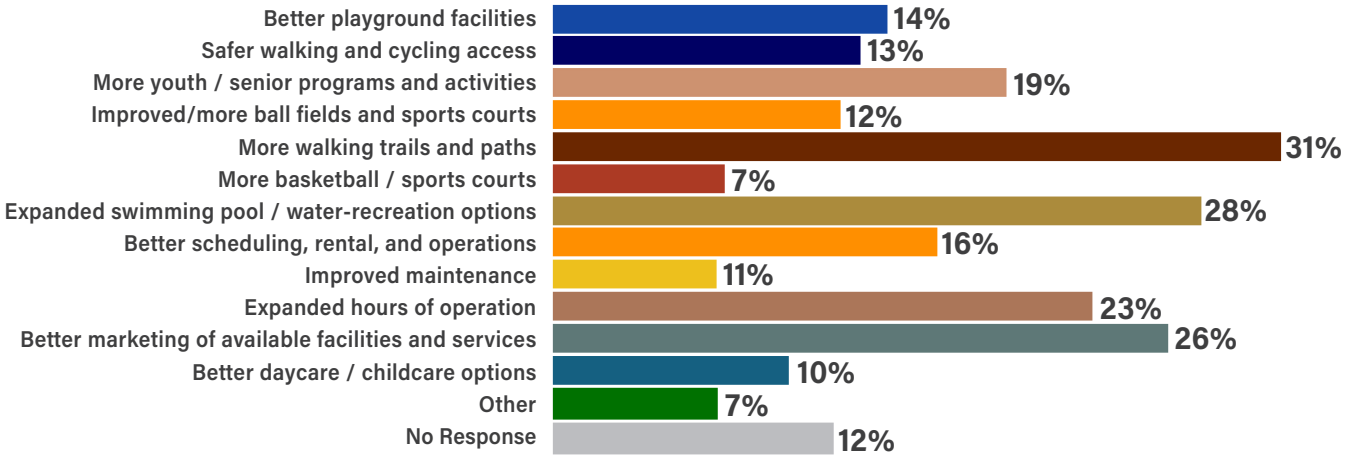


Respondents who stated "Other", noted fixing poor-quality roads, fixing issues with railroad crossings, and fixing stoplight signal timing as the most desired improvements.

RECREATION AND ACTIVITIES

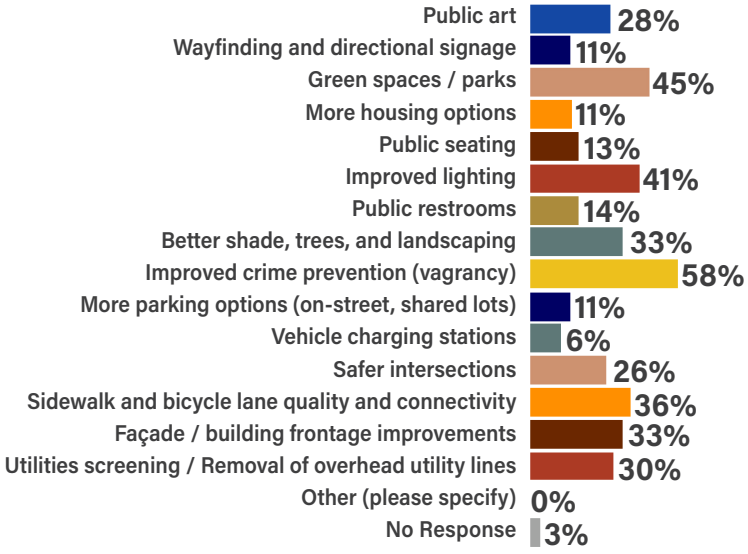
How familiar are you with the services and facilities available at the Alvin Recreation Center and Alvin Senior Center?

What would encourage you to utilize the Alvin Recreation Center and Alvin Senior Center more often? (Select all that apply)

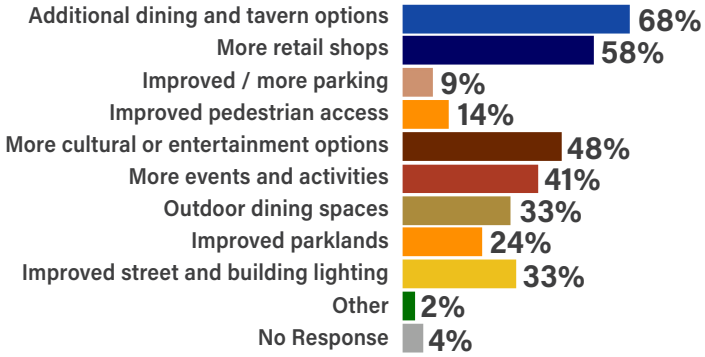


Respondents who stated "Other", noted improved connectivity to the center due to a lack of sidewalks and safe access, confusion with online billing, issues with affordability, and a lack of desired programs.

What additional features would make Alvin more attractive? (Select all that apply)

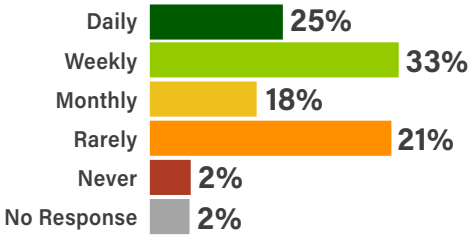


What types of improvements would encourage you to spend more time in Alvin? (Select all that apply)



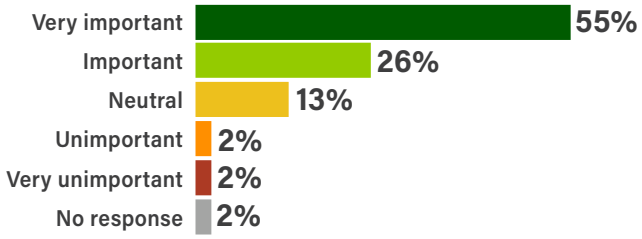
DOWNTOWN

How often do you visit Downtown Alvin? Why or why not?



Respondents said they visit Downtown for the Library, National Oak Park, the Senior Center, 1820 Coffee House, Gordon Street Tavern, and other restaurants. Respondents said they do not visit Downtown mainly due limited dining and shopping options and limited activities.

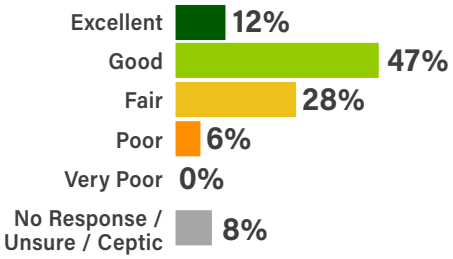
How important is the preservation of historic buildings and sites in Downtown Alvin? Are there specific buildings or locations you feel should be preserved and added to Alvin's identity?



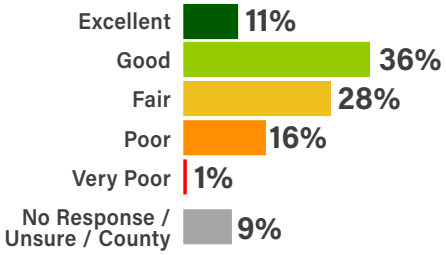
Specific locations respondents noted include the Slover-Rogers House, the Methodist Church on Johnson Street, historic and older homes, Stantons, the Alvin Opry building, and the Alvin Museum.

CITY SERVICES

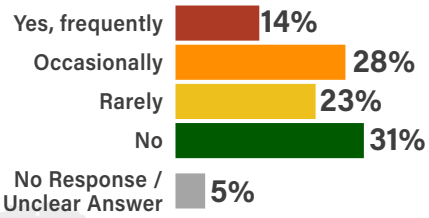
How would you rate the reliability of **sewer** services in Alvin?



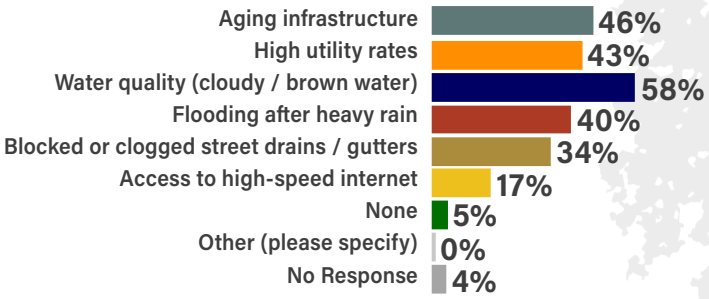
How would you rate the reliability of **water** services in Alvin?



Have you experienced issues with **drainage or flooding** in your area?

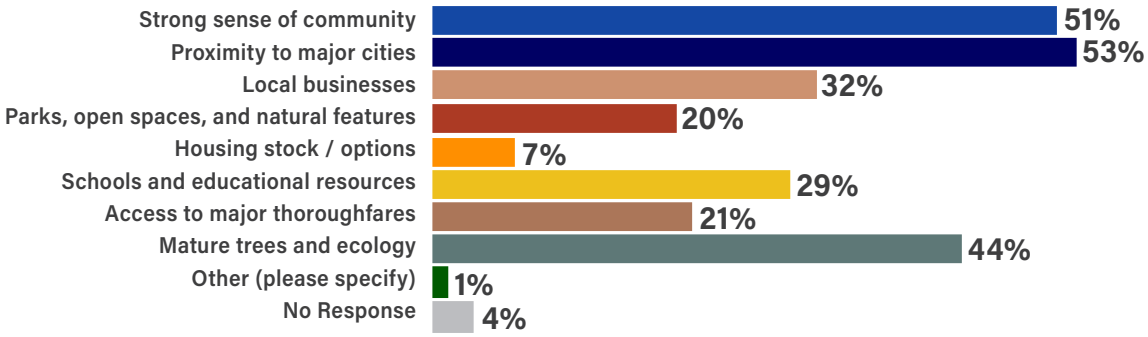


What concerns do you have regarding Alvin's utilities and drainage infrastructure? (Select all that apply)



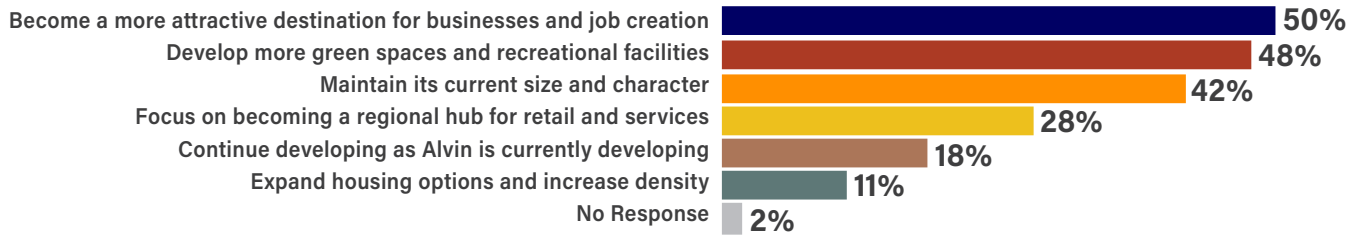
ALVIN'S FUTURE

What do you see as Alvin's greatest strength or asset? (select all that apply)

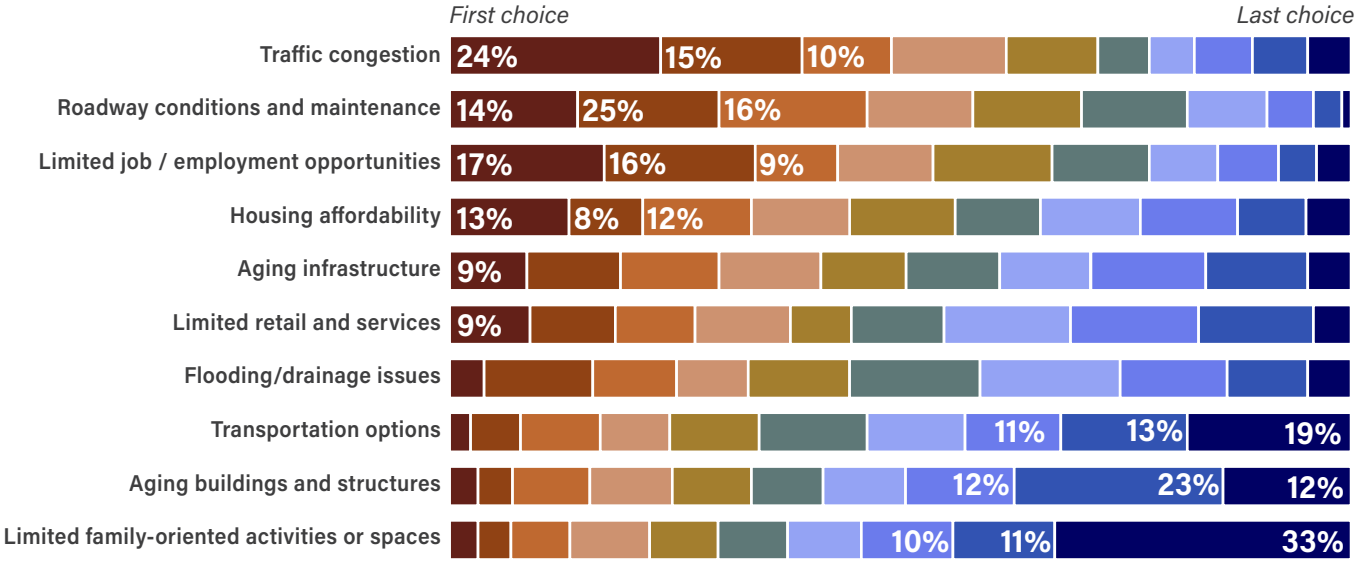


Respondents who stated "Other", noted Alvin's rural character, small-town feel, and nearby farms.

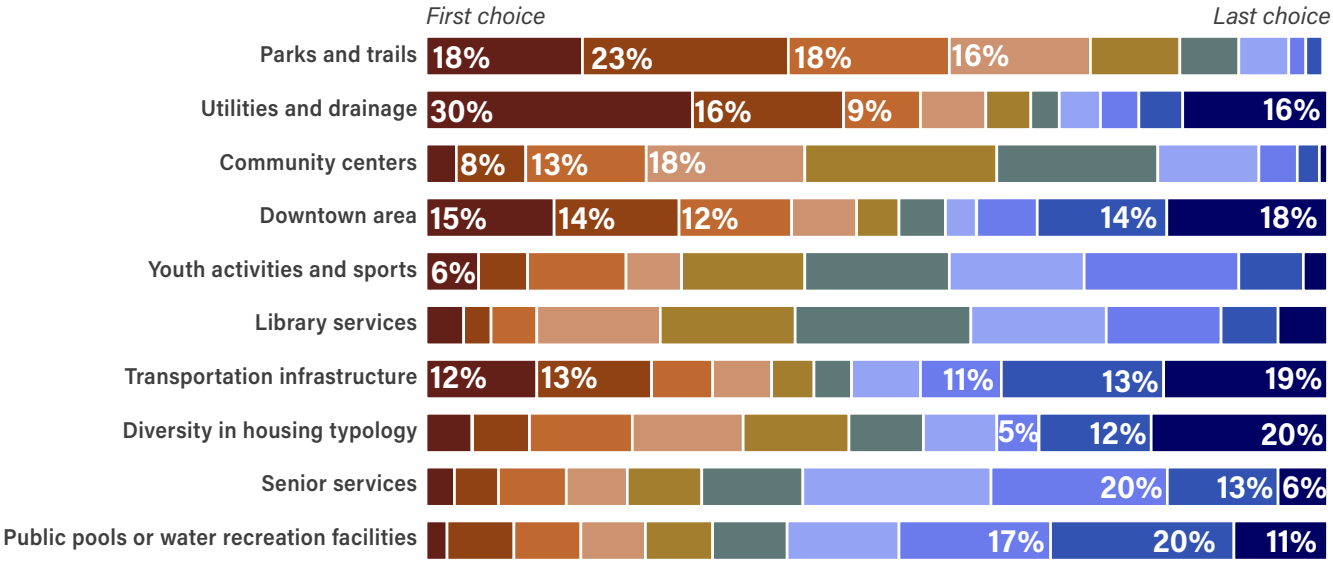
How would you like Alvin to grow over the next 10-20 years? (Select all that apply)



What are the top challenges Alvin faces? Please rank the following options, where 1 is the top challenge.



What community features do you feel are lacking within the City of Alvin and should be prioritized? Please rank the following options, where 1 is your top priority.



SURVEY RESPONDENT TRENDS

What are the most important factors to you when you considered living or moving in Alvin?

- *49% of respondents aged 34 and below AND aged 65 and over both ranked Affordability as their most important factor*

What types of housing would you like to see more of in Alvin? (select your top three)

- *42% of respondents aged 34 and below chose single-family detached homes*
- *50% of respondents aged 65 and over chose single-family detached homes*
- *Around 12-15% of respondents aged 34 and below AND aged 65 and over both chose townhomes, cottage homes, mixed-use buildings, and multi-family housing*
- *46% of respondents aged 34 and below chose large-acre homes, compared to only 22% of respondents aged 65 and over*
- *59% of respondents aged 65 and over chose senior housing, compared to only 10% of respondents aged 34 and below*

PUBLIC ENGAGEMENT SUMMARY

The online Community Survey, Open House #1 and #2, Focus Group meetings, City department listening sessions, City Joint Workshops, and Comprehensive Plan advisory Committee meetings are summarized below:

UTILITIES, FLOODING, & PUBLIC SERVICES

Concerns / Challenges:

- Street drains are often older and too small for the amount of water intake
- Tree limbs often block roadways, block drains, and down power lines in heavy storms
- Power lines are unattractive within the Downtown along Gordon Street
- Expanding water and sanitary sewer services along formally rural roadways for commercial-retail uses is expensive and difficult, thus limiting potential growth/revenues

Needs / Desires:

- A new police-fire-EMS substation in the far west of Alvin is needed as new development is occurring and anticipated along Tx-288 within City limits
- A new utilities master plan is needed
- Additional flood mitigation methods are needed
- Natural landscapes, sponge-zones, natural detention, and other attractive and semi-rural-type of water management is desired
- Need to expand public building space and capacity to serve a growing community

HOUSING & NEIGHBORHOODS

Concerns / Challenges:

- Housing quality of new build-housing is often repetitive or not up to community standards
- Older neighborhoods housing stock is aging
- There are some homes and abandoned properties of concern
- Historic preservation of homes and local businesses is lacking

Needs / Desires:

- Need to improve and grow the Downtown as a major economic hub of the City
- Desire for senior and work-force housing options
- Desire for larger lot (2+ acre homes)
- Desire for more walkability between and within residential areas to reach local every-day needs such as a coffee shop, youth activities and day care, schools, and parks
- Need for facade grants and funding mechanism for structural and functional building improvements

TRANSPORTATION

Concerns / Challenges:

- Traffic light timing issues along Tx-35
- Traffic congestion and roadway capacity are a concern as the region grows
- Roadway quality and maintenance

Needs / Desires:

- An expanded trail and pathways system along the Mustang Bayou
- Trail connections to Alvin Community College and Downtown
- Better roadway conditions and pavement - need for smoother roadways and better material transitions
- Railroad crossing grade separation to improve traffic flow and prevent back-ups

PARKS, TRAILS, BIKES, & OPEN SPACE

Concerns / Challenges:

- Safety of school children, specifically along major roadways where schools and bus stops are located
- The loss of old large trees is a concern
- The loss of large patches of forested land for new development is a key concern
- Homelessness in the park is a concern
- Park and sidewalk lighting is often too dim or needs to be expanded at dusk and dawn times of day

Needs / Desires:

- An expanded trail and pathways system along the Mustang Bayou
- Trail connections to Alvin Community College and Downtown
- Need for natural spaces with wildflowers, prairies, and native water-reclaiming landscapes
- Need for additional passive recreational options such as trails, wildlife viewing, birding, and fishing
- Need for better lighting along sidewalks and trails

COMMUNITY + MORE

Concerns / Challenges:

- Land use compatibility between adjacent land uses is still an issue, but has improved
- Perceptions of crime have declined, but continues to be a running theme
- Limited dining and nightlife options / variety

Needs / Desires:

- Need to improve the regional perception of Alvin as a great place to live
- Need for a larger full-service grocery store
- Need for additional medical services
- Expanded youth and senior activities
- Need to attract more high-paying jobs as well as other economic opportunities

POPULATION PROJECTIONS

CONTEXT

Population projections are utilized to identify future anticipated population growth or decline. Multiple state and regional entities compile population projections to better plan for future investments and planning. Population projections can be utilized to model future growth patterns, expected municipal infrastructure expenditures, land needs to accommodate growth, and municipal budgetary adjustment to accommodate the changes in population.

PROJECTION FINDINGS

The available population projections vary dramatically in their population forecasts for the City of Alvin (within City Limits). The upper population projection (Alvin ISD) projects a 2045 population of approximately 54,000 and a 2045 population of approximately 111,000. The lower projection (Texas Water Development Board) projects a 2045 population of approximately 29,000 and is projected to remain at 29,000 residents through 2080.

Based on existing development permits that have been approved or under considerations, an estimated ***population of 52,950 is expected by 2045*** in Alvin City Limits. This is the most accurate estimate that can be calcuated with the available data, as the 52,950 estimnate takes into account real-world home sites and building permits. Assuming that residential permit approvals will continue, it is not unlikely that Alvin will exceed the projected 52,950 residents depicted in this analysis.

For the purposes of future analysis conducted in the Growth Scenarios, on the following pages, it is assumed that by 2045 Alvin's population, within City Limits, will be 50,950.

SOURCES OF DATA

Data sets are pulled from, Texas Water Development Board (TWDB), Texas Democratic Center (TDC), Alvin Independent School District (AISD), and a population prediction calculated from past population counts from the U.S. Census Bureau.

The Texas Water Development Board (2026)
The TWDB provides annual municipal population projections to accurately predict future water demand. The 2026 TWDB Municipal Demand Projections provide the most conservative estimate of population growth. Note that the base year of projection in 2020 is approximately 2,000 residents lower than the actual population in 2020. The TPWD estimates that Alvin's population will increase by 750 residents every five years until 2050 (a 0.27 percent growth rate annually). By 2045, TPWD estimates that Alvin's population will begin to stagnate at 28,000 to 29,500 residents and remain there for at least up to 2080.

Texas Demographic Center (2023)
The TCD provides population estimates every two to three years; the most recent projects report is from November 2023. The report predicts that Alvin will reach a population of 33,600 by 2060 (a 0.54 percent compound annual growth). Utilizing the 0.54 percent compound annual rate, a projection out to 2080 can be assumed; By 2045 Alvin is estimated to have 31,500 residents.

Alvin Independent School District (2023)
The AISD provides estimates for each municipality serviced by AISD schools as a means to estimate the anticipated number of students and future school facility needs. AISD estimates that within the City of Alvin the population will increase dramatically, at a 2.38 percent compound annual growth rate. By 2080, AISD estimates that Alvin will have a population of 110,929 residents. Based on the limited vacant and redevelopable land currently within Alvin's City Limits, it may be assumed that the large population increase accounts for potential City Limits annexation and expansion.

U.S. Census Bureau
Based on past growth rates and population increases between dicentennial censuses, a future projection for Alvin can be calcuated. Alvin has historically grown at 0.47 percent annually. If the population growth remains consistent, Alvin is expected to have a population of 30,500 by 2045.

Froberg Fruit and Vegetable Farm
Source: Froberg's Farm

Figure 2, *Population Projections*

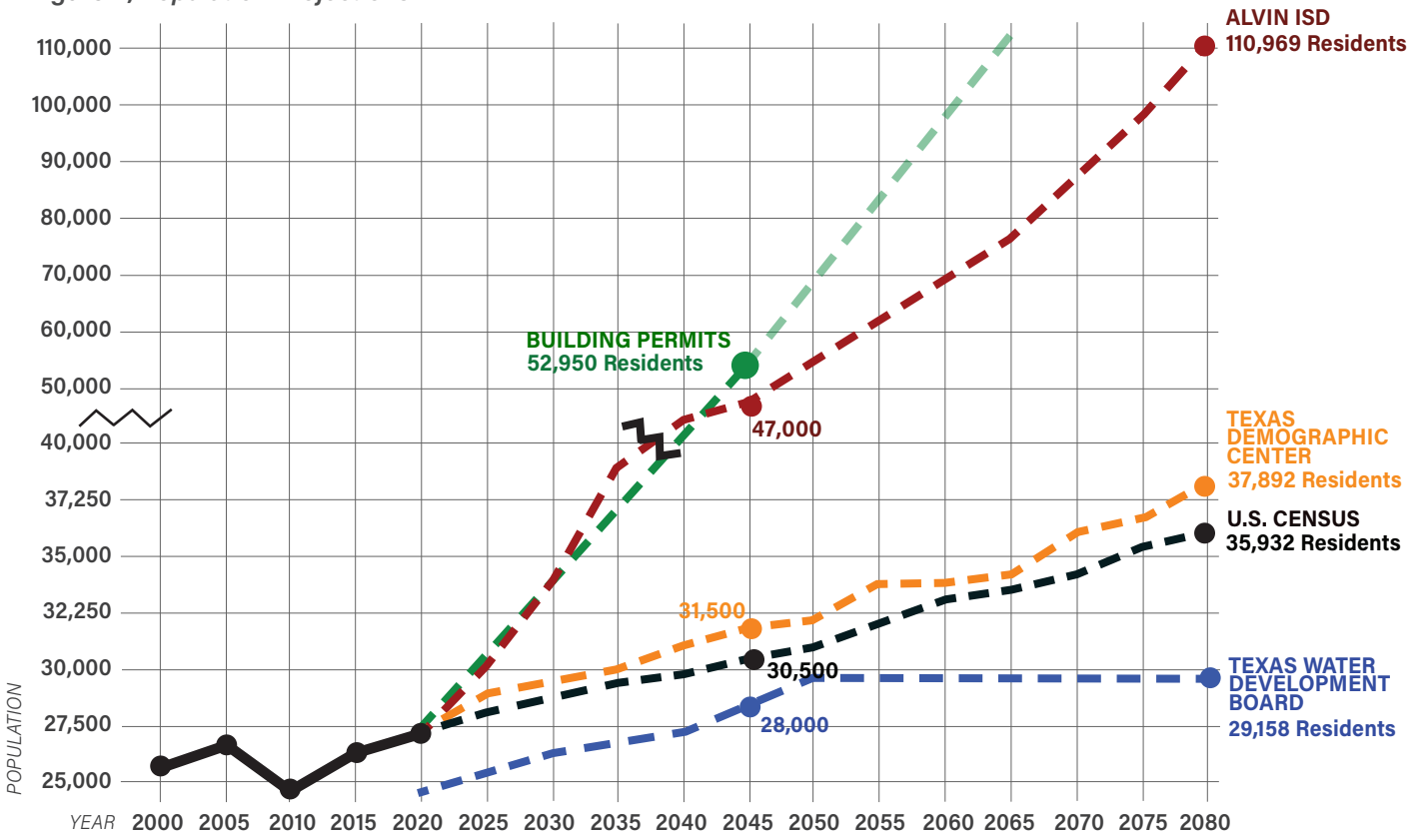


Table 1, *Population Projections*

Projection Entity	ALVIN ISD	TWDB	TDC	U.S. CENSUS	BUILDING PERMITS
Compound Annual Growth Rate	2.38%	0.27%	0.54%	0.47%	4.7%
Year	*n*	*n*	*n*	*n*	*n*
2000	-	-	-	25,714	-
2005	-	-	-	26,208	-
2010	-	-	-	24,247	-
2015	-	-	-	25,680	-
2020	*27,058*	*24,742*	-	27,153	27,153
2025	30,336	25,083	28,193	27,794	-
2030	33,921	26,404	-	28,451	-
2035	38,505	-	30,255	29,123	-
2040	43,311	27,446	31,212	29,811	-
2045	**48,716**	**-**	**32,082**	**30,515**	**35,932+**
2050	54,796	29,129	32,780	31,236	-
2055	61,635	-	33,269	31,973	-
2060	69,327	29,260	33,600	32,729	-
2065	77,979	-	34,956	33,502	-
2070	87,711	29,038	35,908	34,293	-
2075	98,711	-	36,887	35,103	-
2080	**110,969**	**29,158**	**37,892**	**35,932**	-

GROWTH SCENARIOS

WHAT ARE GROWTH SCENARIOS?

Growth scenarios provide a realistic future outlook of what development in Alvin could look like and the impacts therein. Four scenarios are presented in this section, which assess different growth models and development patterns that Alvin can take moving forward.

INTERPRETING THE GROWTH SCENARIOS

When assessing the potential challenges, benefits, and downfalls of each scenario, it is important to account for potential future traffic caused by each scenario, expected and needed infrastructure expenditures, future community character, future natural area impacts, the style and location of commercial sites, the economic impact to residents, overall housing availability, and the impacts to existing neighborhoods and Downtown.

ASSUMPTIONS

A BASE UNDERSTANDING FOR EACH SCENARIO

Growth Projection Assumptions:

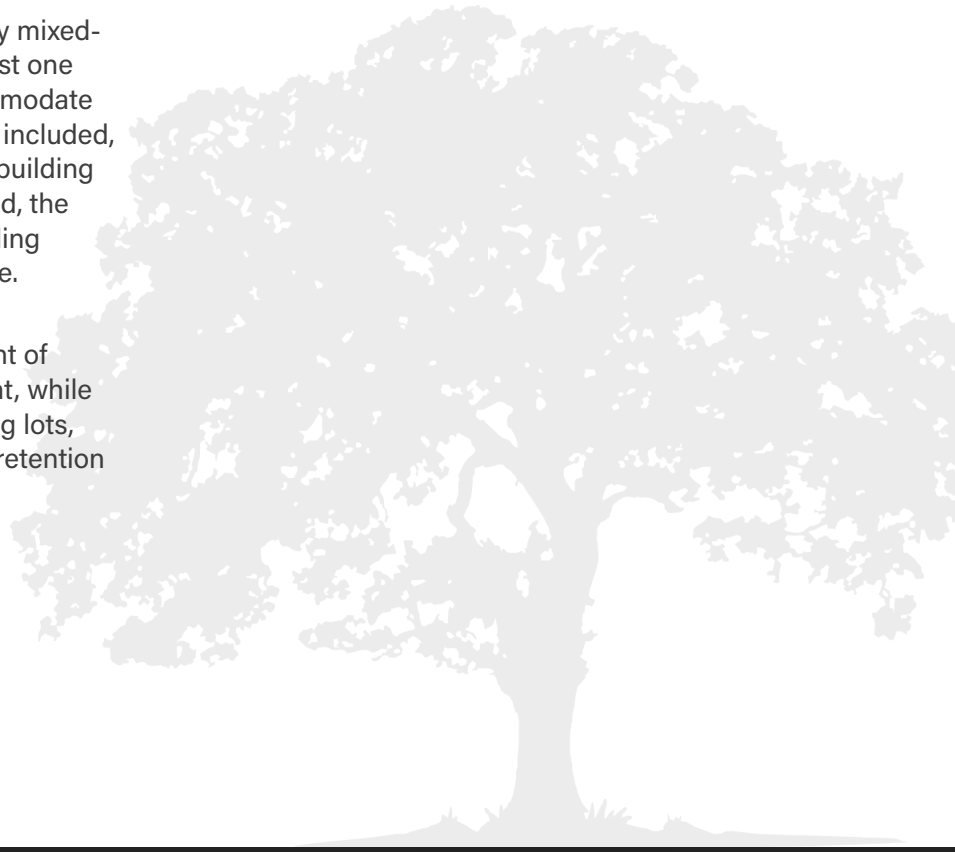
- Based on current growth in Alvin's City Limits, as described in the Population Projects section of this report, Alvin is expected to have a population 52,950 people by 2045 (if development is approved at the same rate as today), which is an increase of 25,625 people, or a 93.8 percent growth from the current 27,325 (2022) residents.
- The expected population within Alvin's ETJ (without annexation) is assumed to grow at the same rate as the City of Alvin; which means that by 2045, the ETJ will have an additional 21,796 people, totaling 45,033 people in the ETJ.
- Based on the Development Permits section of the Existing City Report, when the Growth Scenarios state that "All planned residential developments are built-out," this includes Magnolia Trails, Bayou Point, Georgetown, Laurel Lakes, Palicio Gate, Watermark, and Preservation Creek. All of which are estimated to include a total of 6,703 single-homes and 3,115 apartment/condominium units, which can accommodate 17,494 people in single-family homes, and 8,130 people in condominium units: A total of 25,625 people.
- Single-family developments not currently under construction and without a finalized master plan such as Palicio Gate are assumed to have a home and land use utilization in line with the ratios found within other single-family developments.
- At Preservation Creek (planned residential development with schools and some commercial/retail), it is assumed that 50 percent of the acreage will be utilized for home sites, with a ratio of 0.2 acres per one acre utilized for associated drainage easements and public rights-of-way; and four homesites per acre for single-family uses (assumed at 95 percent of homesite allocation), and 3.5 homesites per acre (assumed at 5 percent of homesite acreage allocation). Currently, approximately 446 acres of land has been dedicated for commercial land uses along the frontage of SH 288.
- It may be assumed that additional single-family permit development permits will be approved between the drafting of this comprehensive plan and 2045, which will increase the population higher than the projected 52,950 residents. In addition, it is assumed that all single-family residential permits that are currently underway in Alvin (including Preservation Creek and Magnolia Trails) will be fully developed, built-out, and populated, by 2045.

Land Modeling Assumptions:

- Based on existing single-family residential developments in and around Alvin, there is approximately seven single-family homes per acre of land dedicated for homes. Although when accounting for the average of 20 percent of each acre being utilized for the right-of-way and public easements, and 20 percent of each acre being utilized for utilities and drainage corridors/set-asides, approximately four single-family homes are located on 0.6 acres. Based on Alvin's existing 2.61 people per household average, one acre of land can accommodate 0.2 acres of public right-of-way, 0.2 acres of utilities and drainage easements, and 10.44 people.
- Based on existing multi-family (condominium and apartment complex) developments in and around Alvin, it is assumed that 40 percent of the total acreage is utilized for building footprints, and that there are 35 residential units per acre, with an assumed 1.5 people per unit. These developments are the typical two- to three-story condominiums surrounded by parking and centered with a public green space with amenities.
- Based on existing development, multi-family attached townhomes or row homes, it is assumed that 50 percent of the total acreage is utilized for building footprints, and that there are 14 units per acre with rear parking drives, with an assumed 2 people per unit.
- Based on existing development, multi-family mixed-use structures (2 to 3 stories tall, with at least one retail commercial site), one acre can accommodate on average 65 units if a parking structure is included, with a land use utilization of 90 percent for building structures. If no parking structure is provided, the land utilization drops to 60 percent for building structures, with an average 30 units per acre.
- Based on existing commercial and retail development in and around Alvin, 25 percent of each acre is utilized for the building footprint, while 75 percent of each acre is utilized for parking lots, access drives / easements, and drainage / retention / open space areas.

Based on existing development, the following retail/commercial types, bulleted below, describe what can be accommodated on differing acreages of land.

- 0.1 to 0.25 acres can accommodate a "downtown" style restaurant (such as Gordon Street Tavern or 1820 Coffee House)
- 1 acre can accommodate 1 drive-thru retail establishment (such as a Chick-fil-A, Sonic, or McDonald's)
- 1 acre can accommodate 2.5 attached retail strip center units and parking (such as a Subway, LensCrafters, or Smashburger)
- 1.5 acres can accommodate a typical pharmacy (such as a CVS or Walgreens)
- 2 acres can accommodate 1 sit-down dining establishment (such as an Olive Garden, IHOP, or P.F. Chang's)
- 2 acres can accommodate 1 big-box retail store (such as Five Below, Marshall's, or Hobby Lobby)
- 4 acres can accommodate a smaller grocery store (such as a Walmart Marketplace or H-E-B market)
- 10 acres can accommodate a typical-sized full-service grocery store (Walmart or H-E-B supercenter)



GROWTH SCENARIOS OVERVIEW

SCENARIO 1: Existing Development Baseline
Alvin's existing residential subdivisions and commercial development that is permitted and underway is fully built-out. Alvin will increase its population by 25,625 residents with 9,818 total housing units.

Utilities Expenditures: Moderate / High
Vehicular Traffic Increase: Moderate
Population Increase: Moderate

SCENARIO 2: Full City Limits Build-out
Alvin's existing residential subdivisions and commercial development that is permitted and underway is fully built-out. In addition, all vacant and agricultural lands within City Limits are developed primarily into single-family residential communities and strip-center commercial properties, with minor new parklands and school properties. Alvin will increase its population by around 32,091 additional residents. Major upgrades to utilities will be made partially through developer agreements, but mainly along existing thoroughfares owned by the city. Large expenditures will need to be made to upgrade facilities as demand for existing stormwater lines, sanitary sewer lines, and water lines has more than doubled. Downtown has experiences some minor infill / new development, but is largely constricted by the City's focus on upgrading roadways and utilities infrastructure in newer developing areas. Existing fire and police services will also be constrained with somewhat small existing substation locations compared to the new populations servicing needs.

Utilities Expenditures: High
Vehicular Traffic Increase: High
Population Increase: Moderate / High

SCENARIO 3: City Core Growth
Alvin begins to focus on upgrading utilities within the Downtown to allow for and spur new investments in the Central Business District, along the Gorson Street corridor, and along Sealey Street. A moratorium is put in place on all new residential development until the City decides a clear path forward for smart strategic growth which limits the financial burden on existing residents to pay for large utilities upgrades. The central core of Alvin becomes a high value-per-acre zone in the City, with some two to three story multi-use structures, residential home redevelopment and repair, and new local businesses being established. This new tax base helps to augment future service and upgrade costs and allows for the city to balance new expenditures and allow for new residential growth.

Utilities Expenditures: Moderate
Vehicular Traffic Increase: Low
Population Increase: Moderate / Low

SCENARIO 4: A Community of Villages
Alvin decides they want different types of housing development within the City and ETJ. The existing residential housing development style (single-family detached home, all the same size, with the same materials and look), is altered to allow for a small central core of mixed-use local shops and multi-unit attached townhomes, condominiums, and senior communities, along with institutional land uses and parklands. The periphery of the new developments includes large-lot homes over a-half acre in size. Standard strip-mall and big-box retail commercial zones are established near the peripheries of the development along major thoroughfares. Additional natural space and agricultural lands are encouraged to be preserved, developed, and utilized as an amenity within the new developments. Residents now have the ability to walk safely to schools, cafes, and parks, while also living a suburban and semi-rural lifestyle.

Utilities Expenditures: Moderate / High
Vehicular Traffic Increase: Moderate-High / High
Population Increase: High

GROWTH SCENARIOS LAND USE TABLE

THE CALCULATIONS BEHIND EACH SCENARIO

Scenario	CITY LIMITS - EXISTING			SCENARIO #1: EXISTING DEVELOPMENT BASELINE*			SCENARIO #2: FULL CITY BUILD-OUT*			SCENARIO #3: DOWNTOWN INFILL*			SCENARIO #4: VILLAGES*		
	TOTAL ACRES	% OF CITY	L.U. PER CAPITA	TOTAL ACRES	% OF CITY	L.U. PER CAPITA	TOTAL ACRES	% OF CITY	L.U. PER CAPITA	TOTAL ACRES	% OF CITY	L.U. PER CAPITA	TOTAL ACRES	% OF CITY	L.U. PER CAPITA
Agricultural / Undeveloped Lands	4,281.50	34.5%	0.1567	1,569.21	12.7%	0.0296	0.00	0.0%	0.0000	1,569.21	12.7%	0.0296	0.00	0.0%	0.0000
Vacant Lands	1,156.11	9.3%	0.0423	1,106.70	8.9%	0.0209	0.00	0.0%	0.0000	1,058.58	8.5%	0.0200	0.00	0.0%	0.0000
Parks and Open Space	273.56	2.2%	0.0100	273.56	2.2%	0.0052	555.9	4.5%	0.0105	288	2.3%	0.0054	561.12	4.5%	0.0106
Public / Institutional	944.68	7.6%	0.0346	1057.5722	8.5%	0.0200	1123.4322	9.1%	0.0212	1057.5722	8.5%	0.0200	1125.1622	9.1%	0.0212
Utilities Infrastructure	1,604.03	12.9%	*0.0587*	*1,604.03*	*12.9%*	*0.0303*	*1,610.94*	*13.0%*	*0.0304*	1,604.03	12.9%	0.0303	1,610.94	13.0%	0.0304
Industrial	222.49	1.8%	0.0081	222.49	1.8%	0.0042	297.29	2.4%	0.0056	208.05	1.7%	0.0039	297.29	2.4%	0.0056
General Commercial	957.34	7.7%	0.0350	1180.302	9.5%	0.0223	2277.102	18.4%	0.0430	1180.302	9.5%	0.0223	2228.422	18.0%	0.0421
Neighborhood Commercial	32.69	0.3%	0.0012	32.69	0.3%	0.0006	32.69	0.3%	0.0006	32.69	0.3%	0.0006	32.69	0.3%	0.0006
Central Business District	6.35	0.1%	0.0002	6.35	0.1%	0.0001	6.35	0.1%	0.0001	6.35	0.1%	0.0001	6.35	0.1%	0.0001
Single-Family Attached	18.82	0.2%	0.0007	18.82	0.2%	0.0004	62.41	0.5%	0.0012	20.44	0.2%	0.0004	62.41	0.5%	0.0012
Single-Family Detached	2,491.56	20.1%	0.0912	4,917.40	39.6%	0.0929	5,757.01	46.4%	0.1087	4,926.85	39.7%	0.0930	5,593.69	45.1%	0.1056
Manufactured Homes	269.65	2.2%	0.0099	269.65	2.2%	0.0051	269.65	2.2%	0.0051	269.65	2.2%	0.0051	269.65	2.2%	0.0051
Multi-Family Resdiential	144.85	1.2%	0.0053	144.85	1.2%	0.0027	410.85	3.3%	0.0078	176.93	1.4%	0.0033	509.478	4.1%	0.0096
Mixed-Use Commercial**	0	0.0%	0.0000	0	0.0%	0.0000	0	0.0%	0.0000	4.97	0.0%	0.0001	106.42	0.9%	0.0020
*Total acres****	*12,403.63*	*100.0%*		*12,403.63*	*100.0%*		*12,403.63*	*100.0%*		*12,403.63*	*100.0%*		*12,403.63*	*100.0%*	

**only includes lands with Alvin's City Limits*

*** a land use category that does not currently exist within Alvin*

**** some land use calculations may be represented / total to a plus or minus two-acre difference than the actual City Limits acerage total due to calculation rounding of decimals*

SCENARIO ONE: EXISTING DEVELOPMENT BASELINE

Alvin's existing permited and underway residential subdivison and commercial developement is fully built-out.

Model Assumptions:

- No Annexation
- Industrial, parkland, commercial, and other land uses are not changed
- All planned residential developments are built-out

Results & Impacts:

Growth Patterns: Predominantly single-family residential development will spur commercial strip center development along major corridors. Scattered condominiums may arise in the future along arterial corridors. Limited to no Downtown investment or development will occur due to City infrastructure and investment needs in Alvin's periphery where new residential developments are constructed. Housing options within Alvin continue to skew towards a predominantly single-family detached housing typology with disconnected street networks and a reliance on existing major arterial corridors to connect the community.

Population: If all existing approved and planned single-family residential development is constructed Alvin will increase its population by 25,625 residents with 9,818 total housing units. Existing / planned developments are expected to nearly double Alvin's population.

Commercial: To maintain the existing ratio of general commercial lands, at 0.035 acres per resident, Alvin will need to develop 897 acres of additional general commercial lands. This represents an almost doubling of Alvin's existing 957 acres of general commercial lands. New growth will primarily be located along major corridors near the new residential communities, such as along SH 35 and at the existing SH 288 exits at FM 1462 and FM 51. Commercial lands depicted on the Scenario One map illustrate likely locations for new commercial.

Parks: If no new parklands are added, with the exception of HOA parks in new subdivisions, residents in Alvin will have a decreased level of service from parkland (per capita basis). The existing 0.01 acres of parkland per resident will decrease by almost half to 0.0051 acres per resident. This will place additional strain on existing community park facilities, operations, and programming. To maintain the existing ratio of parkland and open spaces, at 0.01 acres per resident, Alvin will need to develop 256.25 acres of additional parkland and open space, part of which may be met through HOA (private) parklands within residential developments. Parklands depicted on the Scenario One map illustrate likely locations for new parks.

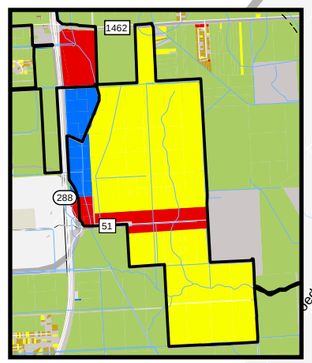
Public / Institutional: Within City Limits, Alvin currently has 0.0346 acres of land per resident. To maintain the existing ratio of public lands to population, Alvin will need to develop an additional 886 acres of public lands. In addition, City Hall and other City facilities / buildings will likely not meet the projected population's need for additional services, staff, operations spaces, and maintenance facilities. Additional school properties will need to be developed for serving new residential areas. Schools should be located within a safe distance for students to bike to school and not have to cross busy thoroughfares, but this is made difficult with many major thoroughfares in the far north of Alvin. Alvin will have increased coordination with Angleton ISD at Preservation Creek. Alvin will also need to increase school operations and locations in west Alvin. Alvin City Hall and City offices will need increased capacity for offices, maintenance, and operations facilities due to services nearly double the existing population.

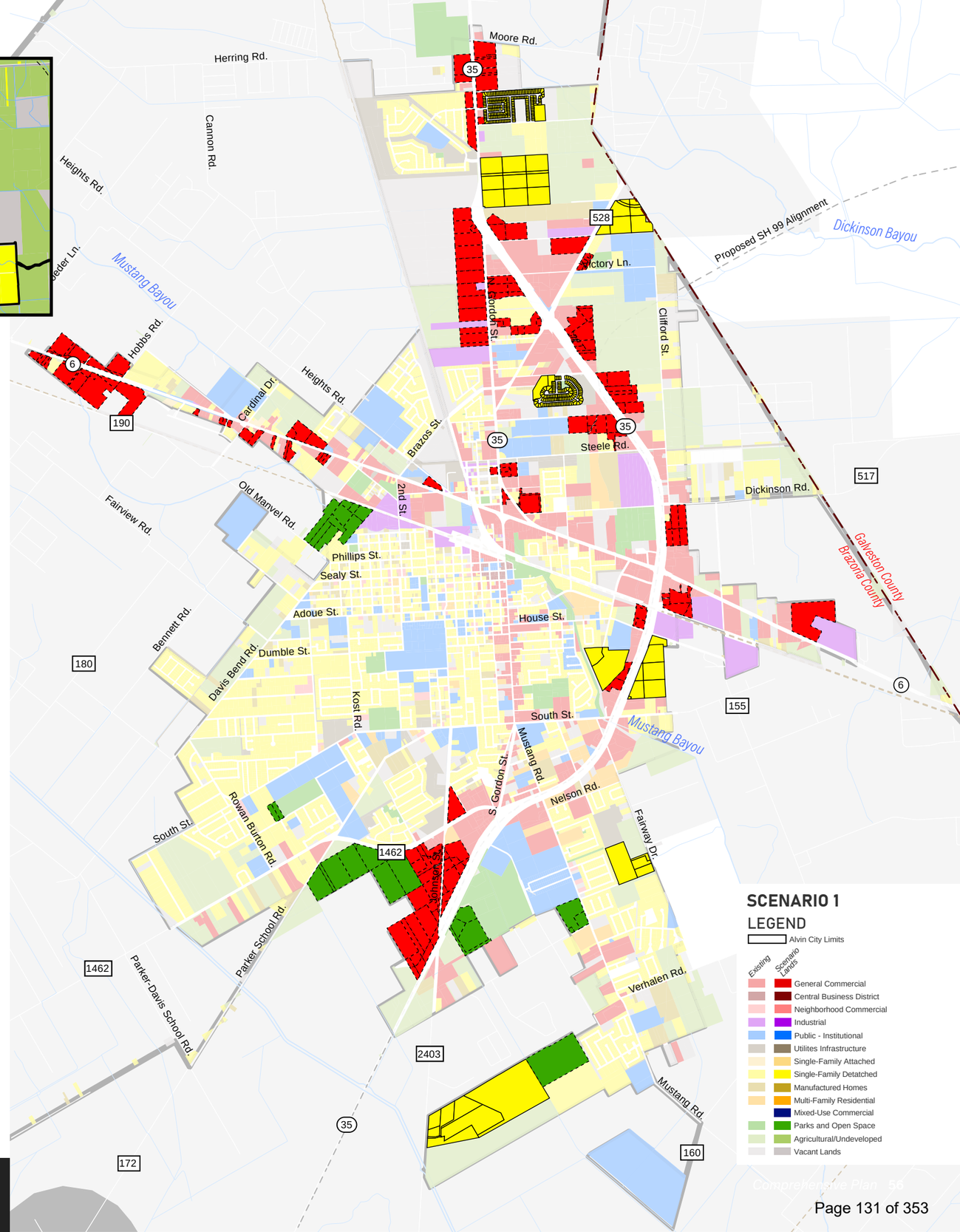
Utilities: Municipal Utility Districts (MUDs) service Preservation Creek, reducing the need for costly extensions and upgrades of sanitary sewer and water lines down FM 1462. Strain on existing utility lines within central Alvin will increasingly become a concern. Currently, all utilities flow mainly to the far south through central Alvin to reach the water treatment plant. Utilities infrastructure on roads maintained by Alvin will need to be expanded and improved along major corridors to accommodate the new development. Particularly,

stormwater and drainage projects in the northeast quadrant of Alvin, bounded by SH 35 and SH 6, and along FM 1462 and Heights Road. Sanitary sewer utilities may need to be expanded along Heights Road, Dickinson Road, Victory Lane, Fairway Drive, Johnson Street, Wheeler Road, and David Bend Road (thoroughfares with existing open ditch drainage). In addition, the new developments may require a new north-to-south sanitary sewer line across the railroad at 2nd Street. Lastly, potable Water systems may need to be expanded along Johnson Road, Fairway Drive, Victory Lane, and Steele Street.

Transportation: Existing plans will result in additional vehicles on existing two-lane open ditch drainage corridors. These corridors will need to be reconstructed and expanded to increase capacity, which may negatively impact overall pedestrian safety and the existing semi-rural character of Alvin. Particularly, FM 2403 /Johnston Street may need capacity increases and improvements due to the Magnolia Trails subdivision, FM 528 due to Georgetown, FM 1462 due to Preservation Creek, and Tovrea Road due to the Bayou Point development. Overall, thoroughfares such as FM 1462, Steele Road, and Dickinson Road, experience increased vehicle traffic from new residents and commercial developments. Major SH 35 intersections become increasingly unsafe for vehicles and experience an increase in crashes resulting in the need for additional signalized intersections and thoroughfare upgrades. Existing two-lane thoroughfares, including Gordon Street, Seeley Ave, House Street, Fairway Drive, Dickson Road, and Heights Road experience more congestions and traffic flow impairment at peak hours due to increased vehicle traffic.

Representative Images:





SCENARIO 1

LEGEND

- Alvin City Limits

Existing	Scenario Lands	
		General Commercial
		Central Business District
		Neighborhood Commercial
		Industrial
		Public - Institutional
		Utilites Infrastructure
		Single-Family Attached
		Single-Family Detatched
		Manufactured Homes
		Multi-Family Residential
		Mixed-Use Commercial
		Parks and Open Space
		Agricultural/Undeveloped
		Vacant Lands

SCENARIO TWO: FULL CITY LIMITS BUILD-OUT

Alvin's vacant, undeveloped, and agricultural lands within its municipal limits are are fully developed into commercial, retail, residential, and parkland land uses, continuing the current patterns of development.

Model Assumtions:

- No Annexation
- All planned residential development is built-out
- Parkland, public / institutional, multi-family, and utilities infrastructure land uses are increased, at least, at the existing acre ratios per capita
- Vacant parcels within City Limits, adjacent to existing residential uses and not directly on a major thoroughfare, primarily become single-family residential
- Multi-family residential is primarily located between single-family residential land uses and commercial land uses, within Avin's Downtown, and along major thoroughfares
- Attached single-family residential is primarily located in areas with existing single-family residential near Alvin's Downtown
- Agricultural / Undeveloped and Vacant lands within 250 feet of SH 6 and SH 35 become commercial land
- Other Agricultural / Undeveloped lands and vacant lands within City Limits becomes single family residential, institutional, and parklands, based on existing densities and existing per capita acreages

Results & Impacts:

Growth Patterns: Alvin's population grows beyond the estimated expected 25,625 additional residents (based on existing development permits). With a focus on developing parcels within Alvin's City Limits, infill residential development occurs within the city core, while new residential and commercial strip-center development occurs along SH 6, SH 35, and within the far northernly and southernly portions of Alvin. Housing options within Alvin continue to be predominantly single-family detached housing typology with disconnected street networks and a reliance on existing major arterial corridors to connect the community. Major investments to upgrade utilities infrastructure and transportation systems will need to be made to accommodate the additional population and commercial development. To maintain the same level of service (per capita ratio) of parkland and public facilities, expanded and new facilities will need to be constructed.

Population: If Alvin develops all current vacant and agricultural lands, at a ratio of existing land use acreages per capita, approximately 3,265 acres can be developed into single-family detached residential housing units, which will accommodate around 32,091 additional residents, as depicted on the Scenario Two map.

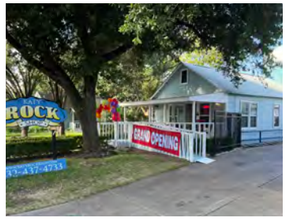
Commercial: Additional commercial and retail lands will most likely be located along SH 6, FM 1462, and SH 35. An additional 1,314 acres of commercial land is depicted on the in the Scenario Two map. Commercial developments are primarily strip-center-style with large parking lots and big box retailers. This commercial standard of development will increase traffic volumes, but maintain a similar level of accessibility when compared to current accessibility of commercial lands.

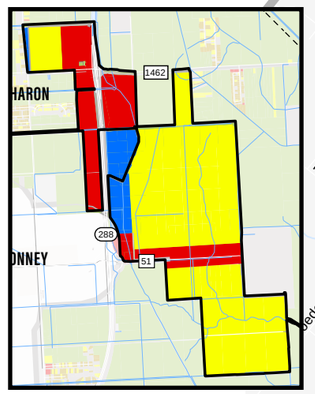
Parks: To maintain the existing ratio of parkland per resident, Alvin will need to an additional 282 acres of parks. Lands depicted in the Scenario Two map are somewhat likely future parkland sites which currently have substantial vegetative cover, are located adjacent to existing parklands or city facilities, and/or are located within undevelopable floodways. Notably, new residential areas east of SH 35 and north of SH 6 will have increased demand for parklands in areas not already characterized by natural lands.

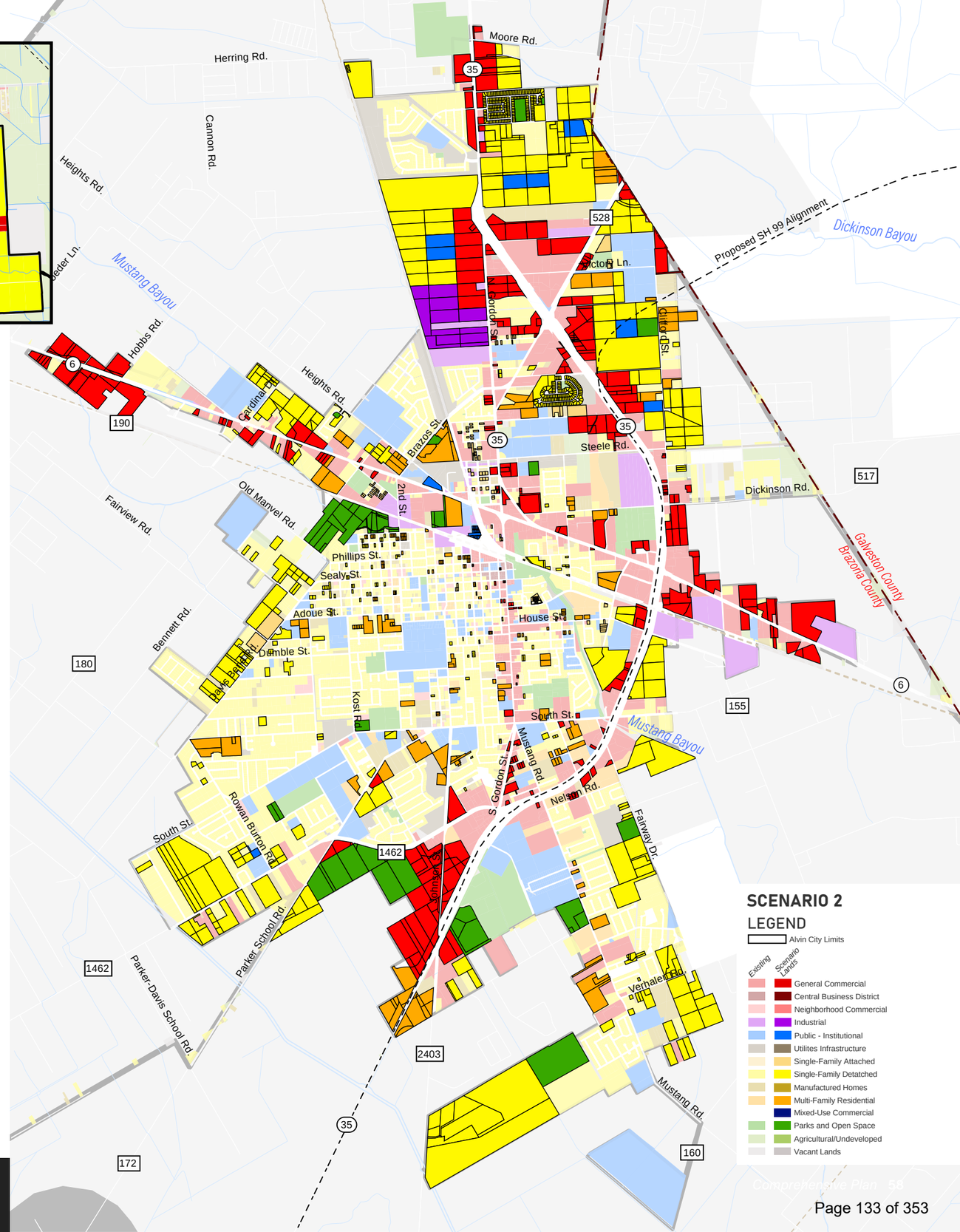
Utilities: Major utilities expansions and improvements will need to be made to accommodate new development along existing semi-rural thoroughfares, most notably in the far north and far south of the City. Utility lines connecting to the Wastewater Treatment Plant along Mustang Road, 2nd Street, and Gordon Street may need to be expanded due to increased water volumes from new development.

Transportation: Existing intersections without signalization or controlled stops will be considered for traffic control with new stop lights and stop signs if an additional 32,091 residents are added to the City, along with 1,314 additional acres of commercial lands. In conjunction with adjacent residential development occurring in League City, thoroughfares such as FM 528, Dickinson Road, and Steele Road, will experience major increases in traffic volumes. Thoroughfares in southern Alvin are expected to need minor improvements to improve capacity when compared to high growth areas along SH 6 and northern SH 35. Existing two-lane thoroughfares running north to south through central Alvin will experience increased traffic and turning delays during peak hours.

Representative Images:







SCENARIO 2

LEGEND

- Alvin City Limits

Existing	Scenario Lands	
		General Commercial
		Central Business District
		Neighborhood Commercial
		Industrial
		Public - Institutional
		Utilites Infrastructure
		Single-Family Attached
		Single-Family Detatched
		Manufactured Homes
		Multi-Family Residential
		Mixed-Use Commercial
		Parks and Open Space
		Agricultural/Undeveloped
		Vacant Lands

SCENARIO THREE: CITY CORE GROWTH

A focus on a mixed-use downtown and the central core of Alvin, with infill development and redevelopment, minor commercial strip centers and neighborhood commercial spaces, and higher density and higher quality residential development.

Model Assumtions:

- No Annexation
- No industrial land growth
- All planned residential developments are built-out
- Growth outside of Alvin's CBD and central core is halted
- Vacant or undeveloped parcels within Alvin's core will become single-family residential if adjacent to two or more existing single-family parcels – with the exception of commercial / mixed-use lands described below
- Vacant or undeveloped parcels within Alvin's core will become multi-family residential if adjacent to one or more existing multi-family parcel, adjacent to two or more other vacant parcels, has a larger than average parcel size, or located on the corner of a block – with the exception of commercial / mixed-use lands described below
- Parcels along Gordon Street and the eight blocks of Downtown bounded by the railroad, Hill Street, Hood Street, Blum Street, Gordon Street, Sealey Street, and Depot Center Boulevard, will become mixed-use if they do not already fall within the Central Business District Land Use Designation
- Parkland, public / institutional, and utilities infrastructure land uses are increased within the central core at the existing ratios per capita

City Core Development Infill:

- Overall Vacant Parcels (as identified in the Scenario 3 Map) 199 parcels, 52.43 acres (0.083 square miles or 40.4 standard football fields)
- A mix of infill residential development
- Lots bounded by at least two single-family parcels and not on a street corner, should be developed into single-family half-lot parcels
- Lots located on the corner of blocks and adjacent to existing multi-family parcels should be developed into multi-family land uses
- Vacant parcels located on blocks adjacent to the existing Central Business District land use designation are to become townhomes and mixed-use structures (2-3 story buildings with downtown-scale commercial units)
- Other parcels, primarily along Gordon Street, where the parcels structure was developed prior to 1990, should be a focus for development, and include new mixed-use commercial properties, townhomes, attached multi-family housing, and commercial uses

Results & Impacts:

Growth Patterns: Alvin's population grows beyond the estimated expected 25,625 additional residents (based on existing development permits). With a focus on developing parcels within Alvin's City Limits, infill residential development occurs within the city core, while new residential and commercial strip-center development occurs along SH 6, SH 35, and within the far northernly and southernly portions of Alvin. Housing options within Alvin continue to be predominantly single-family detached housing with disconnected street networks and a reliance on existing major arterial corridors to connect the community. Major investments to upgrade utilities infrastructure and transportation systems will need to be made to accommodate the additional population and commercial development. To maintain the same level of service (per capita ratio) of parkland and public facilities, expanded and new facilities will need to be constructed.

Population: If all vacant parcels are developed with only single-family housing units the Downtown can accommodate an additional 534 residents (at existing densities). If the density is doubled for new residential development, the Downtown can accommodate an additional 1,068 residents. If 60-percent of the vacant acreage is developed as multi-family residential and 40-percent is developed as single-family residential, the Downtown can accommodate approximately 214 and 642 new residents. In addition, a temporary moratorium

on new residential development outside of Downtown, provides Alvin with time to update residential standards, reassess desired housing typologies, update permitting processes, and form additional relationships with builders and developers.

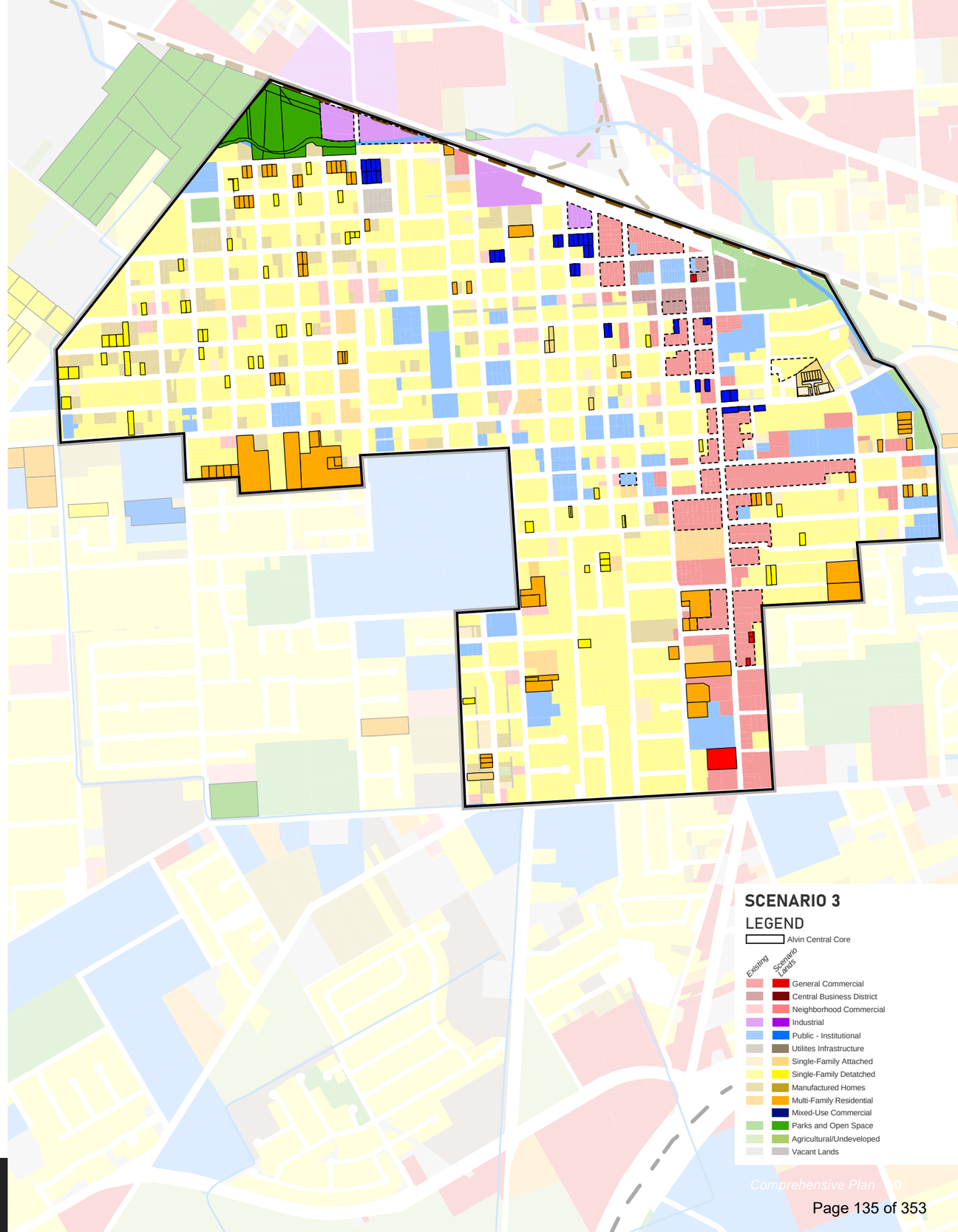
Commercial: To serve new populations in Alvin, the market trend to redevelop older commercial properties from the 1950s, 60s, and 70s will become increasingly profitable for developers. Parcels along Gordon Street and Sealey Street are prime examples of redevelopable properties. Mixed-use development with commercial units could be developed adjacent to the existing Central Business District (CBD), will help bolster Alvins' focus on the Downtown in Scenario Three.

Parks: To accommodate between 500 and 1,100 new residents in Downtown, additional parkland or parkland amenities will need to be developed. Currently only Sealey Park and National Oak Park serve the Downtown area. Additional playsets, walking trails, and natural areas may be needed. Additional parkland, if needed, could be located within the floodway of Mustang Bayou along Lobitt Street.

Utilities: Utilities upgrades will be required in Downtown. Due to a halting or slow-down of residential and commercial developments outside of Downtown, utilities updates and expansions are limited significantly in scope and cost. For incentivizing redevelopment of Downtown, utilities should be in good conditions and set to accommodate increased densities of downtown-style development if a developer chooses to come into the Downtown.

Transportation: New reesidential development is located within a walkable area, close to commercial spaces and parklands, which can reduce overall vehicle miles traveled per household. If mixed-use properties are developed near the CBD, even less vehicle miles will be traveled for new and existing residents in Downtown. As commercial and residential properties are developed additional on-street parking and parking lots may be needed to accommodate those who travel into the Downtown from other areas.

Representative Images:



SCENARIO FOUR: A COMMUNITY OF VILLAGES

A focus on mixed-use downtown and central core of Alvin with infill development and redevelopment, minor commercial strip centers, higher density and higher quality attached family residential development.

Model Assumtions:

- Includes assumption of Annexation within the ETJ
- Includes the completed construction of TX-99
- All planned residential developments are built-out
- Alvin's City Limits become bully built-out spurring new annexation
- Permits for additional residential and commercial development, beyond the already planned residential developments, is assumed to continue at a rate of 4.7 percent growth. This means that in addition to the approximately 25,625 residents already planned for, an additional 15,088 residents are expected between 2025 and 2045; a population of 68,038 total in City Limits, if all new development is annexed
- Agricultural / Undeveloped / Vacant lands within City Limits and within approximately 250 feet of SH 6 and SH 35 become commercial lands
- Vacant or undeveloped parcels within Alvin's core will become single-family residential if adjacent to two or more existing single -family parcels – with the exception of commercial/mixed-use lands described below
- Vacant or undeveloped parcels within Alvin's core will become multi-family residential if adjacent to one or more existing multi-family parcel, adjacent to two or more other vacant parcels, has a larger than average parcel size, or located on the corner of a block – with the exception of commercial/mixed-use lands described below
- Parcels along Gordon Street and the eight blocks of Downtown bounded by the railroad, Hill Street, Hood Street, Blum Street, Gordon Street, Sealey Street, and Depot Center Boulevard, will become mixed-use if they do not already fall within the Central Business District Land Use Designation
- Agricultural / Undeveloped lands within the ETJ and located at the intersections of any thoroughfares with over 1,000 AADT (as of 2022-20-23) will become commercial lands (such as along / at FM 1462, SH 288, SH 35, SH 6, FM 517, and FM 528
- Agrucultural / Undeveloped lands within the ETJ and located at the future TX-99 intersections will become commercial lands (such as along/at FM 1462, SH 288, SH 35, SH 6, FM 517, and FM 528
- Lands within 1 mile surrounding all commercial lands (outside of the city core) will become mixed-use and multi-family developments
- Lands within 2 miles surrounding all mixed-use and multi-family developments (outside of the city core) will become single-family residential (at a 50 percent density increase)
- Multiple parcels along Gordon Street and the 8 blocks of Downtown bounded by the railroad, Hill Street, Hood Street, Blum Street, Gordon Street, Sealey Street, and Depot Center Boulevard, will become mixed-use
- Street connectivity is reassessed and enforced by the City of Alvin to ensure multiple connections points between adjacent lands of all developments and larger tracts of land; Each commercial center and mixed-use district is directly and conveniently connected to all commercial, single-family, parkland, and institutional zones. Additional north-south and east-west streets are provided at a closer distance than existing typical arterial and collector streets in the region; this allows for more route options and decreases dependence and congestion on just a few thoroughfares
- Alvin increases the requirements on developers regarding, but not limited to, increased housing quality, higher quality amenities, required street connectivity between different developments, a required mix of housing options and typologies, and multi-unit / commercial districts located within the center of every development. If the developers do not choose to follow or adhere to these higher set standards, then the development will not be allowed, and the land will remain undeveloped until a higher quality proposed development is put forth

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, Brazoria County CAD, Galveston County CAD

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Areas Not within Alvin or Alvin's ETJ
- Municipalities
- Counties
- Water Bodies
- Proposed Thoroughfares
- Proposed SH 99 Interchanges

Land Use Designations

Existing	Scenario Lands	
		General Commercial
		Central Business District
		Neighborhood Commercial
		Industrial
		Public - Institutional
		Utilites Infrastructure
		Single-Family Attached
		Single-Family Detatched
		Manufactured Homes
		Multi-Family Residential
		Mixed-Use Commercial
		Parks and Open Space
		Agricultural/Undeveloped
		Vacant Lands

0 miles 1 2

True North

MAP:
SCENARIO 4

BAXTER & WOODMAN

Results & Impacts:

Growth Patterns: Alvin's population grows beyond the estimated expected 25,625 additional residents (based on existing development permits). With a focus on developing mainly residential and commercial parcels, Alvin has established new standards which require all housing developments to include a mix of housing typologies within the development. Small neighborhood-scale mixed-use commercial centers are required and established within all new residential neighborhoods. The new "village centers" are adjacent to a centralized neighborhood park, school, and attached housing typologies (duplexes, senior housing, townhomes/ rowhomes, and two-story condominiums). Alvin also places a new focus on developing parcels in the Downtown surrounding Gordon Street and the Central Business District (CBD).

Agricultural and forested land preservation and set-asides are promoted by the City, which helps to preserve a semi-rural character of Alvin's ETJ. With the addition of denser neighborhood centers, developers are now financially incentived to also provide lots larger, larger, than a quarter acre,and preserve strategic ecosystem locations, while still proving the same number of homes.

Population: New populations in Alvin live in neighborhood villages which encourage localized spending at local shops, encourages community connection opportunities, and provides safer access to schools and parklands. Residents who are retired and want to down-size or need assisted living arrangements can now maintain living within the same neighborhood. The same residents can buy their first home, second home, and retirement home all in the same neighborhood.

Commercial: Standard strip-center commercial properties are developed on the peripheries of new villages adjacent to major thoroughfares with fast food chains, big-box retailers, restaurants, storage facilities, and office structures. Minor small-scale neighborhood commercial properties provide immediate and convenient access to many everyday needs, such as a coffee shop, a local insurance office, a small cafe, and child-care facilities. With the mix of small-scale neighborhood commercial properties and the typical strip-mall (big-box retailer) commercial properties, a more diverse and stronger tax-base is created. Commercial properties, particularly those with limited sized parking lots, provide a city with a higher per-acre taxable value, when compared to the per-acre tax revenue generated from single-family housing or agricultural lands. In addition, small-scale neighborhood buildings allow for and incentivize business owners to make continued improvements to the structure, when compared to large commercial strip centers, which are more likely to "look outdated" and "empty-out" as the single-owner mall development ages.

Parks: Residents are provided a village center public park within the center location of the neighborhood, providing relative equal access (travel distance) to reach parklands. Lands directly adjacent to bayous, drainage channels, and other bodies of water are preserved for the public realm. Public buffers are required, to allow for access and amenitization of the water-resources with trails and parks. Major bayou's such as Mustang Bayou and Chocolate Bayou are protected with buffers preserving the existing tree canopy and natural landscapes of the historic waterways.

Utilities: Typical services are provided, such as trash collection, water connections, sanitary sewer lines, and curb and gutter facilities on thoroughfares. Utilities service costs and replacement are more affordable for the City. With the addition of small-scale townhomes and attached-unit housing, the per-mile replacement of utilities lines is less of a financial burden per household (more people are serviced with the same amount of utilities infrastructure).

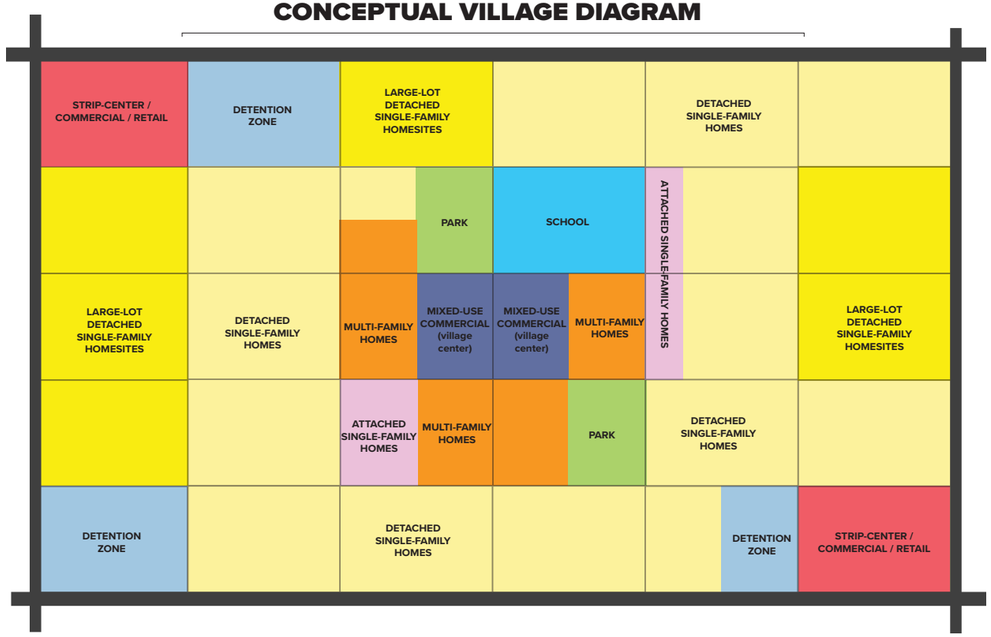
Transportation: Residents mainly use personal vehicles to travel. Trail and shared-use path systems are also provided which connect residential areas to parklands and the village center. Due to denser small village center, residents within the central regional of the neighborhood have more incentive to walk to their destination for casual trips due to proximity. Residents are provided more choice in which mode of travel they use. A residents may choose to walk or bike to a park instead of drive, thus reducing overall vehicle miles traveled per household.

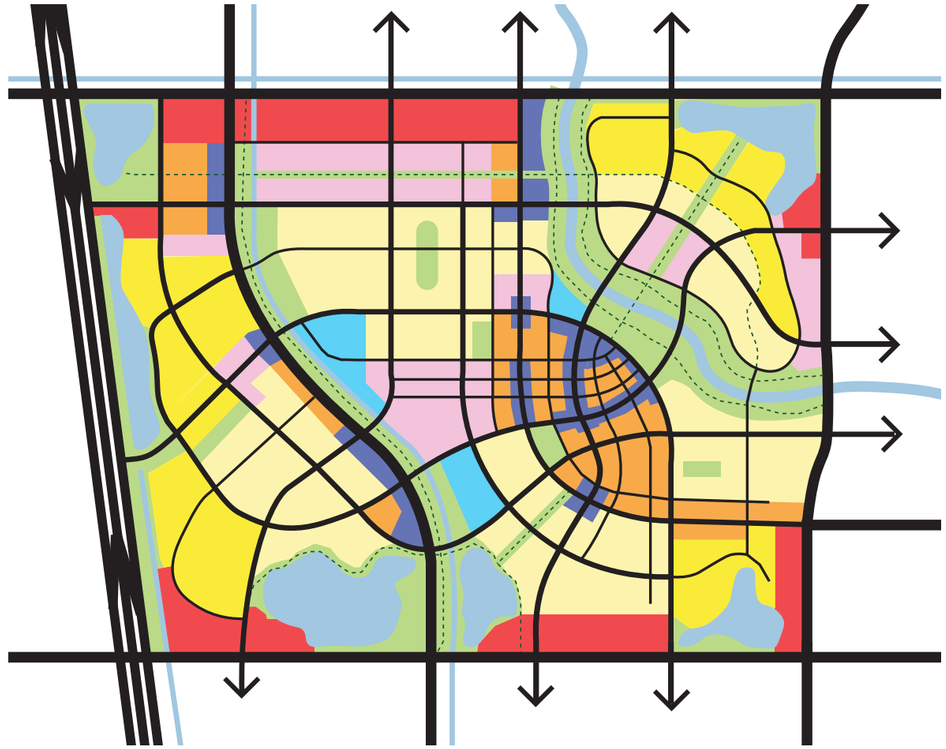
Typical suburban single-family homes have two to three car garages facing the street. Large acre homes have attached or detached garages with three or more parking bays. Small-lot homes and townhomes have "back-alley" parking access in the rear of the property, thus eliminating a "street of garages".

Note: Currently, Alvin cannot require a developer to include alternative housing typologies, commercial development, specific lot sizes, or specific locational placement of land uses within Alvin's City Limits. With Zoning, Alvin can require the development to take place outright as is described in the code or a special use permit which allows for the community to decide if the land use is allowed by vote or through a Planned Unit Development process where zoning rules are applied.

Representative Images:

“CITY OF VILLAGES” CONCEPTUAL VILLAGE DIAGRAM





Strategic Perspectives

VISION FOR TOMORROW

“Closing In On Our Moment”

Alvin is a community which celebrates and recognizes it’s historic neighborhoods and Downtown core while thriving to retain a unique residential and retail landscape as the region grows and develops. Alvin strives to continually improve community experience through streetscape improvements, public services, smart growth practices, and investments in natural landscapes and recreation. Moving forward, Alvin aims to target sustainable growth and development to improve and increase job opportunities, housing options, recreational offerings, and preserve the historic legacy of the community.

GUIDING PRINCIPLES

A ***A Strong Local Economy***
Support the local economy through administrative assistance and Downtown growth.

B ***Attractive and Quality Streets***
Improve the quality and maintenance of infrastructure, streets, and utilities.

C ***Smart and Strategic Growth***
Support smart and strategic growth through targeting development priority areas.

D ***Attractive and Quality Homes and Businesses***
Improve the visual character of structures, homes, businesses, and ensure adjacent land use compatibility.

E ***Transportation Options and Safety***
Provide safe, connected, and efficient transportation systems, catering to all ages and all abilities.

F ***Smart and Profitable Land-Use Practices***
Increase the quality, taxable value, and community-nature of development; Promote mixed-uses, diverse housing typologies, community amenities, and balanced income streams.

CHAPTER THREE
FUTURE CITY

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COMMUNITY GOALS

1 ***Goal 1.0, Land Use and Community Character***
Alvin is a community with small-town charm and a thriving local and regional economy, attracting high-quality development in strategic locations, enhancing structural quality of place, benefiting and promoting local investment, and enhancing quality of life.

2 ***Goal 2.0, Transportation***
Alvin is a community that provides network of safe, connected, well maintained, and attractive transportation corridors and transportation infrastructure to facilitate efficient vehicular and active transportation.

3 ***Goal 3.0, Parks, Trails, and Open Space***
Alvin is a community which prioritizes the development and maintenance of safe and quality natural spaces, parkland amenities, recreational opportunities, active mobility facilities, community programs, and parkland accessibility for residents.

4 ***Goal 4.0, Housing and Neighborhoods***
Alvin is a community comprised of interconnected neighborhoods and residential districts with a variety of housing typologies which cater to all residents regardless of age, stage-of-life, or income, focusing on neighborhood-scale charm and community amenities that foster interconnectedness, a sense-of-place, and income thresholds.

Alvin Depot Building
Source: City of Alvin

5 *Goal 5.0, Utilities Infrastructure*

Alvin is a community which continually improves wastewater services, water services, and drainage infrastructure, with a focus on safety, reliability, fiscal responsibility, efficiency, and quality.

6 *Goal 6.0, Public Facilities and Services*

Alvin is a community which continually improves the quality and provision of city operations, city services, communications, educational services, senior and youth programs, and the community's perception, with a strategic vision of improving the everyday life of citizens and business owners.

7 *Goal 7.0, Sustainability*

Alvin is a community that improves and retains existing ecological resources, aiming to improve community health, community aesthetics, and the reduced costs of infrastructure and drainage improvements.

8 *Goal 8.0, Historic Preservation*

Alvin is a community that protects and values the historic structures and historic features of the community, including the enhancement of historic houses, protection of historic businesses, and improved methods of showcasing Alvin's history and culture.

FUTURE CITY FRAMEWORK

The Comprehensive Plan's goals and recommendations are directly based on community public feedback, municipal departmental meetings, and existing conditions analysis and assessments. The goals and recommendations provide a high-level framework of actions, policies, and infrastructure investments which help meet the voiced needs of the community and challenges facing Alvin. While not legally binding, the recommendations, infrastructure maps, and land use maps, provide a framework for City leaders and administration to help guide future decisions and policy priorities.

First: Each Comprehensive Plan goal is presented.

Second: A paragraph describing the intentions, impact, and results of implementing the goals recommendations is provided.

Third: A list of recommendations is provided, which may include recommendations maps of infrastructure improvements, example imagery, or additional tables and figures which help to illustrate the recommendations' intent and purpose.

GUIDING PRINCIPLES

1. **Support the local economy through administrative assistance and Downtown growth.**
2. **Improve the quality and maintenance of infrastructure, streets, and utilities.**
3. **Support smart and strategic growth through targeting development priority areas.**
4. **Improve the visual character of structures, homes, businesses, and ensure adjacent land use compatibility.**
5. **Provide safe, connected, and efficient transportation systems, catering to all ages and all abilities.**
6. **Increase the quality, taxable value, and community-nature of development; Promote mixed-uses, diverse housing typologies, community amenities, and balanced income streams.**

VISION FOR TOMORROW

"Closing In On Our Moment"

Alvin is a community which celebrates and recognizes its historic neighborhoods and Downtown core while thriving to retain a unique residential and retail landscape as the region grows and develops. Alvin strives to continually improve community experience through streetscape improvements, public services, smart growth practices, and investments in natural landscapes and recreation. Moving forward, Alvin aims to target sustainable growth and development to improve and increase job opportunities, housing options, recreational offerings, and preserve the historic legacy of the community.

GOAL 1: LAND USE & COMMUNITY CHARACTER

Alvin is a community with small-town charm and a thriving local and regional economy, attracting high-quality development in strategic locations, enhancing structural quality of place, benefiting and promoting local investment, and enhancing quality of life.

As development continues to occur in surrounding communities transforming agricultural lands into mainly commercial and residential properties, Alvin focuses on the existing already built-out zones of the community. The short-term strategy is to continue to grow the commercial offerings along major thoroughfares, encourage redevelopment of existing properties, approve some minor strategic high-quality residential developments, improve existing infrastructure to allow for future growth, and focus on growing the Downtown core as a local economic hub. The long-term strategy, once the commercial offerings are improved, the central core of Alvin begins to redevelop, and infrastructure is improved, new residential "villages" will begin to be developed in the outskirts of Alvin on former agricultural lands. New developments will focus on providing a variety of housing types and styles, mixed-use community centers, and high-quality green spaces, as further described in the Housing and Neighborhoods section of the Future City Report. The recommendations below help Alvin to achieve the future land use and community character vision as laid out above and informed by community feedback, city leader discussions, and existing conditions analysis.

1.1: **Adhere to the *Future Land Use Plan* Maps, on page 73 and 74, as a guide to future development types and locations within Alvin City Limits and any future annexed lands.**

A series of land use profiles are detailed on page X, which outline key structures, characteristics, and typologies which define each land use.

1.2: **Reconsider the establishment of Zoning as a means of protecting community character, ensuring high-quality development / redevelopment, and maintaining high-quality and fiscally balanced utilities infrastructure.**

Zoning codes should include, but not be limited to, Neighborhood Commercial (NC), Mixed-Use (MU), and Special Use (SU) zoning categories.

1.3: **Implement land use practices which allow for and encourages small-scale neighborhood retail and commercial to be established near higher density residential areas, such as the central core of Alvin and proposed Mixed-Use Village land uses.**

The establishment of neighborhood retail spaces helps to provide community gathering places, encourages walking and outdoor activities, helps to reduce vehicle miles traveled, and helps support locally-based businesses.

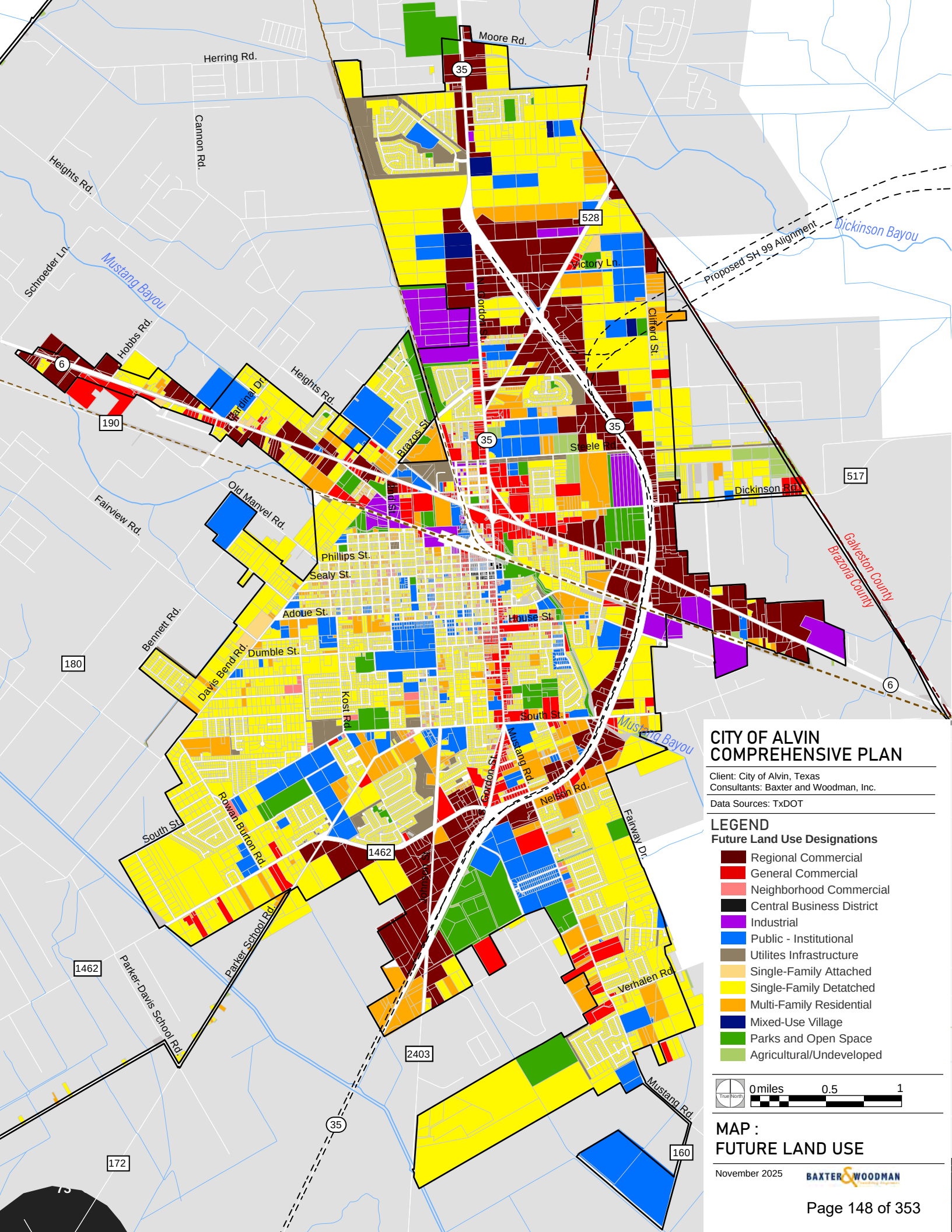
1.4: **Implement land use practices which prevent the encroachment and mixture of incompatible land uses.**

Develop regional commercial properties in areas along major thoroughfares and on greenfield development sites. Focus general commercial in areas already developed, near the central core, or on smaller existing parcels. Focus neighborhood commercial lands in residential areas. Focus single-family and multi-family residential in the central core of Alvin. Focus industrial lands, warehousing, and transportation-distribution adjacent to rail lines, placed far away from residential land uses, and along SH 288. Focus green spaces and protected corridors along major streams, ditches, waterways, and forested lands.

1.5: **Utilize existing land use codes and property restrictions as a means to guide development in the absence of a Zoning code.**

Land Use tools that can be used without a Zoning Ordinance include deed restrictions, health and safety codes, property setbacks and dimensions, design guidelines, minimum and maximum building dimensions, and covenants conditions and restrictions (CCRs), such as what was used in League City's Clear Creek Point Planned Unit Development.

Goal 1: Land Use and Community Character, recommendations 1.6 to 1.19, continue on page 79 , after the Future Land Use Maps and Future Land Use Profiles



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT

LEGEND

Future Land Use Designations

- Regional Commercial
- General Commercial
- Neighborhood Commercial
- Central Business District
- Industrial
- Public - Institutional
- Utilites Infrastructure
- Single-Family Attached
- Single-Family Detatched
- Multi-Family Residential
- Mixed-Use Village
- Parks and Open Space
- Agricultural/Undeveloped

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MAP : FUTURE LAND USE

November 2025

BAXTER & WOODMAN

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, Brazoria County CAD, Galveston County CAD

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Areas Not within Alvin or Alvin's ETJ
- Municipalities
- Counties
- Water Bodies
- Proposed Thoroughfares
- Proposed SH 99 Interchanges

Future Land Use Designations

- Regional Commercial
- General Commercial
- Neighborhood Commercial
- Central Business District
- Industrial
- Public - Institutional
- Utilites Infrastructure
- Single-Family Attached
- Single-Family Detatched
- Manufactured Homes
- Multi-Family Residential
- Mixed-Use Village
- Parks and Open Space
- Agricultural/Undeveloped

0 miles 1 2

True North

MAP:
FUTURE LAND USE
(CITY + ETJ)

November 2025

BAXTER & WOODMAN

FUTURE LAND USE PROFILES

(As referenced in Recommendation 1.1, on page 72, and the Future Land Use Maps, on pages 73 and 74)

REGIONAL COMMERCIAL

Locations:

- Interstate and Freeway frontages
- 10+ acre greenfield parcels
- Major corridors outside of Alvin's central core

Character:

- One to two-story structures
- "Strip-center"/"big-box" style development
- Standalone retail/commercial establishments
- Large parking lots
- 2 to 50+ acre parcels
- Buildings generally affront the right-of-way with parking in the rear and sides
- Small park spaces and retail plazas
- Trail and pedestrian connections to adjacent residential properties and subdivisions

Regional Commercial Typology
Source: Community Impact, Courtesy Weitzman

GENERAL COMMERCIAL

Locations:

- 0.25 to 3-acre parcels
- Redeveloped commercial lands or infill development
- Major corridors within Alvin's central core

Character:

- One to two-story structures
- Compact "strip-center" style development
- Standalone retail / commercial establishments
- Medium-sized parking lots
- Buildings generally affront the right-of-way with parking in the rear and sides
- Trail and pedestrian connections to adjacent residential properties and subdivisions

General Commercial Typology
Source: CoStar Realty Information, Inc.

NEIGHBORHOOD COMMERCIAL

Locations:

- 0.2 to 1-acre parcels
- Redeveloped commercial lands or infill development
- Minor corridors within Alvin's central core near to multi-family developments and the Central Business District (CBD)

Character:

- One to two-story structures
- Stand alone retail / commercial establishments
- Small-sized parking lots and / or on-street parking
- Buildings directly affront the right-of-way
- Trail and pedestrian connections to adjacent residential properties and subdivisions
- Outdoor seating and public spaces
- Small cafe's, shops, child care, etc.

Neighborhood Commercial Typology
Source: Forney Construction

CENTRAL BUSINESS DISTRICT (CBD)

Locations:

- Central/Downtown Alvin surrounding City Hall and the Alvin Library
- Redeveloped commercial lands, infill development, redevelopment of historic structures

Character:

- One to four-story structures
- Mixed-use buildings (first story retail and residential access, with upper story offices and residential)
- Buildings directly affront the sidewalk right-of-way
- Outdoor seating, street trees, wide sidewalks, public spaces, and planter boxes
- Public on-street parking, back alleyway parking, or a parking lot near the center of the development (not adjacent to the street)
- Focused on walking and biking accessibility to reduce traffic impacts on streets in central Alvin
- Historic-styled with historic building footprints (compact, resembles existing building character and form, minimal setbacks from the street)

Central Business District Typology
Source: Baxter and Woodman

MIXED-USE VILLAGE

Locations:

- Minor-arterial, collector, and local-level corridors
- Within new residential subdivisions / Planned Unit developments
- Adjacent to parklands, schools, and multi-family structures

Character:

- A small neighborhood "Village" center
- One to three-story structures
- Small-scale retail establishments with small building footprints (i.e., 10,000-15,000 sq. ft)
- Mixed-use buildings (first story retail and residential access, with upper story offices and residential)
- Multi-family residential developments and attached single-family housing typologies
- Alternative housing typologies such as tiny homes, cottage homes, row homes, senior care, etc.
- Churches, day-cares, cafes, and other every-day community services
- Primarily on-street parking or parking in rear alleyway drives / garages
- Highly connected with trails, sidewalks, and bicycle / pedestrian traffic
- Focused on walking and biking accessibility for adjacent residents
- Typically developed with 30 percent retail/commercial uses, 60 percent residential land uses, and 10 percent public parks and greenspaces

Village Square, Lake Park, NC
Source: Google Earth Imagery

Pecan Square center, Northlake, TX
Source: Google Earth Imagery

For additional images, examples, and information regarding the Mixed-Use Village Land Use typology, see page 117 (Innovative Neighborhoods) or page 61 (Growth Scenario 4).

INDUSTRIAL

Locations:

- Large parcels far away or buffered from residential land uses by at least 100 ft. of greenspace screening
- Railroad adjacent parcels
- Located near expressway / freeway access points
- Major corridors outside of Alvin's central core

Character:

- One to two-story structures
- Light-industrial, warehousing, distribution, transportation, assembly, and manufacturing uses
- Large building footprints with semi-truck loading docks and ramps
- Contained storage or lay-down yards

Industrial Typology
Source: LoopNet

PUBLIC INSTITUTIONAL

Locations:

- Generally nearby to residential land uses
- Located near or adjacent to sidewalks, trails, and bicycle lanes
- Located on collector or local streets

Character:

- Public or semi-public governmental structures such as City Hall, County offices, or emergency service stations (Fire, Police, EMS)
- Semi-public structures such as schools, places of worship, cemeteries, and medical centers / hospitals
- Special drop-off / pick-up zones or parking lot orientations
- May include multiple buildings/campus-style building organization

Public Institutional Typology
Source: Baxter and Woodman

UTILITIES INFRASTRUCTURE

Locations:

- Generally located between developed areas
- Includes electrical utilities, pipeline, and transmission easements / corridors
- Includes sub-stations, monitoring wells, water towers, and other utility services infrastructure
- Includes retention and detention areas

Character:

- Generally visually screened and buffered from public view
- Contains minimal to no building structures
- Can contain trails along linear utilities parcels or ponds, while the primary purpose and existing land use is for drainage and/or utility purposes

Utilities Infrastructure Typology
Source: UpNorth Live ABC

SINGLE-FAMILY DETACHED RESIDENTIAL

Locations:

- New residential and mixed-use subdivisions
- Alvin's central core
- Near / adjacent to sidewalks, trails, and bicycle lanes
- On minor or local streets
- Away from industrial land uses and major thoroughfares
- Rural and semi-rural zones

Character:

- One to two-story structures
- 0.2 to 4 acre lots
- Cottage homes, clustered homes, cottage courts
- Rural estates and large-lot homes
- Front doors and front porches
- 50+ community and student housing
- Public parkland and recreational spaces

Single-Family Detached Residential Typology
Source: Houston Chronicle

SINGLE-FAMILY ATTACHED RESIDENTIAL

Locations:

- New residential and mixed-use subdivisions
- Alvin's central core
- Near / adjacent to sidewalks, trails, and bicycle lanes
- On minor or local streets
- Away from industrial land uses and major thoroughfares

Character:

- One to two-story structures
- 0.2 to 0.4 acre lots
- Cottage homes, clustered homes, cottage courts
- Front doors and front porches
- 50+ community and student housing
- Public parkland and recreational spaces

Single-Family Attached Residential Typology
Source: K Hovanian Homes

MULTI-FAMILY RESIDENTIAL

Locations:

- New residential subdivisions
- Alvin's central core and Mixed-Use Village's
- Near / adjacent to sidewalks, trails, and bicycle lanes
- On minor or local streets
- Away from industrial land uses and major thoroughfares

Character:

- One to four-story structures
- Parking / garages located in the rear or side
- Townhomes, condominiums, apartments, triplexes
- Front doors and front porches
- 50+ Community and student housing
- Public parkland and recreational spaces

General Commercial Typology
Source: Corcoran OTA

PARKS AND OPEN SPACE

Locations:

- Within a ten-minute walk of all residential areas
- Adjacent to schools, trails, and community areas
- Within flood plains and forested areas
- Adjacent to trails, restaurants, and public facilities

Character:

- Active recreation facilities, such as sports fields, playgrounds, ball courts, and community program spaces
- Passive recreation facilities, such as trails, picnic areas, and native prairie paths
- Natural experience and opportunity zones such as fishing, bird watching, and camping.

Parks and Open Space Typology
Source: Baxter and Woodman

AGRICULTURAL / UNDEVELOPED

Locations:

- Within Alvin's ETJ and outlying areas
- Located adjacent to both major state/county roads and minor rural thoroughfares
- Larger sized parcels

Character:

- May contain small or mid-sized structures such as a residential homestead, barn, storage and silos, a country-shop, or farm stall
- Farms, ranches, agricultural practices, forestry, and natural spaces
- Structures and built-elements are generally spread far apart and set-back from the road

Agricultural/Undeveloped Typology
Source: Baxter and Woodman

1.6: **Utilize the *Growth Sequencing Plan* Map to guide where development and improvement priorities should be made and located.**

The *Growth Sequencing Plan* Maps, on the following pages 80 and 82 , identify short-term, medium-term and long-term development and redevelop focus areas or growth zones with Alvin and Alvin's ETJ.

A short-term primary focus should be on the Downtown, central core, and major thoroughfares, primarily focused on redevelopment and infill development with some regional commercial construction.

A medium-term focus should be on undeveloped parcels within Alvin's City Limits or on the out-skirts of the City, including at new TX-99 intersections and Downtown.

A long-term focus should be on developing agricultural lands (greenfields) into "villages," additional regional commercial development, and a continued focus on Downtown.

The *Growth Sequencing* Maps also identify likely future residential and commercial development sites based on existing property owners, existing proposals, utility district establishment, and current land sales.

A full break-down of the anticipated populations and development within the growth sequencing zones and likely developed parcels is provided on the following pages, beginning page 81 .

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, H-GAC

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Existing Thoroughfares
- Proposed Thoroughfares
- Resdiential Development - Future Anticipated
- Commercial Development - Future Anticipated
- 2025-2030 - Primary Growth Area
- 2030-2035 - Primary Growth Area
- 2035-2040 - Primary Growth Area
- 2040+ - Primary Growth Area

True North

0 miles 1 2

MAP:
Growth Sequencing

March 2025

BAXTER & WOODMAN

1.6: continued

The *Development Estimates* Map, to the right, depicts the parcels identified on the *Future Land Use* Map overlayed with the *Growth Sequencing Plan* Map growth priority areas. The *Development Estimates* Map provides a rough framework depiction of what land uses and per capita land use areas that may be required to accommodate the needs of Alvin's projected population; and follows the development pattern outlined in Scenarios 3 and 4.

Methodology

To assess the number of homes, total population, number of residential units and acreage of commercial land uses, a series of Land Modeling Assumptions (LMA's) are utilized. The LMA are the same assumptions utilized in the Growth Scenario section of this report, beginning on page 47, based on existing local development trends. The Assumptions used to assess the *Development Estimates* map, are as follows:

- Alvin's population, within existing City Limits, at full build-out, based on existing development patterns, Alvin can accommodate approximately 52,950 people; an increase of 25,625 people from the current 27,325 (2022) residents.
- Residential development within the 2025-2030 Growth Areas are already planned or currently being planned, and will accommodate approximately 6,703 single-homes, 3,115 apartment/condominium units, which amounts to 25,625 people.
- One acre of single-family detached residential land accommodates four homes with 10.44 people.
- One acre of single-family attached residential land accommodates eight homes with 22.88 people.
- One acre of multi-family residential land accommodates 35 housing units with 52.5 people.
- One acre of mixed-use village accommodates approximately 1/3rd acre of retail, and 35-65 housing units with 52.5 to 97.5 people (depending on multi-family housing typologies) - Averaged to 75 people for this population assumption.
- One acre of commercial / retail land is assumed to match existing commercial / retail acres per capita ratios - With 2,924 acres of residential land uses and 990 acres of commercial land uses, there are 2.95 residential acres for every one acre of commercial land (2.95 : 1).
- All residential lands identified with development names or MUD districts, such as Walton Group and MUD 24 are assumed to include commercial lands at the ratio listed above.

Explanation

2025 - 2030 2030 - 2035

Future land uses depicted within the 2025-2030 and 2030-2035 Growth Priority Areas represent the same land uses and analysis conducted in the Growth Scenarios section of the Existing City Report, Scenario 2, *Full City Build-out*. By 2035, at full-build-out Alvin is projected to accommodate 52,950 residents. As depicted in the *Development Estimates* Map, from 2025-2035, Alvin will focus on developing existing undeveloped parcels. As depicted, Alvin will focus on accommodating 6,703 additional single-homes and 3,115 apartment/condominium units, which amounts to 25,625 people. Alvin will also focus on developing regional commercial land and general commercial land. In addition, Alvin will focus on redevelopment and infill development within the City Limits and central core.

2035 - 2040 2040+

Future land uses depicted within the 2035-2040 and 2040+ Growth Priority Areas are largely outside of City Limits but within the ETJ. Projecting future land uses into the ETJ beyond a 10-year timeframe is fairly difficult due to a limited understanding of future land sales. Within the 2035-2040 and 2040+ Growth Priority Areas, the existing land use (mainly agricultural) is depicted, unless a municipal utilities district (MUD) is already established or a developer owns large amounts of land.

MUD / Residential Development Estimates

Land with an established utilities district or owned by a developer, that does not already have a master plan, is assumed to be developed with residential properties, at a ratio of 75 percent detached single-family homes, 10 percent attached single-family homes, and 10 percent multi-family homes, and five percent mixed-use village. Commercial lands are included at the 2.95:1 ratio, but not depicted on the map. A set-a-side is added within each MUD / Developer Land Zone of 30 percent to account for roadway right-of-ways, retention basin zones, utilities easements, and public amenities.

Possible build-out estimates for lands with an established municipal utilities district or land already owned by a developer are detailed below and on the following pages:

Creekhaven (1,700 acres) :
Building construction began as of Summer/Fall 2025

- Single-Family Detached (1,190 acres) - 4,760 homes
- Single-Family Attached (0 acres) - 0 homes
- Multi-Family (0 acres) - 0 homes
- Mixed-Use Village (0 acres) - 0 people
- Commercial/Retail (17 acres)
- Right-of-Way set-a-side (510 acres)
- Estimated Total Population - 12,424 people

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, H-GAC

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Proposed Thoroughfares

Growth Sequencing Plan

- 2025-2030 - Primary Growth Area
- 2030-2035 - Primary Growth Area
- 2035-2040 - Primary Growth Area
- 2040+ - Primary Growth Area

Future Land Use Designations

- Regional Commercial
- General Commercial
- Neighborhood Commercial
- Central Business District
- Industrial
- Public - Institutional
- Utilites Infrastructure
- Single-Family Attached
- Single-Family Detatched
- Manufactured Homes
- Multi-Family Residential
- Mixed-Use Village
- Parks and Open Space
- Agricultural/Undeveloped

True North

0 miles 1 2

MAP:
Development Estimates

May 2025

BAXTER & WOODMAN

Maple Farms (807.8 acres):

To be annexed by Iowa Colony

- Single-Family Detached (565 acres) - 2,262 homes
- Single-Family Attached (0 acres) - 0 homes
- Multi-Family (0 acres) - 0 homes
- Mixed-Use Village (0 acres) - 0 people
- Commercial/Retail (40.4 acres)
- Right-of-Way set-a-side (242.3 acres)
- Estimated Total Population - 5,903 people

MUD 70 (162.2 acres):

- Single-Family Detached (56.3 acres) - 225 homes
- Single-Family Attached (7.5 acres) - 60 homes
- Multi-Family (7.5 acres) - 262 homes
- Mixed-Use Village (3.8 acres) - 281 people
- Commercial/Retail (38.5 acres)
- Right-of-Way set-a-side (48.7 acres)
- Estimated Total Population - 1,238 people

Walton Group (1,681.8 acres):

- Single-Family Detached (583.6 acres) - 2,335 homes
- Single-Family Attached (77.8 acres) - 623 homes
- Multi-Family (77.8 acres) - 2,724 homes
- Mixed-Use Village (38.9 acres) - 2,918 people
- Commercial/Retail (399.1 acres)
- Right-of-Way set-a-side (504.4 acres)
- Estimated Total Population - 12,835 people

MUD 68 (1,306.7 acres):

- Single-Family Detached (453.5 acres) - 1,814 homes
- Single-Family Attached (60.5 acres) - 488 homes
- Multi-Family (60.5 acres) - 1,587 homes
- Mixed-Use Village (30.2 acres) - 2,267 people
- Commercial/Retail (310.1 acres)
- Right-of-Way set-a-side (293.0 acres)
- Estimated Total Population - 9,972 people

SE Properties LTD (1,403.1 acres):

- Single-Family Detached (486.9 acres) - 1,948 homes
- Single-Family Attached (64.9 acres) - 519 homes
- Multi-Family (64.9 acres) - 2,272 homes
- Mixed-Use Village (31.5 acres) - 2,435 people
- Commercial/Retail (332.9 acres)
- Right-of-Way set-a-side (420.9 acres)
- Estimated Total Population - 10,708 people

MUD 50 (665.1 acres):

- Single-Family Detached (231 acres) - 923 homes
- Single-Family Attached (30.8 acres) - 246 homes
- Multi-Family (30.8 acres) - 1,077 homes
- Mixed-Use Village (15.4 acres) - 1,154 people
- Commercial/Retail (157.8 acres)
- Right-of-Way set-a-side (199.5 acres)
- Estimated Total Population - 5,076 people

Savannah Plantation (1,458 acres):

- Single-Family Detached (506.0 acres) - 2,024 homes
- Single-Family Attached (67.5 acres) - 540 homes
- Multi-Family (67.5 acres) - 2,361 homes
- Mixed-Use Village (33.7 acres) - 2,530 people
- Commercial/Retail (346.0 acres)
- Right-of-Way set-a-side (437.4 acres)
- Estimated Total Population - 11,127 people

MUD 81 (141.8 acres):

- Single-Family Detached (89.3 acres) - 357 homes
- Single-Family Attached (9.9 acres) - 79 homes
- Multi-Family (0 acres) - 0 homes
- Mixed-Use Village (0 acres) - 0 people
- Commercial/Retail (0 acres)
- Right-of-Way set-a-side (42.5 acres)
- Estimated Total Population - 1,160 people

MUD 51 (114.6 acres):

- Single-Family Detached (72 acres) - 289 homes
- Single-Family Attached (8.0 acres) - 64 homes
- Multi-Family (0 acres) - 0 homes
- Mixed-Use Village (0 acres) - 0 people
- Commercial/Retail (0 acres)
- Right-of-Way set-a-side (34.4 acres)
- Estimated Total Population - 937 people

MUD 36 (541.0 acres):

- Single-Family Detached (187 acres) - 751 homes
- Single-Family Attached (25 acres) - 200 homes
- Multi-Family (25 acres) - 876 homes
- Mixed-Use Village (12.5 acres) - 939 people
- Commercial/Retail (128.4 acres)
- Right-of-Way set-a-side (162.3 acres)
- Estimated Total Population - 4,129 people

MUD 24 (621.7 acres):

- Single-Family Detached (215.7 acres) - 863 people
- Single-Family Attached (28.8 acres) - 230 people
- Multi-Family (28.8 acres) - 1,006 people
- Mixed-Use Village (14.4 acres) - 1,079 people
- Commercial/Retail (147.5 acres)
- Right-of-Way set-a-side (186.5 acres)
- Estimated Total Population - 4,745 people

MUD 62 (278.5 acres):

- Single-Family Detached (96.7 acres) - 387 homes
- Single-Family Attached (12.9 acres) - 103 homes
- Multi-Family (12.9 acres) - 451 homes
- Mixed-Use Village (6.4 acres) - 483 people
- Commercial/Retail (66.1 acres)
- Right-of-Way set-a-side (83.5 acres)
- Estimated Total Population - 2,125 people

1.7: Encourage and promote innovative retail and commercial property design and services.

As new residential properties are developed, promote innovative retail and commercial property designs and services within and surrounding the proposed development. Work to reduce the visual impact of parking lots through alternative building orientations and alternative parking typologies. Add green spaces and public greens adjacent to retail shops. Incorporate a high-level of trail and sidewalk connectivity to and from adjacent properties. Aim to add some amount of residential properties within or directly connected to new commercial developments.

Trends in Commercial / Retail Development

Recent trends in commercial and retail development include:

1. Mixed-use commercial zones
2. Parking lots located behind the structures
3. "Town Center" retail with pedestrian corridors
5. Green spaces and outdoor seating greens
6. Mobile grocery and retail pick-up zones
7. Electric Vehicle (EV) charging stations
8. Higher quality exterior materials and features
9. Improved flood mitigation techniques
10. Pervious surfaces and pavements
11. City and retail branding (signage, materials, lighting)
12. Increased security measures and monitoring
13. Pre-fabricated materials
14. Trail and recreation-oriented retail development

Over the past decade, retail and commercial shopping center development has evolved from a parking lot and strip-center dominated landscape to one of mixed-uses and outside spaces. The goal now is to create a destination place, where retail and shopping is paired with parkland, outdoor seating spaces, children's play areas, event lawns, mixed-uses of retail and office spaces, the inclusion of apartments and condominiums, and other elements which help to bring active life and visual interest to shopping. The new trends are largely in response to the decline of traditional shopping malls, the increase in online shopping, short visitation and patronage times, and the natural decline of older shopping centers.

While some newer shopping centers include more active and participatory elements to the streetscape than others, the goal is still the same; create spaces for people. Buildings are now more commonly located along the edge of a sidewalk with parking in the center of the site, or a linear walkable plaza or corridor of shops is created with parking on the outside of the corridor. Park spaces and events lawns are common, which provide outdoor seating and spaces for kids to play while the parents dine. Apartments and homes are now directly connected to the adjacent shopping spaces and integrated within the street design, providing easy access to and from commercial options. In addition, trails and shared-use paths are commonly provided to help boost connectivity and economic vitality of shopping centers. Lastly, a focus on streetscape enhancements is common, which can include street trees, landscape planters, decorative pavers, pedestrian oriented intersection designs, signage and district branding, and parallel or angled parking options which aim to mimic historic "Main Street" America.

The Former / Current Standard

Katy Fulshear Center in Fulshear, TX (under development)

Victory Lakes in League City, TX

The Newer / Innovative Standard

Lakeland Village Center in Bridgeland, Harris County, TX

The Shoppes at Myrtle in Angleton, TX

Freiheit Village in New Braunfels, TX (under development)

1.8: Reassess and reconsider existing annexation policies, regulations, incentives, and ordinances.

Develop a list of annexation incentives to provide at-the-ready to landowners and developers. Reassess the existing City Charter (Part 1, Article 1, Section 5) to ensure adherence to updated County and State annexation regulations (such as Texas House Bill 4449 [May 2025], House Bill 347 [5/24/2019], Texas Senate Bill 2038 [9/1/2023]).

1.9: Strive for fiscally responsible land use practices and a return on investment.

The taxable income and value received from an approved development / redevelopment should be higher than the cost of annual / regular utilities services provision, transportation infrastructure impact costs, and utilities replacement (30+ years later). Think long-term and assess if the proposed development will accrue enough revenue / funds to fully replace all regular and life cycle infrastructure needs. Begin to be strategic with development approval. As more land is developed in the region, demand for property will grow, thus leading to higher development standards and stricter considerations. Once a property is approved and developed, the structures therein will likely be standing for multiple decades, so all development should be considered a long-term investment. In addition, consider the opportunity value of agricultural lands versus developing the land "just to develop the land" - consider long-term opportunities, versus short-term development permit revenues.

1.10: Place a moratorium on mobile homes / manufactured home development.

Alvin should not allow for the continued development or establishment of mobile home parks and manufactures housing within City Limits. Alvin should consider encouraging the turnover of existing manufactured housing developments and parcels into multi-unit attached housing and cottage style development.

1.11: Implement the 2024 H-GAC Livable Centers Study Downtown Master Plan proposed utilities, transportation, and placemaking improvements.

Continue to implement the Downtown Master Plans recommendations in tandem with the recommendations within the Comprehensive Plan. Recommendations in both documents align with the preferred future character and priorities of the community and city leaders.

1.12: Consider additional funding avenues to provide Downtown and commercial facade grants and funds for other structural improvements.

The Certified Local Government (CLG) Program administered through the Texas Historical Commission, is a program that provides funding for communities to enhance their National Register-listed Downtown Areas, including funding for facade improvements. Alvin should work to utilize state and national funds for facade improvements within the Downtown to encourage further improvement and investments. Many Texas cities establish Facade Grant Programs through allocated economic development funds, which often offer matching grants and non-matching grants. Alvin should also seek funding and opportunities to improve older retail strip-center facades and adjacent outdoor places.

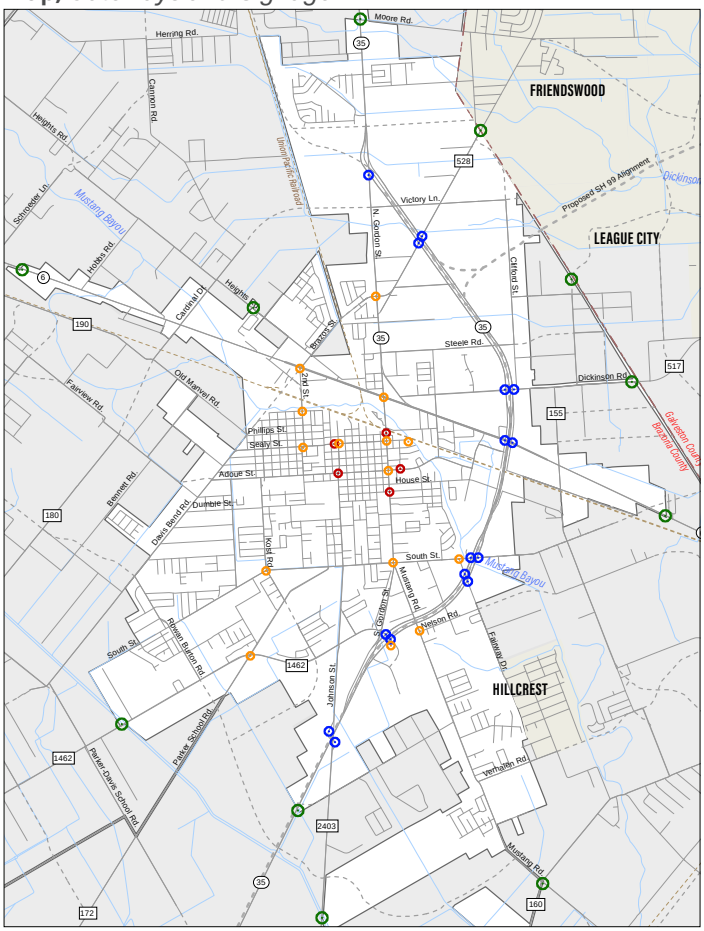
Waxahachie Lodge and downtown Kossem, Texas, facade revitalization projects
Source: PreservationTexas

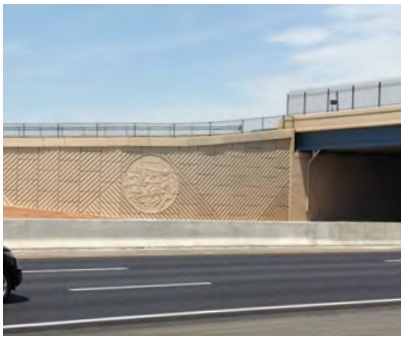
1.13: Create a distinct identity of Alvin's Downtown and the City of Alvin, including forming an identifiable Downtown district and noticeable entry points into Alvin from major thoroughfares with monuments and gateway treatments.

As depicted on the map to the right, *Gateways and Signage*, signage and monuments should be placed at critical intersections leading into Alvin, into the Downtown area, and near major destinations such as schools, trails, and Alvin Community College. The signs and gateways should have unifying design elements and branding, such as unique sign shapes and banners, landscaping, decorative lighting, street and sidewalk / crosswalk patterns, and other unique urban design treatments.

City entry signs should be placed on the side of the road in the form of a concrete plinth banner, easily movable if City Limits change. If a more temporary sign is desired, lighted metal and masonry signage can be constructed. Downtown entry gateways can include signage, crosswalks, lighting, and landscaping elements. Wayfinding and directional signage should be post signs with directional arrows to major destinations and / or on-building posted maps. Interstate entry signage should be integrated into retaining walls and other TxDOT infrastructure.

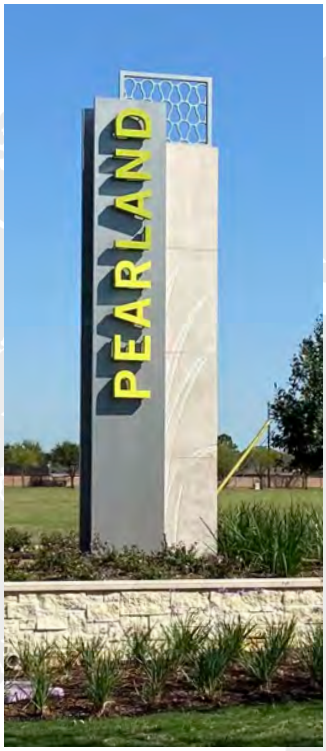
Map, *Gateways and Signage*





Pre-cast concrete retaining wall emblems and design
Source: Creative Design

San Marcos, Texas, street post banner and map
Source: San Marcos Record



Pearland, Texas, entry sign
Source: Pearland Economic Development Corporation

Kyle, Texas, wayfinding / directional sign post
Source: Facility Solutions

1.14: Consider the development of an Arts, Culture, and Historic Community Plan for the City of Alvin.

An Arts and Cultural plan is a framework document which helps guide city events, community programming, placemaking features, public art installations, and historical representations. Arts and cultural plans include an inventory and strategic plan for public and private music venues, public art, outdoor dining, historic preservation, events, arts-related businesses, and youth-senior programming. The goal is to provide opportunities for residents and artists to participate in community events, improve the visual character of the community, and improve economic activities related to arts and culture. The end result is a prioritized list of actions which can help boost a communities perception, resident's quality of life, and the city's economic well-being.

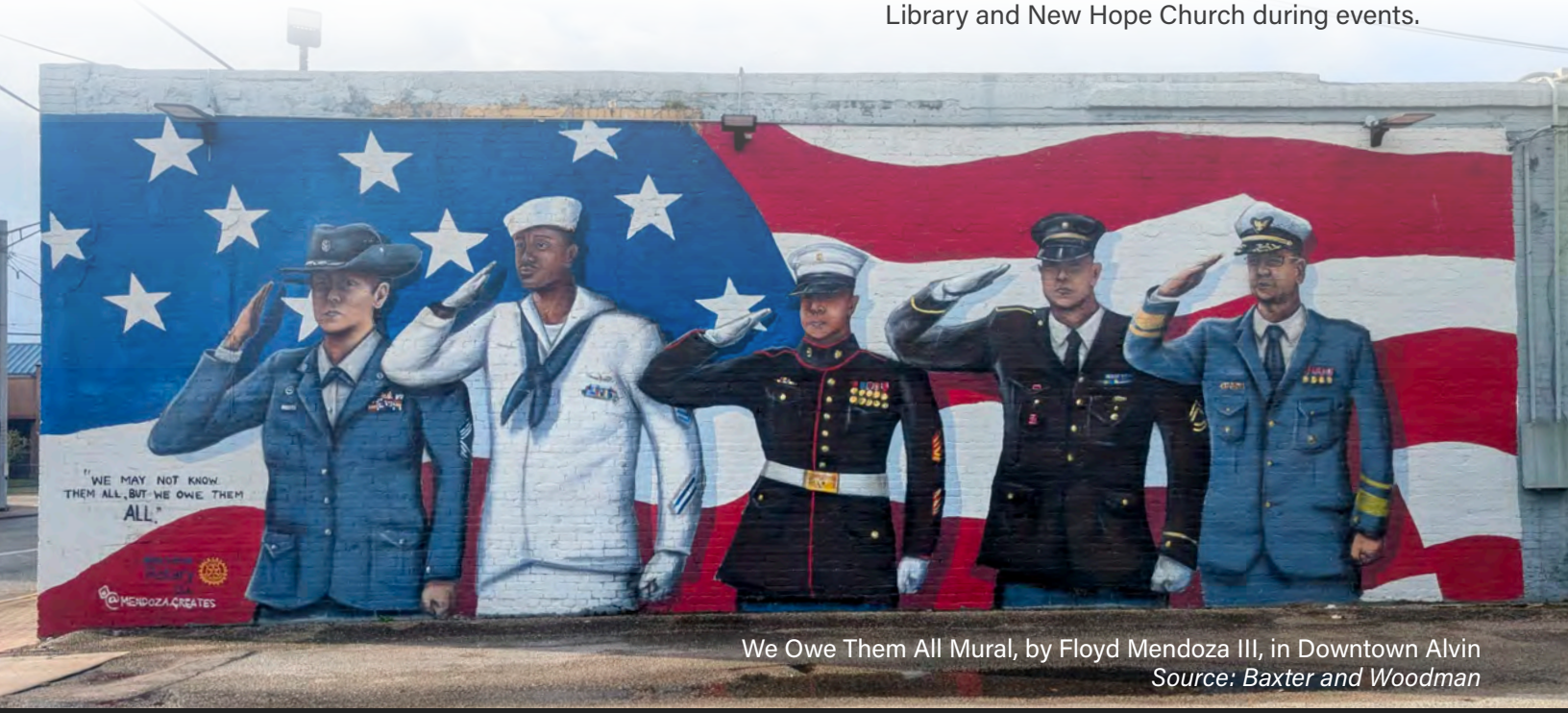
2025 Frontier Day 51st Annual Car and Bike Show
Source: Alvin Rotary Club

1.15: Focus on developing / redeveloping properties facing Sealy Street and Gordon Street; Create small-scale retail and commercial sites to reactivate the Downtown.

The *Downtown Redevelopment Potential* map and the *Gordon Street Redevelopment Potential* map on the facing page, page X , depict vacant parcels along with value-per-acre and assessed market value for parcels along Gordon Street and Sealy Street. The top map depicts the total market value of each parcel. The bottom map depicts a value ratio comparing the appraised value of the land versus the improvement value on the land (structures, infrastructure, etc.). The market value, along with the total parcel size, the parcel location, existing structures and infrastructure connects to the parcel, and if the parcel is currently vacant or not, can provide a framework for deciding where to prioritize utilities improvements to help spur new development in the Downtown area. The top map also depicts locations of vacant properties, as well as legacy properties which are largely comprised of parking lots and older structures developed in the 1950s to 1970s.

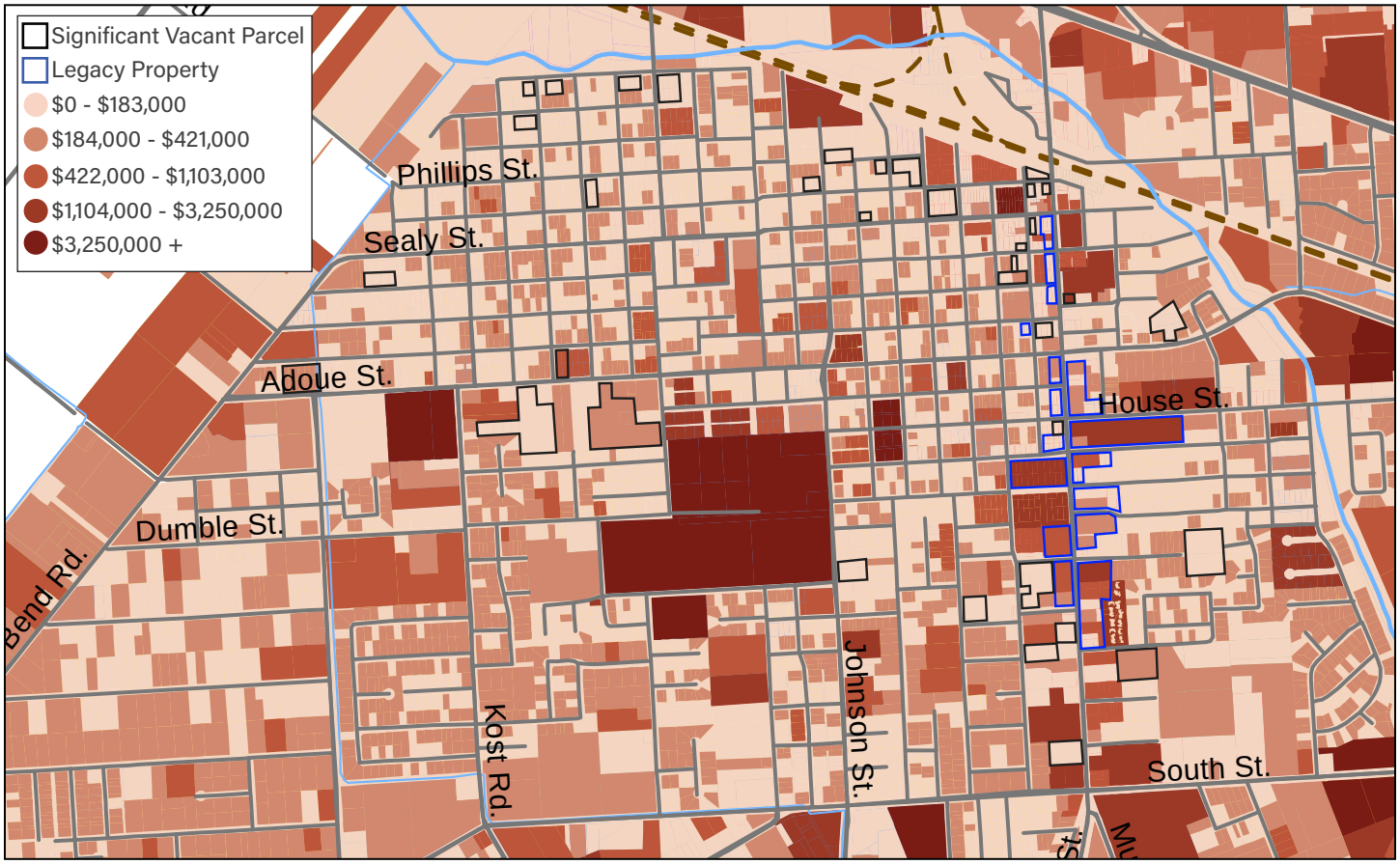
1.16: Use underutilized parking lots and parcels in Downtown for public gatherings, food truck opportunities, a farmers' market, or other pop-up events.

Seek opportunities to utilized underdeveloped spaces, such as the empty block at West Sealy Street and North Hill Street, the triangular lot at 205 North Gordon Street, the green space surrounding Alvin Station, and parking lots behind the Alvin Library and New Hope Church during events.

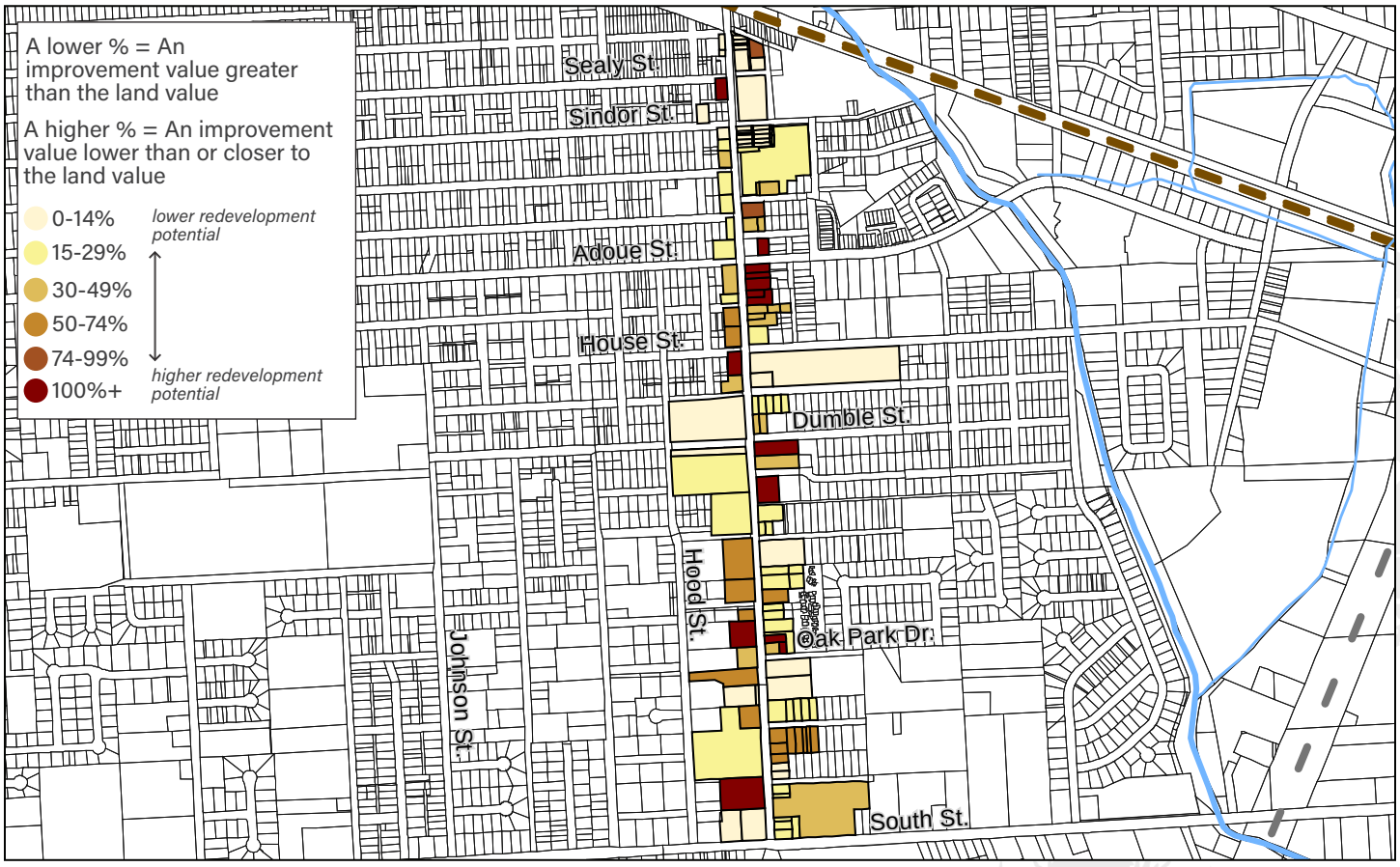


We Owe Them All Mural, by Floyd Mendoza III, in Downtown Alvin
Source: Baxter and Woodman

Map, *Downtown Redevelopment Potential: Appraised Market Value 2024*



Map, *Gordon Street Redevelopment Potential: % = Land Value / Improvement Value*



Creating a Sense of Place

A "sense of place" can be defined as the feeling or experience unique to a particular location. A location with a good sense of place is one that makes someone want to linger and stay longer; one which makes someone feel comfortable or excited to experience it; and one that reflects the community identity. A sense of place is created through land use policies, design practices, funding and grant programs, events and programming, a strong local business culture, and a friendly streetscape. With a sense of place, comes local economic and community building opportunities, and a place to build local pride. Without a sense of place a location can feel unsafe, uninviting or generic. For example, main-street-style downtowns with storefronts often provide a strong sense of place, while drive-through fast food establishments do not.

Community Specific / Localized Design

A sense of place is developed by creating experiences and places which are unique to Alvin. While big-box retailers along major thoroughfares provide important services, a community still needs a vibrant and lively downtown to help drive a sense of community and gathering. Unique local shops / retailers and unique / regional architectural styles help to develop a good sense of place.

Human-Scale Elements of Design

Human-scale elements are features which feel like they were designed with the human experience in mind. Examples can include window awnings and front porches made for people to sit, outdoor benches and seating, shorter streetlights with quaint design, a Little Free Library, a small fountain, a door mail slot, street signs, or decorative brick pavements. While fairly subjective, these are elements which make one feel comfortable to be in a space and not feel "out of place." Think of the importance of scale, size, and distance, when interacting with a place or building. Ask, does standing next to this building feel imposing? Does that place feel overly isolated or exposed? Does this space feel empty or monotonous?

Wayfinding, Signage, and Branding

A location with a "sense of place" typically has repeating design features and elements which help to create a brand and identity for the build environment. Signage, such as street signs, wayfinding signs, business banners and signage, and maps, should be included and have a familial quality (including similar colors and type fonts).

Postoffice Street, Galveston, Texas
Source: Baxter and Woodman

Programming and Activation

A location is only as good as the economic and social activities occurring within it. While everyday normal business patronage and activities may be occurring, additional events and programming may help to bring attention and life to a location. Hosting community-wide events and parades with temporary street closures can help develop community togetherness and form an identity of a district around active community life. Public arts programs, such as sculptures and murals, can help to showcase the communities values and bring life to otherwise empty spaces or walls. Live music and recreational programs are also ways to regularly provide gathering opportunities within a space, such as "jazz at the cafe" or "yoga at the park." Overall, the programs and activities provided in a place, helps to grow a community identity and local economy.

Downtown Lake Jackson, Texas
Source: Google Maps Imagery

1.17: **Continue to encourage murals and public art within the Downtown. Consider an artists competition in tandem with City events.**

An annual artist mural competition can be held as a city raffle / fundraiser, where residents can vote in favor of multiple mural submittals, and the winner gets to paint their mural in a chosen Downtown location. Consider other ways to fund and encourage artistic endeavors in Downtown, surrounding City Hall, in front of the library, at the historical museum, and at National Oak Park.

1.18: **Continue to seek opportunities for new businesses and retail options in Alvin.**

Continue to work towards the establishment of a full-service grocery store, along with other retail establishments. Focus national and international franchises, such as Michael's Craft Store, Applebee's Restaurant, McDonald's, and Mike's Car Wash, along SH 6 and TX-99. Encourage local restaurants and unique retail / service / dining options within central Alvin along Gordon Street, Sealy Street, and the Downtown.

1.19: **Establish Tax Increment Reinvestment Zones (TIRZ) or Public Improvement Districts (PID) in Downtown Alvin and along SH 288.**

TIRZ districts, established under Chapter 311 of the *Texas Tax Code*, are a way to ensure continued funds for utilities, transportation, and visual character improvements for a specific area. Based on allocating a portion of tax revenue regenerated, the funds are then reinvested into the TIRZ. This method helps high-value or special-interest zones, such as downtowns, business parks, and warehousing districts, remain visually appealing and encourage continued private business investments.

PID Districts, established under Chapter 372 of the *Texas Local Government Code*, enables cities to levy and collect special assessments on property within a specific district. The PID can help fund streetscape improvements, special lighting, and often local events, such as a farmers' market.

Alvin should consider developing a TIRZ or PID at properties along SH 288 where future industrial (warehousing, transportation, and manufacturing) and commercial / retail land uses are proposed.

Alvin should also consider developing a TIRZ or PID in Downtown to help improve the visual character of streets, provide funds for business assistance, and help promote placemaking activities.

Northern Brazoria County Chamber of Commerce building on Gordon Street, facing northwest
Source: Baxter and Woodman

GOAL 2: TRANSPORTATION

Alvin is a community that provides network of safe, connected, well maintained, and attractive transportation corridors and transportation infrastructure to facilitate efficient vehicular and active transportation.

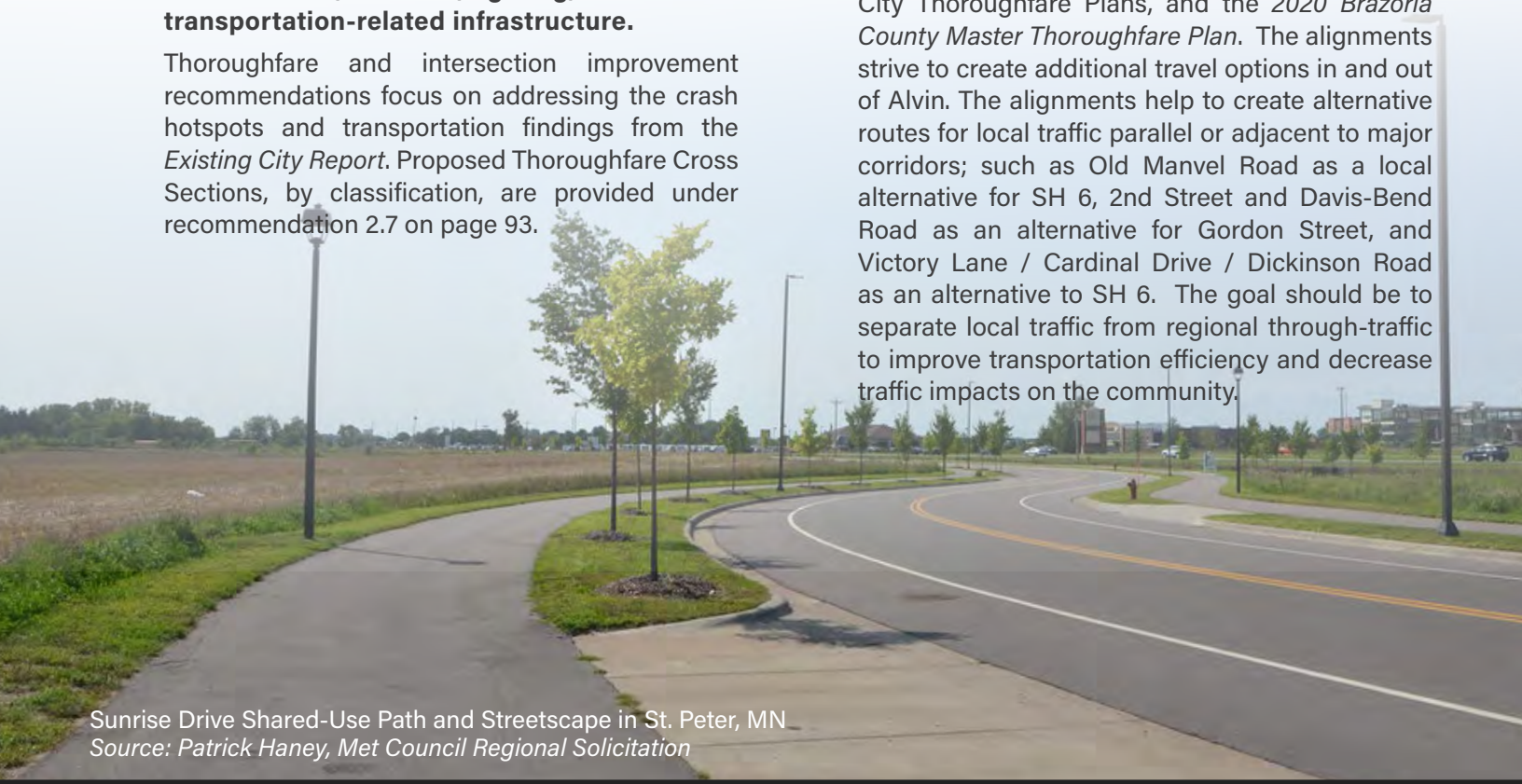
With the anticipated development of further residential and commercial construction in and around Alvin, along with the construction of TX-99, thoroughfares in Alvin will be under continued strain to adequately service anticipated vehicle loads. The goal of any transportation system is to balance the need for efficiency, legibility, and safety, while serving the needs of multi-modal users (pedestrians and cyclists). The right-of-way dedicated to transportation should have an adequate number of driving lanes and turning lanes, high-quality and comfortable sidewalks and side paths, adequate on-street and off-street drainage capacity, and attractive streetscape elements such as benches, streetlights, landscaping, and signage. The recommendations within the Transportation goal revolve around improving the quality of existing thoroughfares, upgrading existing thoroughfares and intersections and expanding the roadway network. The recommendations are largely based on current and anticipated development locations, the need for additional north-south and east-west travel options, reducing congestion at major bottlenecks, and improving intersection safety. While this goal focuses on vehicular forms of travel, pedestrian and bicycle infrastructure is also included and discussed further in the Parks, Trails, and Open Spaces section. The end result of implementing the following recommendations should be a better maintained network, with less congestion and more travel options, better intersection conditions, and safer pedestrian and bicycle travel.

2.1: **Utilize the *Proposed Thoroughfare and Intersections* Maps, on Pages 95 and 96, to develop a Capital Improvement Program (CIP) and the requisite partnerships through which to improve roadway conditions, route options, stoplights and intersections, access drives, medians, lighting, and other transportation-related infrastructure.**

Thoroughfare and intersection improvement recommendations focus on addressing the crash hotspots and transportation findings from the *Existing City Report*. Proposed Thoroughfare Cross Sections, by classification, are provided under recommendation 2.7 on page 93.

2.2: **Construct additional roadway alignments to expand travel route options.**

Utilize the *Proposed Thoroughfare Alignments* Maps, on pages 95 and 96 to construct and plan for new thoroughfare alignments. Alignments depicted include TxDOT projects, the 2016 and 2018 City Thoroughfare Plans, and the *2020 Brazoria County Master Thoroughfare Plan*. The alignments strive to create additional travel options in and out of Alvin. The alignments help to create alternative routes for local traffic parallel or adjacent to major corridors; such as Old Manvel Road as a local alternative for SH 6, 2nd Street and Davis-Bend Road as an alternative for Gordon Street, and Victory Lane / Cardinal Drive / Dickinson Road as an alternative to SH 6. The goal should be to separate local traffic from regional through-traffic to improve transportation efficiency and decrease traffic impacts on the community.



Sunrise Drive Shared-Use Path and Streetscape in St. Peter, MN
Source: Patrick Haney, Met Council Regional Solicitation

2.3: Consider additional thoroughfare alignments, beyond the 2016 and 2018 Thoroughfare Plans, to avoid overcapacity and strain on existing intersections and streets.

As depicted in the *Proposed Thoroughfares and Intersections* Map, on page X , new proposed thoroughfare alignments to consider have been added in addition to TxDOT, City of Alvin, and Brazoria County Thoroughfare Plans. The additional proposed thoroughfare alignments are as follows:

- Nelson Road extension: Provides additional east-west connections servicing TX-99 retail and multi-family housing: Provides an alternative to Verhalen Road and TX-99 Frontage Road
- Kost Road / Mustang Crossing Boulevard extension: Provides a connection to future retail and development south of FM 1462; Encourages the construction of a traffic signal
- FM 424 extension from FM 2403 to the future TX-99 Frontage Road: Provides additional east to west connectivity
- Clifford Street extension: Provides an additional north-south alternative to TX-35; Connects to Mandale Road and FM 528; Helps to avoid congestion on TX-35
- South Gordon Street realignment: Reconstruct / relocated South Gordon Street just north of FM 1462 slightly to the west to avoid close intersections and turning conflicts with the TX-99 interchange - TxDOT recommends a minimum of one-quarter mile (1,320 feet) between traffic signals: Provides access to future retail/commercial land uses
- Childress Drive connection with Nature's Way; Provides a connection between Alvin Community College and the Alvin Recreation Center

Typical minor arterial and major collector thoroughfare character with partial curb and gutter, concrete pavement, and a shared-use path.
Source: Maurer-Stutz

2.4: Construct new intersection controls (all-way stops, and traffic signals) to ensure smooth traffic flow in the future.

As depicted in the *Proposed Thoroughfares and Intersections* Map, on page 95, likely new intersection traffic signals and all-way stop locations are identified. The methodology behind the placement and location of signals and stops are as follows:

- Place signals where current four-way stops may not meet future needs, especially with the anticipated TX-99 and new development traffic impacts
- Place signals where future major north-south and east-west corridors are proposed, especially near or at SH 6, TX-99, and SH 35
- Place four-way stops where proposed collector and minor arterial level thoroughfares intersect

TxDOT's *Traffic Signals Manual* (June 2020), Section Seven, *Traffic Survey Count Analysis*, and the *Texas Manual on Uniform Traffic Control Devices*, provides a framework for deciding when traffic signals are warranted and should be constructed. While there are no daily traffic minimums or flow requirements, studies are required which consider existing peak-hour traffic counts, back-flow, history of crashes, and existing intersection designs.

2.5: Work with TxDOT, Union Pacific Railroad, and Burlington-Northern Santa Fe (BNSF) Railroad to assess and implement potential grade-separation projects.

Proposed grade separations are proposed in the *State Highway 6 South Corridor Access Management Plan* (2011) at Cardinal Drive / Heights-Manvel Road, the 2nd Street realignment, and the proposed FM 422 / Flora Road extension. The grade separations will help enable north-south traffic flow and prevent back-ups into Downtown and on SH 6.

2.6: Develop a Capital Improvement Program (CIP) and Schedule that is in alignment with the target growth areas, future thoroughfare plan, and utilities plans.

The CIP should include a list of short-term projects with allocated funding, a list of medium-term future projects that require funding over the next five years, and a list of long-term projects under consideration. Include timelines, developer agreement opportunities, partnership plans and options, and other amenity-related opportunities.

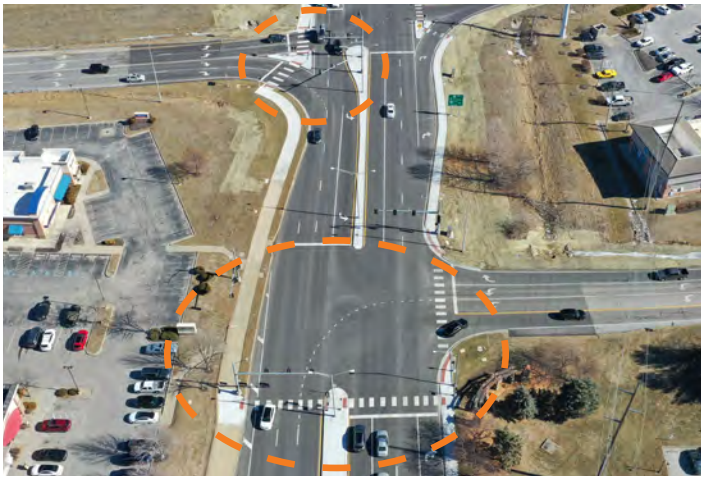
2.7: Update and revise thoroughfare typology standards to include more pedestrian, bicycle, and environmentally friendly design.

Utilize the Proposed Thoroughfare Cross Sections below as a new standard for thoroughfare reconstruction and improvements.

The adaptations and changes to existing thoroughfare standards are listed below:

- Alvin should increase the sidewalk standard from four-feet width to a five-feet width minimum
- All major and minor urban arterial classified thoroughfares should include an eight to 12-foot wide shared-use path on one side of the street, if the existing right-of-way allows
- Drainage ditches or a five-foot wide grass buffer strip should be placed between the sidewalk / path pavement and vehicle lane pavements on busy arterial and major thoroughfares; avoid sidewalks directly abutting the curb edge of a street
- All divided thoroughfares with a median should require a pedestrian refuge island at crossing locations
- All trail crossings and crosswalks at Arterial classified thoroughfare intersections should have double bar striped piano key crosswalks

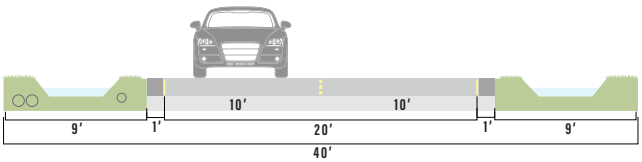
Trail crossing, pedestrian-bush button activated beacons
Source: Drive Smart BC



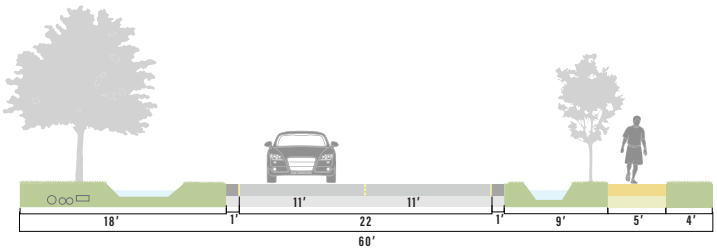
Major thoroughfare intersection safety methods, including left turn lane guide lines, pedestrian refuges, high-visibility crosswalks, corner lighting fixtures, and signage.
Source: Drive Smart BC

Proposed Thoroughfare Cross Sections

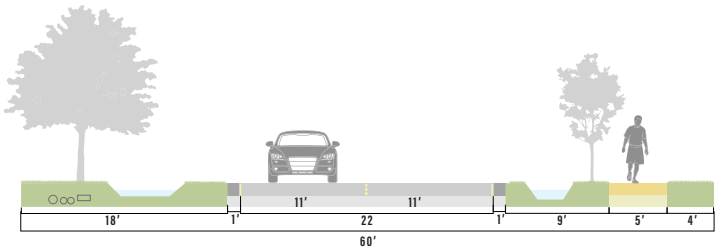
Based on the context on a thoroughfare, different standards and design considerations should be developed. A rural thoroughfare typically has open ditch drainage and sidewalks on major corridors, while an urban thoroughfare typically has full curb and gutter, full or partially sub-grade drainage systems, sidewalks, and other streetscape elements.



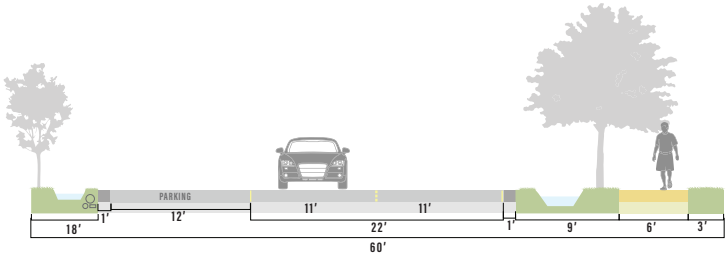
Local Road - Rural / Semi-Rural (40-foot R.O.W.)



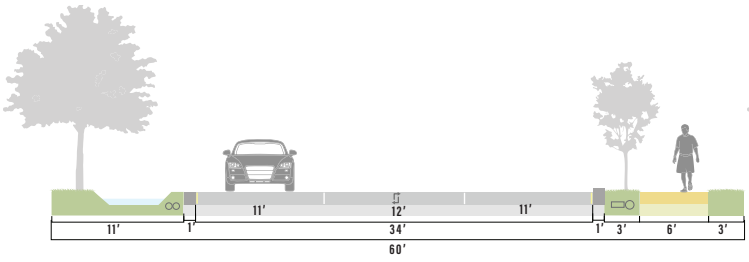
Local Road - Urban (60-foot R.O.W.)



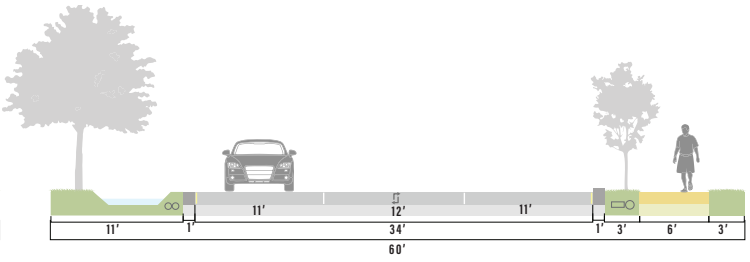
Minor Collector - Rural / Semi-Rural (60-foot R.O.W.)



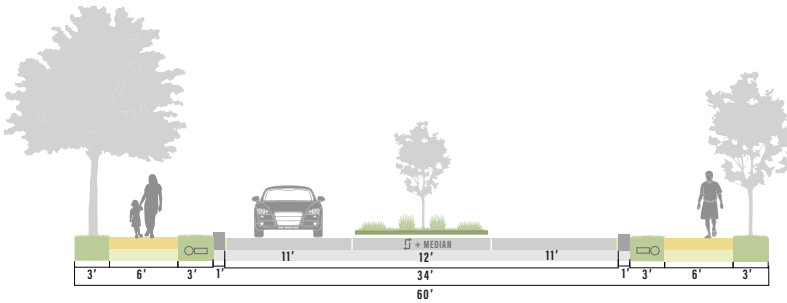
Minor Collector - Urban (50-70-foot R.O.W.)



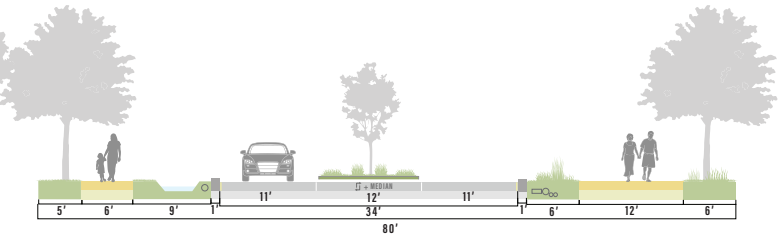
Major Collector - Rural / Semi-Rural and Urban (60-foot R.O.W.)



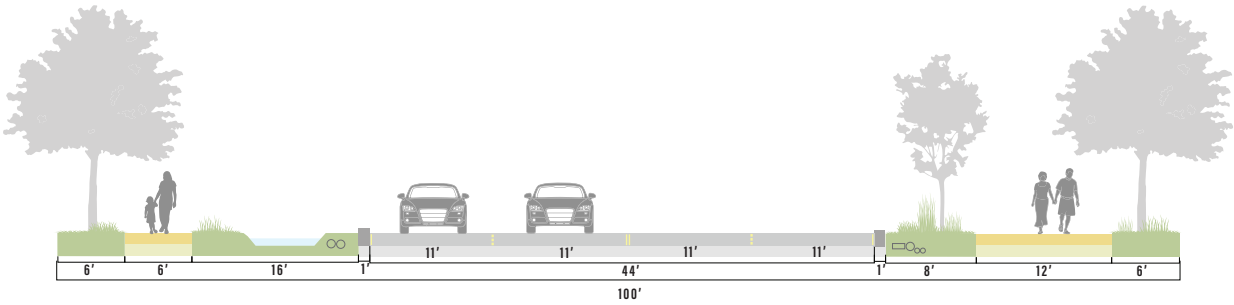
Minor Arterial- Rural / Semi-Rural (60-foot R.O.W.)



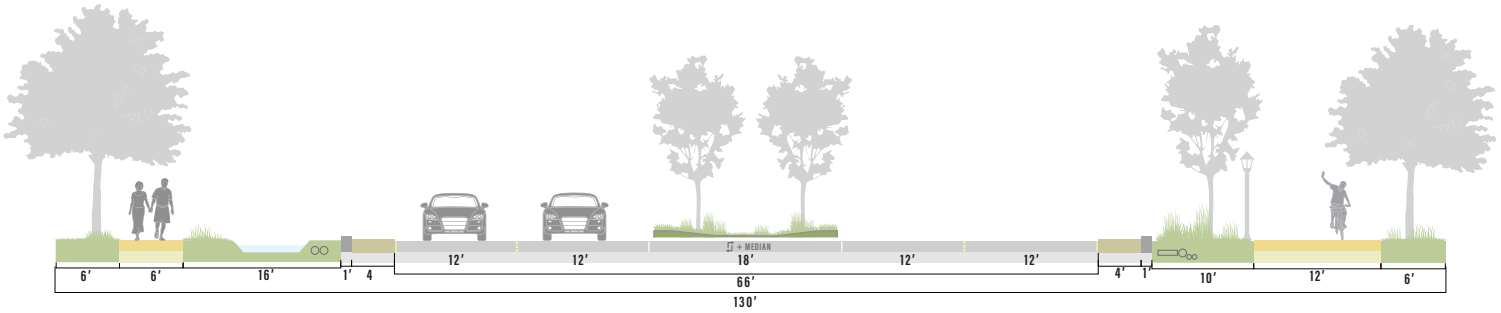
Minor Arterial- Urban 1 (60-foot R.O.W.)



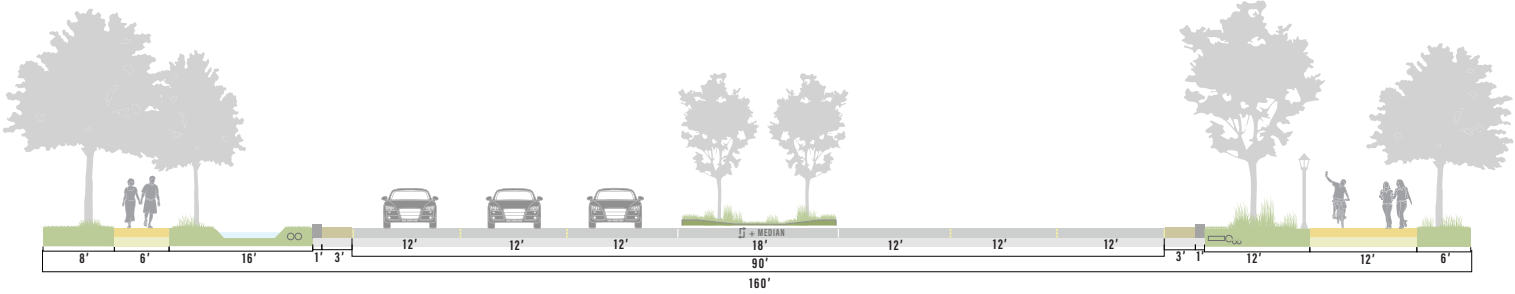
Minor Arterial- Urban 2 (80-foot R.O.W.)



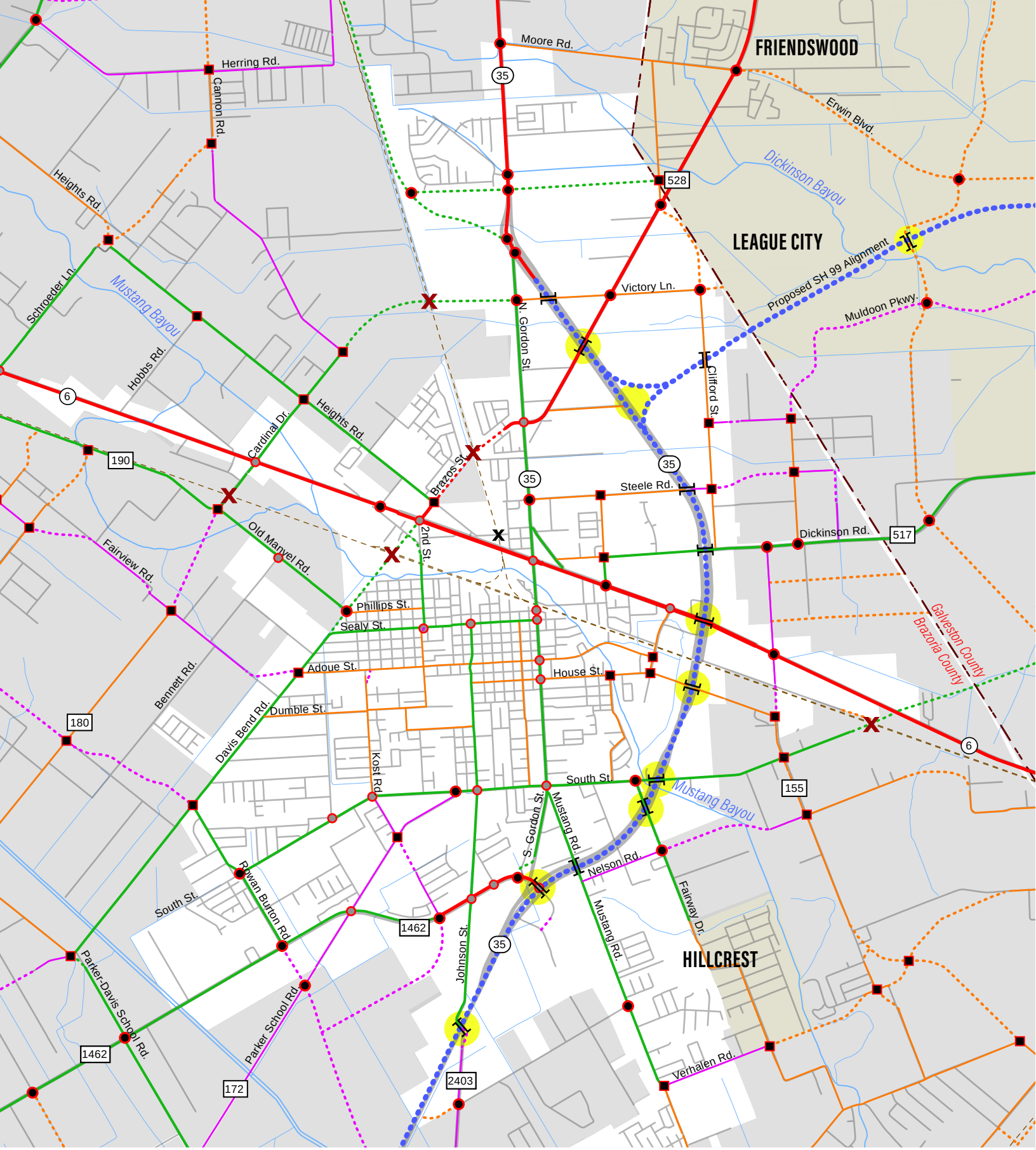
Minor Arterial- Urban 3 (100-foot R.O.W.)



Major Arterial- Urban 1 (130-150-foot R.O.W.)



Major Arterial- Urban 2 (160-foot R.O.W.)



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, Brazoria County

0 miles 0.5 1

LEGEND

Functional Classification

- Expressway / Freeway
- Major Arterial Thoroughfare
- Minor Arterial Thoroughfare
- Major Collector Thoroughfare
- Minor Collector Thoroughfare
- Local Thoroughfare
- Proposed Thoroughfares

- Proposed Rail Grade Separation / Crossing
- Proposed Rail Crossing Closure
- Existing Traffic Signal
- Proposed Traffic Signal
- Proposed All-Way Stop
- Planned SH 99 Interchange
- Proposed Bridge or Underpass

MAP: PROPOSED THOROUGHFARES & INTERSECTIONS

November 2025

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies

Existing Thoroughfares

- Interstates, Freeways, Expressways
- Major Roads
- Local Roads

Proposed Thoroughfare Alignments

- Expressway / Freeway
- Major Arterial Thoroughfare
- Minor Arterial Thoroughfare
- Major Collector Thoroughfare
- Minor Collector Thoroughfare
- Planned SH 99 Interchange

True North

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MAP: PROPOSED THOROUGHFARE ALIGNMENTS

November 2025

BAXTER & WOODMAN

2.8: **Expand existing two-lane thoroughfares, identified on the *Proposed Corridor Projects* Map, to meet future anticipated vehicle and pedestrian demands.**

The prioritized proposed thoroughfare capacity improvements, depicting on the *Proposed Corridor Projects* Map, are as follows:

- Davis Bend Road (65 foot right-of-way): Expand two existing travel lanes from nine feet to 11 feet each, add an 11 foot-wide center left turning lane, add a six foot sidewalk on one side of the street, and retain open ditch drainage on the other side
- Rowan-Burton Road (60 foot right-of-way): Expand two existing travel lanes from 10 feet to 11 feet each, add an 11 foot-wide center left turning lane, add a six foot sidewalk on one side of the street, and retain open ditch drainage on the other side
- Old Manvel Road (50-85 foot right-of-way): Add a middle left turning lane and a sidewalk on the south side of the street to match the existing street typology directly in front of Fairview Junior High
- Cardinal Drive (40-55 foot right-of-way): Expand existing nine-foot lanes to 11-feet, add a sidewalk on one side of the road, and add left turning lanes at the SH 6 intersection
- Heights Road (31-60 foot right-of-way): Expand two existing travel lanes from nine feet to 11 feet each, add an 11 foot-wide center left turning lane, add a six foot sidewalk on one side of the street, and retain open ditch drainage on the other side
- Victory Lane (45 foot right-of-way): Expand two existing travel lanes to 11 feet each, add an 11 foot-wide center left turning lane, add a six foot sidewalk on one side of the street, and add left and right turning lanes
- FM 528 (80-170 foot right-of-way): TxDOT to continue lane expansions from two to four travel lanes and a center turning lane.
- Steele Road (45 foot right-of-way): Maintain two existing 10-foot wide travel lanes, add an 11 foot-wide center left turning lane near intersections, add a six foot sidewalk on one side of the street, and retain open ditch drainage on the other side
- Dickinson Road (50-55 foot right-of-way): Expand two existing travel lanes from nine feet to 12 feet each, add an 11 foot-wide center left turning lane at intersections, add a six foot sidewalk on one side of the street, and retain open ditch drainage on the other side
- South Street / FM 422 (65-80 foot right-of-way): Expand two existing travel lanes from 8-9 feet to 11 feet each, add an 11 foot-wide center left turning lane, add a six foot sidewalk on one side of the street, add left and right turning lanes at TX-99 and Nelson Road intersections
- Fairway Drive (52-70 foot right-of-way): Expand two existing travel lanes from nine feet to 11 feet each, add an 11 foot-wide center turning lane north of FM 812, add a six foot sidewalk on one side of the street, retain open ditch drainage on the other side
- FM 1462 (100-150 foot right-of-way): Expand the existing two lanes of traffic to four lanes of traffic with a center left turn lane with a shared-use path (Major Arterial - Urban 1).
- Rosharon Road (80 foot right-of-way): Maintain 11-foot travel lanes, add an 11 foot-wide center left turning lane, reconstruct a six foot sidewalk on the north side of the street, and add left turning lanes at South Street and Parker School Road.

2.9: **Implement the intersection capacity and realignment projects as identified on the Proposed Corridor Projects Map.**

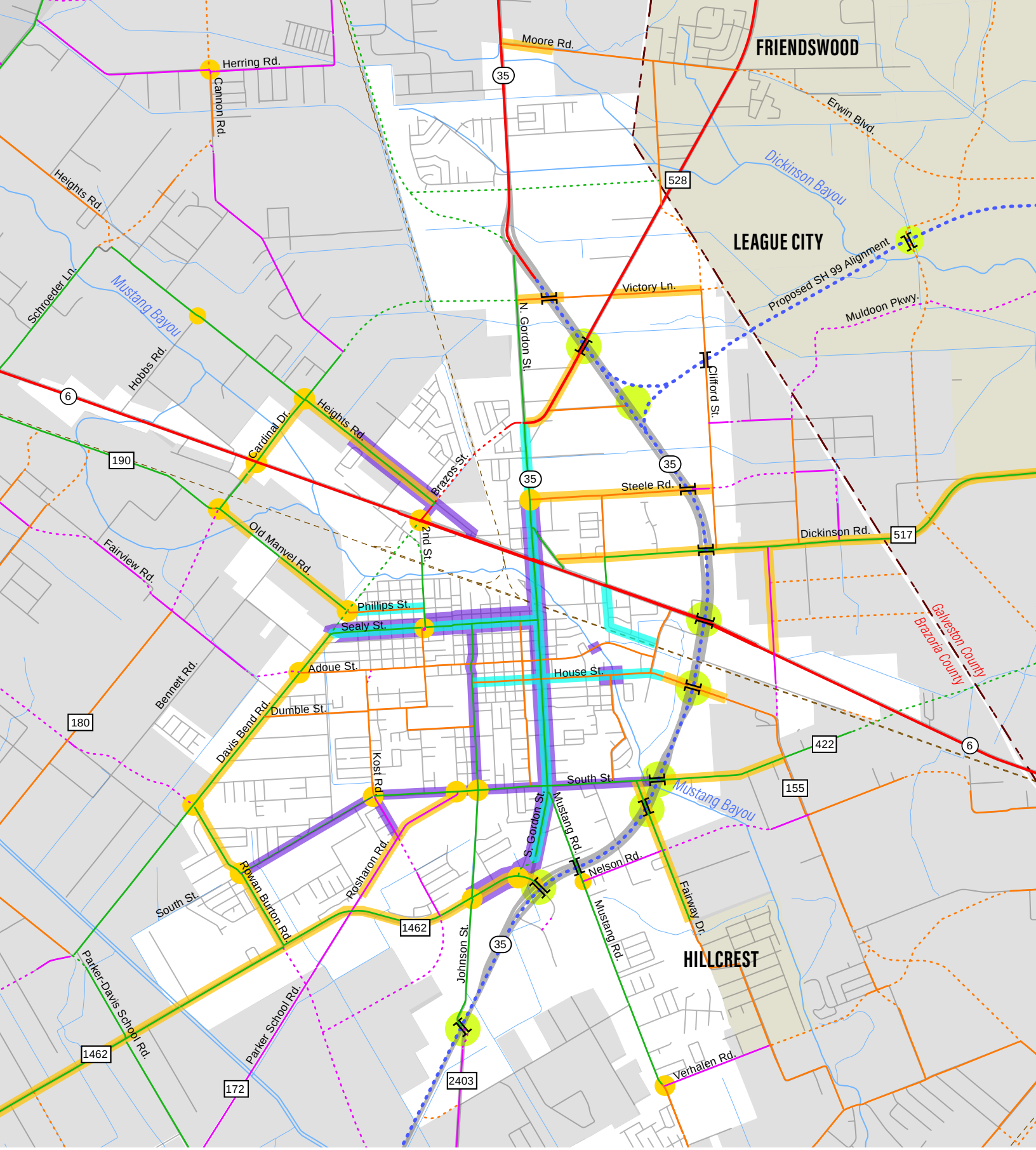
The Proposed Intersection Capacity Increase and / or Realignment intersections depicted on the *Proposed Corridor Projects* Map, are where there are opportunities for additional turning lanes and / or where intersections do not meet at 90-degree angles or travel lanes abruptly jog.

2.10: **Reconstruct and overlay major corridors connecting community destinations.**

The Proposed Roadway Reconstruction or Major Overlay Projects depicted on the *Proposed Corridor Projects* Map, are corridors which have observed severe pavement damage issues, heavily damaged curbs and gutters, and other facility deficits which warrant potential overlays or complete reconstruction; further study and assessment is needed.

2.11: **Prioritize improvements on major thoroughfares connecting major destinations, schools, retail centers, and economic hubs in Alvin.**

The Streetscape Improvement Priority Corridors depicted on the *Proposed Corridor Projects* Map, should be prioritized for curb, gutter, and drianage improvements, signage, lighting, and and landscaping enhancements, sidewalk replacement, and other aesthetic and functional improvements.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, Brazoria County

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LEGEND

Functional Classification

- Expressway / Freeway
- Major Arterial Thoroughfare
- Minor Arterial Thoroughfare
- Major Collector Thoroughfare
- Minor Collector Thoroughfare
- Local Thoroughfare
- Proposed Thoroughfares

- Planned SH 99 Interchange
- Proposed Bridge or Underpass
- Proposed Intersection Capacity Increase and/or Realignment
- Proposed Roadway Capacity Increase
- Proposed Roadway Reconstruction or Major Overlay Project
- Proposed Streetscapes Improvement Prioirty Corridor

MAP:
PROPOSED CORRIDOR PROJECTS

November 2025

2.12: Expand and improve the network of on-street bicycle lanes and shared-use paths.

In many cases, Alvin should consider developing shared-use paths instead of bicycle lanes. Shared-use paths, if there is ample right-of-way, can accommodate both cyclists and pedestrian without any on street markings, vehicle conflicts, or added enforcement. While bicycle lanes are helpful along narrow thoroughfares within the central core of Alvin, the on-street expansion of facilities should be minimal. As depicted in the *Proposed Active Transportation Facilities* Map, Alvin should develop sidewalks and shared-use paths along all proposed corridors and corridor projects. In addition, Alvin should minimally expand the bicycle lanes only to connect existing bicycle lanes to parks and trails. The end result is a comprehensive city-wide network of bicycle and pedestrian facilities and which connect high-demand destinations, all schools, Downtown, all city parks, the Alvin Recreation Center, and Alvin Community College. The major proposed shared-use path alignments are as follows:

- Rowan Burton / South Loop: Connects Davis Bend Road to Mustang Road and future development
- Brazos Street / FM 538 / 2nd Street: Connects Downtown and the proposed Mustang Bayou trail system to future northeastern development and Friendswood's and League City's future trails
- FM 1462: Connects schools and residences to Bob Brisco Park
- Mustang Road: Connects central Alvin to Alvin Community College and southern residential areas
- Dickinson Road: Connects the Mustang Bayou trail system to League City and future development

2.13: Expand and improve the network of off-street recreational trails.

Alvin should continue to develop off-street trails to connect parks, schools, and natural corridors to form a complete interconnected network. Based on existing conditions analysis, additional and alternative alignments are proposed beyond the proposed alignments included in the 2017 *Alvin Parks and Recreation Master Plan* and the 2035 *H-GAC Regional Bikeway Plan* developed in 2006. The major proposed off-street trail alignments are as follows:

- Mustang Bayou / Tom Blakeney, Jr. Hiking & Bike Trail: The previously proposed southern alignment of the Trail connecting to Alvin Community College remains, but the northern proposed alignment has been relocated. The previous alignment, which directly followed the Mustang Bayou, is not feasible due to low bridge heights, three railroad crossings, and private property. A new alignment has been proposed which incorporates on-street shared-use paths connecting through Downtown on Sealy Street, 2nd Street, and Lobitt Street.
- Union Pacific Parallel: A recreational trail can be developed within the utility and railroad right-of-way to the east side of the rail line. The trail will provide a primary north-south connection for residents in Kendall Lakes to central Alvin and provide a connection to Resoft County Park and eventually Pearland's network of trails along Mary's Creek and Clear Creek.

2.14: Expand and improve the network of sidewalks and curb ramps.

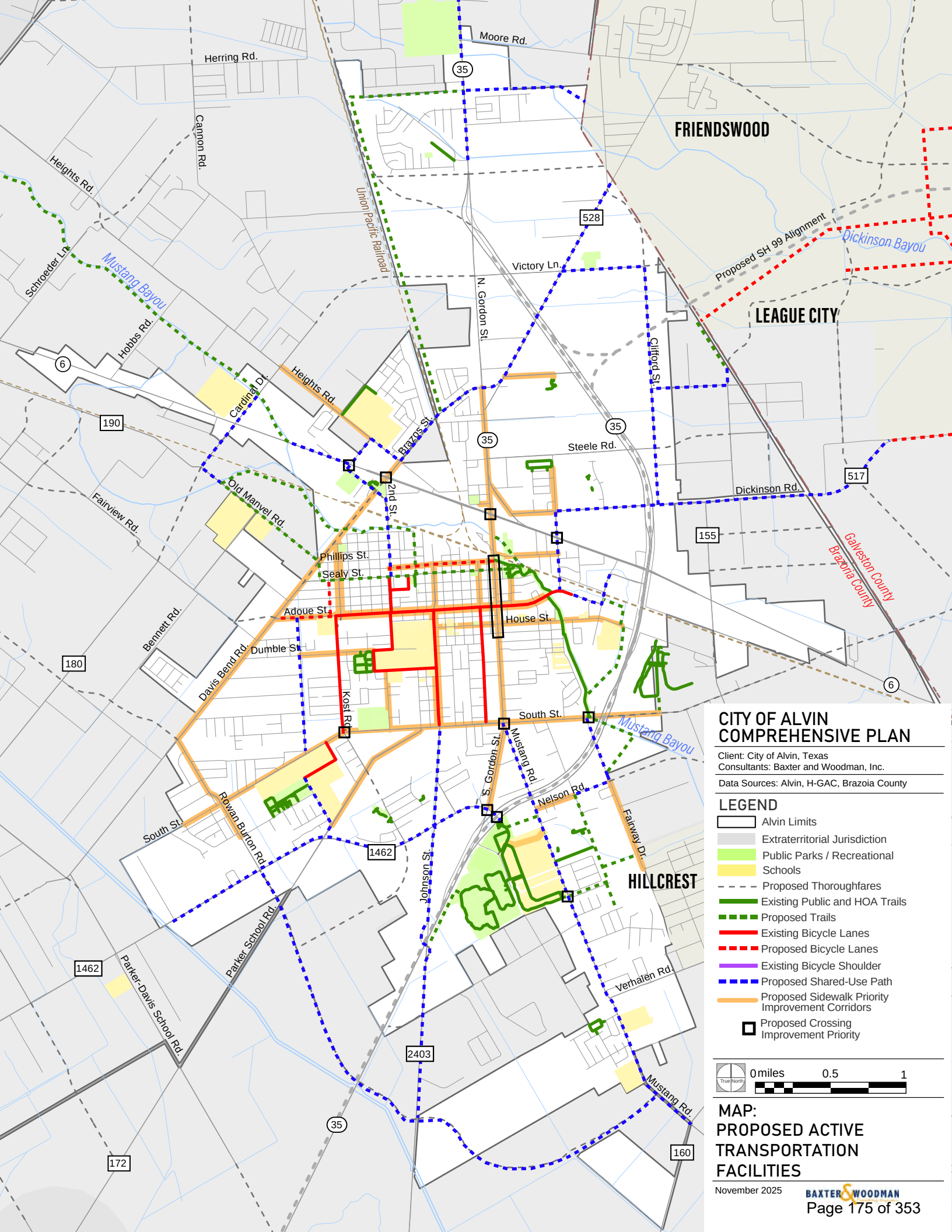
Expand and improve the network of sidewalks and curb ramps by focusing on improving locations with tree root and limb conflicts, narrow sidewalks, where sidewalks are buckling or cracked, and locations without any pedestrian connectivity. Aim for a sidewalk on at least one side of every street. Ensure that sidewalk improvements and funding is allocated and noted in the annual City budget and Capital Improvement Program (CIP).

Corridors observed as having poor and inadequate sidewalks and curb ramps, that should be prioritized include:

1. Kost Road / North 7th Street
2. Sealy Street
3. Johnson Street
4. Gordon Street

Corridors without existing sidewalks or major sidewalk gaps/damage, that should be prioritized include:

1. Hood Street
2. Fairway Drive
3. West South Street
4. Davis Bend Road
5. Nelson Road
6. House Street
7. Shirley Street / Old Galveston Road
8. South Street
9. 2nd Street



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, H-GAC, Brazoia County

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Public Parks / Recreational
- Schools
- Proposed Thoroughfares
- Existing Public and HOA Trails
- Proposed Trails
- Existing Bicycle Lanes
- Proposed Bicycle Lanes
- Existing Bicycle Shoulder
- Proposed Shared-Use Path
- Proposed Sidewalk Priority Improvement Corridors
- Proposed Crossing Improvement Priority

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MAP: PROPOSED ACTIVE TRANSPORTATION FACILITIES

November 2025

BAXTER & WOODMAN

Creating Safer Streets Through Design

Creating "safer streets" can involve multiple aspects of safety including speed reductions, pedestrian crossing safety, cyclist safety, crash reduction, crash severity reductions, street lighting, enforcement, user errors, and street design. As Alvin continues to develop new thoroughfare alignments and improve existing thoroughfares, all users should be accommodated and all users should feel safe using the provided transportation options.

A critical aspect of increasing safety is changing people's expectations and habits. People often want and expect to drive their vehicles as fast as possible with minimal stops or disruptions. This can often be in conflict with overall vehicle and pedestrian safety. The goal is a balance of needs which matches the intended purpose of adjacent land uses. For example, a wide street lined with strip-malls and warehousing, should typically have higher speed limits and less streetscape elements. While a street lined with local front-facing retail shops and single-family homes should be located on a narrower street with lower speed limits and many streetscape elements (i.e., benches, street trees, planter boxes, etc.).

The end goal is finding the proper balance between speed, safety, efficiency, and aesthetics.

Intersections and Crossings

Intersections are where the majority of crash occurrences happen for vehicles, cyclist, and pedestrians. Major intersections are often designed in a way which can limit the comfort and safety for users, such as multiple turning vehicle locations, many turning conflict points, wide pavement widths (curb to curb), limited pedestrian user visibility, and fast vehicle speeds.

Intersections on divided / median lined thoroughfares should include pedestrian refuges at crossings to provide crossing interval opportunities and reduce the amount of time a pedestrian or cyclist is "at-grade" or within the vehicles pavement zone. All signalized intersections, as well as trail and sidewalk crossings, should include wide crosswalks that are visible from a distance. In addition, proper lighting and push-button signals should almost always be included at intersections.

Ways to make intersections safer can also include reducing the turn radii of street corners, adding pedestrian leading interval timing (signal timing adjustments), additional lighting and signage, reflector strips, lane narrowing, constructing bulb-outs, and pushing back the vehicle stop bar marking away from the crosswalk.

Speed Management

Speeding is often one of the main factors making streets feel unsafe. The speed of a street should not only be controlled through policing and speed limit signage, but also through the design of the street.

A street designed with wide lanes, minimal curves, large building setbacks, and limited streetscape elements, indicates to a driver to drive fast. There is a lack of contextual speed comparison to signify to the driver that they are going too fast. A street with narrower lanes widths, buildings closer to the street, street trees and other streetscape elements, and some roadway curves, indicates to a driver to slow down and pay more attention.

Speed management through design can help to create the desired pedestrian and vehicle travel habits that speed enforcement alone cannot. Speeds can be controlled not only through streetscape elements, but also chicanes, narrower lane widths, avoiding the over-building of streets, adding curves to the street alignment, adding rumble strips, speed humps or speed tables, differing pavement types, and designating slow zones with pavement markings near schools and parks.

The National Association of City Transportation Officials (NACTO), is the leading national organization which provides roadway and transportation safety research and guidance. Additional resources from NACTO to consider include their City Limits: Setting Safe Speed Limits document, Urban Street Design Guide, Urban Bikeway Design Guide, Designing Streets for Kids: Global Design Guide, Field Guide to the Flora and Fauna of Urban Streets, and Design Guidance Handbooks.

Traffic Management through Network Options

Lastly, creating safer streets often means reducing the amount of congestion and build-up on certain corridors. Note that, fewer vehicles and lower driver stress may equate to safer driving habits and quieter streets. As traffic volumes increase in an area and new development is constructed, special attention should be given to providing multiple east-west and north-south through-route options for users. If only one corridor provides north-south connectivity, then that corridor is a "bottle-neck" and will likely face increasing traffic and safety concerns and have a wide curb-to-curb width to accommodate the number of vehicles. Instead, if four separate north-south corridors exist, then the same number of vehicles is distributed between all four routes. This helps to reduce traffic back-ups, reduce traffic noise, create safer streets for pedestrians and cyclists, provide emergency routes, and reduce the need for expensive traffic management technology.

2.15: **Conduct a sidewalks conditions and locations survey. From the survey, develop a report, GIS / CAD shapefiles, notations of sidewalks gaps, notations of critically damaged sidewalk segments, notations of curb ramp and crosswalk conditions.**

Expand and improve the network of sidewalks and curb ramps by focusing on improving locations with tree root and limb conflicts, narrow sidewalks, where sidewalks are buckling or cracked, and locations without any pedestrian connectivity. Aim for a sidewalk on at least one side of every street. Ensure that sidewalk improvements and funding is allocated and noted in the annual City budget and Capital Improvement Program (CIP).

2.16: **Make a Safe Systems pledge.**

Work with City leaders and City Council to formulate a "Safe Systems" pledge / community promise, promising to help improve and provide safe and efficient transportation systems for all.

2.17: **Incorporate pedestrian and vehicular safety features and elements in all city-related transportation projects.**

Ensure that crosswalks, pedestrian push-buttons, signage, reflector strips, flashing beacons, code compliant curb ramps, pedestrian and bicycle facilities, and other safety features are included and incorporated into all city-related transportation and roadway projects. Consistently assess the potential for improved vehicular, pedestrian, and cyclists travel. For example, if a bridge is being reconstructed, ensure that wide pedestrian and bicycle facilities are included in the bridges cross section on both sides of the bridge structure.

2.18: **Develop an Engineering Standards Manual, based on existing Brazoria County standards, which details thoroughfares, drainage, curb and gutters, intersections, trails, and other design standards.**

An engineering standards manual is a document which details specific procedures, processes, design regulations, submittal, materials, dimensions, and guidelines for a wide range of infrastructure features typically found in cities. The Manual helps city officials and construction / design contractors know what standards need to be met and applied for infrastructure improvements and upgrades in a specific city.

Examples of infrastructure and processes included in a typical Engineering Standards Manual include, but is not limited to:

- Review, submittal, and survey requirements
- Project phasing and schedule requirements
- Change orders and review requirements
- Curb and gutter height and width
- Gravity pump installations and connections
- Manhole locations and sizes
- Sub-grade roadway materials, reinforcements, and specifications
- Lighting fixture heights and materials
- Grading / working within tree and root zones
- Approved materials, fabrics, and plastics
- Curb radii and median dimensions
- Culvert requirements
- Safety controls
- Signage and traffic control specifications

Line Creek Parkway reconstruction. Showcasing the preferred character of a divided thoroughfare.
Source: Wes Minder, Line Creek Loudmouth

GOAL 3: PARKS, TRAILS, AND OPEN SPACES

Alvin is a community which prioritizes the development and maintenance of safe and quality natural spaces, parkland amenities, recreational opportunities, active mobility facilities, community programs, and parkland accessibility for residents.

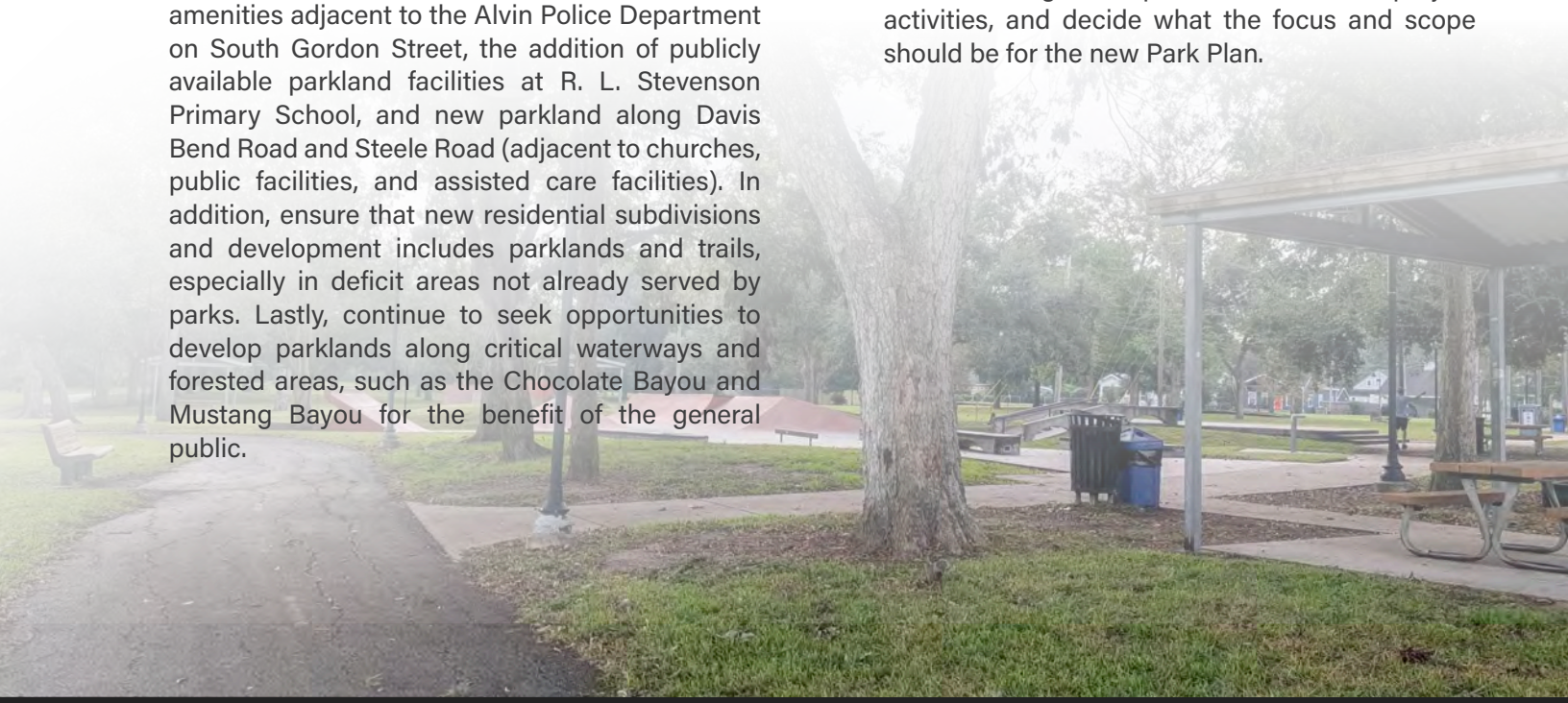
Alvin's current system of parks and trails should centrally be expanded and meet the needs of the community. The existing and proposed network of trails and shared-use paths is designed to connect all residents to parks and schools with safety and comfort in mind. The focus of parkland in Alvin for the next ten years is to improve the existing park facilities and program underutilized park spaces. The focus of the trails and shared-use path system is to, firstly, provide connections to Downtown and Bob Briscoe Park, and secondly provide connections to neighborhoods north of Highway 6 reaching all the way to Resoft County Park. A future emphasis is placed on providing unique experiences within each park which display Alvin's heritage, history, natural ecosystem, and people. In addition, parklands should serve youth, adults, and seniors with programming, sports facilities, walking trails, and natural spaces, which cater to all ages and abilities. The end result of implementing the Parks, Trails, and Open Spaces recommendations is a complete system of safe and comfortable pedestrian and bicycle pathways which connect economic hubs of the City with natural landscapes and recreational options.

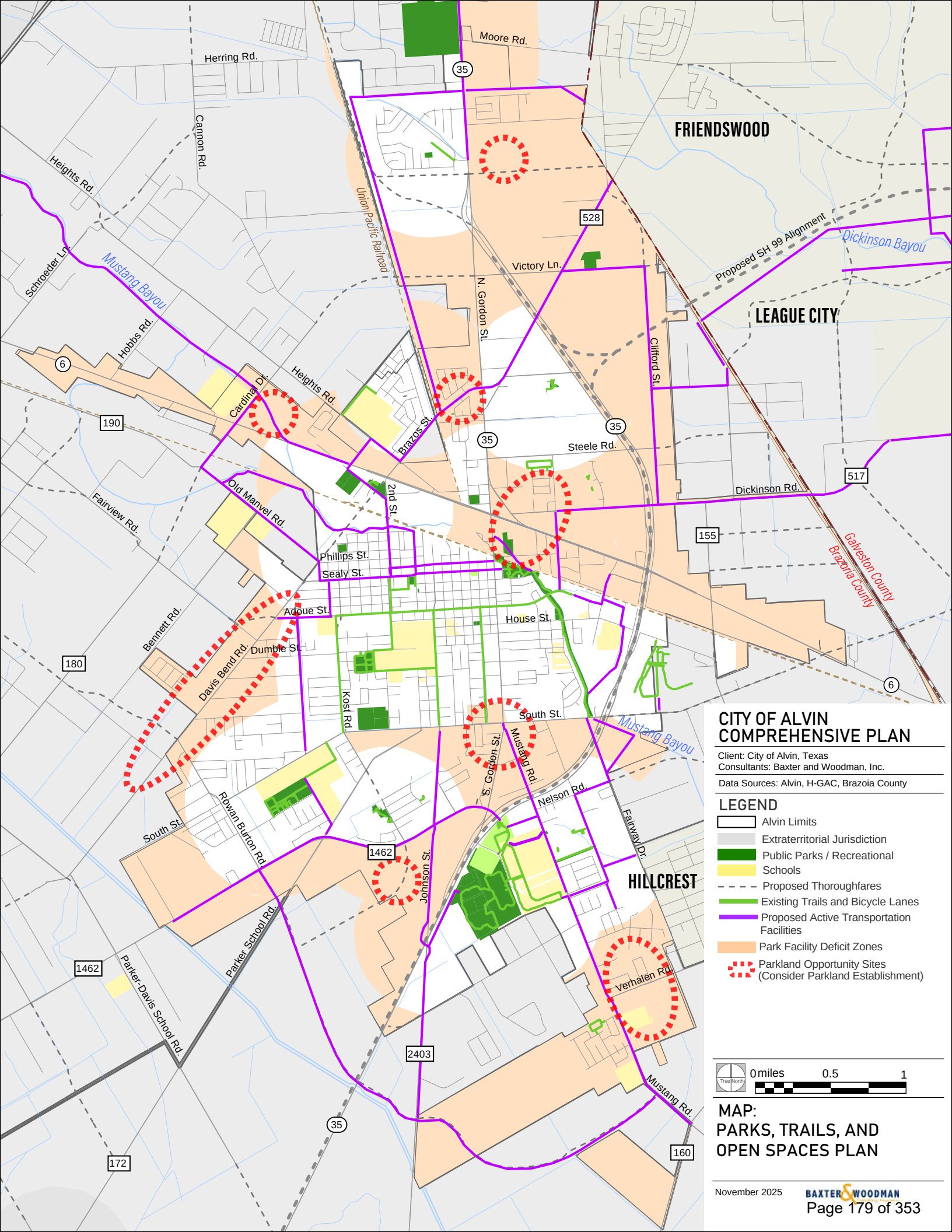
3.1: Utilize the Proposed Parks, Trails, and Open Spaces Plan Map, on Page 104 (the facing page), to identify additional future parkland sites within existing deficit areas (not served by parks within a 10-minute walk).

Consider the acquisition of land to establish new parkland sites where existing residents have limited access to parkland, open spaces, and recreational amenities. Deficit areas are identified as areas without a park within a ten-minute walk or areas "cut-off" from parkland access due to major barriers such as major thoroughfares or rail lines. For example, consider the addition of parkland amenities adjacent to the Alvin Police Department on South Gordon Street, the addition of publicly available parkland facilities at R. L. Stevenson Primary School, and new parkland along Davis Bend Road and Steele Road (adjacent to churches, public facilities, and assisted care facilities). In addition, ensure that new residential subdivisions and development includes parklands and trails, especially in deficit areas not already served by parks. Lastly, continue to seek opportunities to develop parklands along critical waterways and forested areas, such as the Chocolate Bayou and Mustang Bayou for the benefit of the general public.

3.2: Update the 2017 City of Alvin Park Master Plan.

The most recent City park master plan was developed back in 2017. The Texas Parks and Wildlife Department recommends updating a municipal parks plan every five to six years to receive funding for parkland improvements. To ensure that the existing parks system is meeting the needs of all users, the Park Plan should be updated with a series of new recommendations and public engagement activities. The Parks Department should work with the Alvin Parks Board to identify future funding for a plan, a timeline for project activities, and decide what the focus and scope should be for the new Park Plan.





CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, H-GAC, Brazoia County

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Public Parks / Recreational
- Schools
- Proposed Thoroughfares
- Existing Trails and Bicycle Lanes
- Proposed Active Transportation Facilities
- Park Facility Deficit Zones
- Parkland Opportunity Sites (Consider Parkland Establishment)

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MAP: PARKS, TRAILS, AND OPEN SPACES PLAN

November 2025

BAXTER & WOODMAN

3.3: Develop Capital Improvement Projects aimed at improving parklands, open spaces, and recreational facilities.

Below is a high-level summary of major improvement opportunities at each City park and facility. Recommendations are based on existing conditions observation and findings and community feedback through the Community Survey, neighborhood outreach meetings, and Open House #1.

Bob Briscoe Park / Hugh Adams Park:

- Add an additional shade structure with seating and tables for park users and disc golf tournaments
- Consider additional play facilities at Alvin Dog Park such as large rocks, large tree limbs, a spray pad, a running tube, a prairie grass maze, dog swings, and a bridge walk
- Connect the Hugh Adams Trail along College Circle to sidewalks along Mustang Road
- Add a park and facilities map near the two playground locations
- Add additional shade trees near gathering areas and around facilities
- Consider no-mow native grass zones to reduce maintenance costs

Bob S. Owen Pool:

- Assess the age, conditions, and future lifespan of the pool, slides, utilities, spray pad, and pavilions
- Consider adding a large canvas shade structure, shade trees, and/or umbrella tables

Lions Park:

- Consider additional shade structures and/or shade trees
- Consider the addition of a small playground or play area

Marina Park:

- Consider short-term affordable option to amenitize Marina Park, such as adding soccer goal posts or a short-grass/wild prairie no-mow walking trail paths
- Consider a temporary parking agreement with a business on Motel Drive to provide access to the park

Morgan Park:

- Update sports field lighting
- Consider adding gateway plantings on both sides of the park entry to clarify park access for vehicles on South Street
- Replace the existing swing set
- Assess the conditions and age of the existing bathroom structure

National Oak Park:

- Continue to consider pedestrian scale lighting at the skate park
- Assess the potential for expanding the wildflower garden and native's gazebo space
- Reassess the electricity and outlet capacities for hosting expanded City and community events

Newman Park:

- Add climbing plantings and a bench to the gable structure
- Assess the conditions and lifespan of existing swing sets and play structures
- Continue to assess potential options for adding park elements to the western site along Crouch Street

Pearson Park:

- Consider adding futsal courts
- Consider additional shade structures covering bleachers where trees are not located

Prairie Dog Park:

- Add a park sign along House Street
- Add landscape buffers to screen existing fenced utilities
- Reassess the utilization of the eastern playground equipment site

Ruben Adame Park:

- Add a veterans memorial art sculpture, flags, plaque, or other elements to honor Ruban Adame
- Reinforce and regrade the sloping / eroded soils beneath the sidewalk along Avenue D

Sealy Park:

- Replace the swing-set at West Sealy Street and South Durant Street
- Replace the basketball goal and pole
- Consider adding four-square and other court markings to the basketball concrete pad
- Ensure all playground spaces have accessible ramps
- Consider improving the open ditch drainage capacity along Parkview Street and adding a rain garden basin located along South Durant Street (where existing curb drainage does not exist)

Talmadge Park:

- Consider adding a unique styled swing set
- Consider adding shortgrass meadow spaces within underutilized park spaces

3.4: Improve access to and facilities at the Alvin Recreation Center and Alvin Senior Center.

All recreation and community facilities should be connected and safely accessible by way of vehicular transportation, walking, and biking transportation. Thoroughfares adjacent to parklands and recreation centers should have crosswalks, lighting, shade trees, curb ramps, and feel safe to use. In addition, Recreation Center and Senior Center programs, facilities, and services should continue to meet the needs of the community as it grows. Not only should senior and youth programs be provided, but also programs for young adults, adults, military veterans, and people with disabilities.

Alvin Recreation Center:

- Add a paved or unpaved trail connection from Bob Brisco Park to the Alvin Recreation Center
- Consider constructing a full-sized game play basketball court to provide playing opportunities for multiple groups
- Replace the pool utilities fencing so it is not visible from the parking lot
- Assess the age, conditions, and future lifespan of the pool and spray ground facilities
- Consider the construction of an additional multi-purpose room
- Prioritize the southern alignment of the Tom Blakeney, Jr. Hiking & Bike Trail to connect to The Recreation Center and Bob Briscoe Park
- Ensure, as the FM 1464 and TX-99 overpass is constructed, that safe and adequate pedestrian-bicycle facilities are added to provide a safer and more comfortable connection for central Alvin residents
- Add sports field lighting to the ball field

Ryan Nolan Center (work / partner with Alvin Community College):

- Add landscaping buffers / screening between TX-35 and the pond trail
- Add additional landscaping screening and a fence in front of the exterior utilities facing TX-35
- Connect Childress Drive to Natures Way, which will require a new bridge or culvert

Alvin Senior Center:

- Consider additional outdoor elements and features, such as art, an herb garden, a seat swing, etc.
- Improve curb ramps and access to the adjacent perimeter sidewalk

3.5: Develop Capital Improvement Projects aimed at improving existing trails and trailheads.

Below is a high-level summary of major improvement opportunities at existing trail facilities within Alvin. For proposed trail and shared-use path alignments and connection opportunities see recommendations 2.12 to 2.14, within the Transportation recommendations section, on page 99.

As provided below and depicted in the *Proposed Parks, Trails, and Open Spaces Plan Map*, on Page 104, Alvin should have a series of Major Trailheads and Minor Trailheads located along recreational trail corridors. Major trailheads are typically located at parks, with maps, restrooms, parking, water fountains, and a rest stop pavilion. Minor Trailheads typically include a rest stop pavilion with a bench, landscaping, and a trail map.

In addition, all trails should include safe crossings of thoroughfares, such as at House Street. Standard trail crossing safety features that should be included at trail crossings include:

- Pedestrian crossing signage
- Signage for trail users warning of upcoming vehicle traffic
- Two shade trees and landscaping
- A trail map and/or trail sign
- A mid-trail pavement stop post to prevent vehicular conflicts
- A bench and / or bicycle repair stand
- High visibility piano key crosswalks
- At high-use crossings, include pedestrian activated flashing beacons

Lastly, additional connections and improvements can be made to connect existing and proposed trails to adjacent destinations. Below is a high level summary of major adjacent trail opportunities:

- Add a sidewalk connection to Prairie Dog Park
- Ensure that a continuous trail alignment connects Bob Briscoe Park, Alvin Community College, and the southern terminus of the Tom Blakeney, Jr. Hiking & Bike Trail
- Ensure that a trail connects from Downtown to Fairview Junior High
- Ensure that a trail connects to Resoft County Park along North Gordon Street
- Ensure safe connections across the proposed TX-99 route at South Street and FM 1462

3.6: Consider adding parkland facilities that do not already exist in Alvin.

While the majority of parks in Alvin have a basketball court, a playground, and picnic table pavilions, many standard or popular park facilities are currently not included in Alvin Parks, nor at Alvin school property or at residential HOA parks.

Consider agreements with Alvin Independent School District to fund potential facilities needed by both the District and the City. In addition, seek opportunities with residential developers as subdivisions and planned unit developments are proposed, to add parkland facilities into dedicated parks that are needed within the City. This could be through shared funding and maintenance agreements, incentives, or other agreements.

Facilities mentioned by residents throughout the public engagement process that are needed in Alvin include:

- A futsal court
- Pickleball courts
- A cricket field
- An indoor full-sized gymnasium
- Inclusive park facilities (for people with disabilities - 'all ages and all abilities')
- A wildflower and native grasses trail
- A mountain bike facility (pump track, loop system, and/or ramp track)
- Outdoor field games
- A birding and wildlife trail
- Public art

Covered multi-purpose sports court at Bear Branch Park for futsal, basketball, skating, lacrosse, and in-line hockey
Source: Hello Woodlands

3.7: Conduct a programs and services capacity study for all programs, facilities, staffing, and budgets associated with the Alvin Recreation Center, Alvin Senior Center, and Alvin Parks Department.

As the community grows, additional strain will be placed on existing recreational facilities, community centers, and parks department staff. Continually assess the parks department staffing per capita, the attendance of recreational programs, and the capacity of programs at the Senior Center. Below is a summary list of considerations that should be assessed every fiscal year:

- Assess the capital, staffing, and funds needed to expand programs that are already at full capacity
- Assess the park staffing and parks maintenance staff capacity on a per-capita and per-parkland-acreage basis
- Consider shared-program agreements with Alvin Community College to expand capacity
- Work with Alvin ISD to identify options for expanding recreational offerings as identified in Recommendation 3.6

3.8: Develop a digital library / G.I.S. portal (Geographic Information Systems portal) of all parkland facilities and amenities, including the condition, date of installation, and maintenance entities; begin to develop an Asset Management Program.

Alvin should work to develop a full inventory of park facilities including their conditions, age of installation, age of needed replacement, the locations and use of facilities, and other metrics needed to assess demand and replacement needs. A full set of shapefile and datasets should be developed identifying park facilities, parking lots, lighting, signage locations, tree locations and health, conditions of sports turf and pavements, bathroom facilities, trails and sidewalks, fences, and other facilities. A full asset management program will help the parks department identify needs for the upcoming fiscal budget and help to prioritize short-term and long-term needs.

3.9: Continue to incorporate art and unique design elements into all parks.

As described in the 2017 Parks Master Plan, each City park should be a unique place and destination. While, some facilities are standard to most parks, such as playgrounds and picnic tables, the design of those elements can be unique, such as the tree limb swing set in Sealy Park.

In addition, continue to add artistic sculptures such as the tree stump carvings in National Oak Park, and murals elements onto blank walls of bathroom structures and other buildings.

Tree stump carving in National Oak Park in Alvin (part of the Alvin Art Trail)
Source: Houston Chronicle

Kinetic sculptures at Mandell Park in Houston
Source: Baxter and Woodman

3.10: Incorporate inclusive play elements into all parks for people of all ages and all abilities.

Work towards incorporating inclusive playgrounds, swings, interactive elements, and other features which provide access and opportunities for people with disabilities or sensitivities. Consider inclusive play equipment, such as elements found at the new Ed Thompson Inclusive Park in Pearland, Texas. Consider all sensory elements within a park, such as smells, textures, sightlines, noise, lighting, distances between elements, clarity of navigation, levels of exposure, languages and pictorials, and the styles of interaction between users.

Mushroom sculptures
Source: Griffis Sculpture Park

Ed Thompson Inclusive Park in Pearland, Texas. The park includes ramps, alterative swing designs, sound and sensory play elements, twisting and rotary elements, tunnel walks, and climbing elements meant to provide inclusive and individual play.
Source: Landscape Structures

3.11: **Conduct a lighting survey at night of all parklands and facilities to identify dark-zones, lighting inconsistencies, and potential safety hazards.**

Throughout the public engagement process, residents' express concerns of the lack of lighting or poor condition of lighting within parks and along trails. Alvin should conduct a lighting survey, at night and during daylight hours, to identify the location, height, materials, footcandles, tree limb blockages, bulb types, and conditions of lighting poles, lighting fixtures, and lights associated with pavilions and structures. From this survey, a list of improvement priorities can be developed, unsafe areas can be identified, and areas with limited lighting can be improved.

3.12: **Consider future funding and opportunities to add a pedestrian bridge across SH6 (north to south) which can connect the Mustang Bayou trails system to Downtown Alvin, Resoft County Park, Pearland's system of Clear Creek and Mary's Creek trails, and League City's systems of trails.**

Due to the fast speeds, the number of daily trafficked vehicles, and the large number of lanes, crossing SH 6 has been identified as one of the major barriers for pedestrians and cyclists within Alvin. While improvements can be made to make crossings at intersections safer, improvements can only go so far when the thoroughfare includes 7 to 5 travel lanes and 40-50 mile per hour traffic.

While expensive and requiring coordination with TxDOT, consider adding a pedestrian-cyclist bridge over SH 6 where feasible. This bridge will provide a safe and comfortable connection between northern and southern Alvin and neighboring communities. The bridge can reduce the need for additional crossing features / infrastructure elsewhere and largely reduce pedestrian and cyclists' facilities.

3.13: **Continue to assess the parkland and facility needs of the community on an annual basis. Consider additional facilities, shade improvements, safety measures, and programming needs beyond what has been proposed in this comprehensive plan.**

Utilizing the proposed lighting survey (3.11), Asset Management Program (3.8), and Capacity / Service Assessments (3.7), and Missing facilities identified in 3.6, additional park facilities and needs should continue to be assessed. Alvin should continue to engage with the public to discuss their needs, and continue discussions with community leaders and developers to help meet those needs.

3.14: **Continue to work with housing developers to provide parklands in new developments within areas not already served by parks to help meet the communities demand.**

HOA parks / developer constructed parks help provide recreational opportunities within new developments where City of Alvin parks are not located. As part of the Parkland Dedication requirements, work with developers to encourage the development of publicly-available facilities where they are not already located in Alvin or within the region of Alvin where the development is being constructed. In addition, allow for developers to provide publicly available trail easements along waterways, with interconnectivity to neighboring parcels, as further described in the Housing and Neighborhoods recommendations on Page 114.

Coastal Point HOA Park in League City, Texas
Source: Coventry Homes

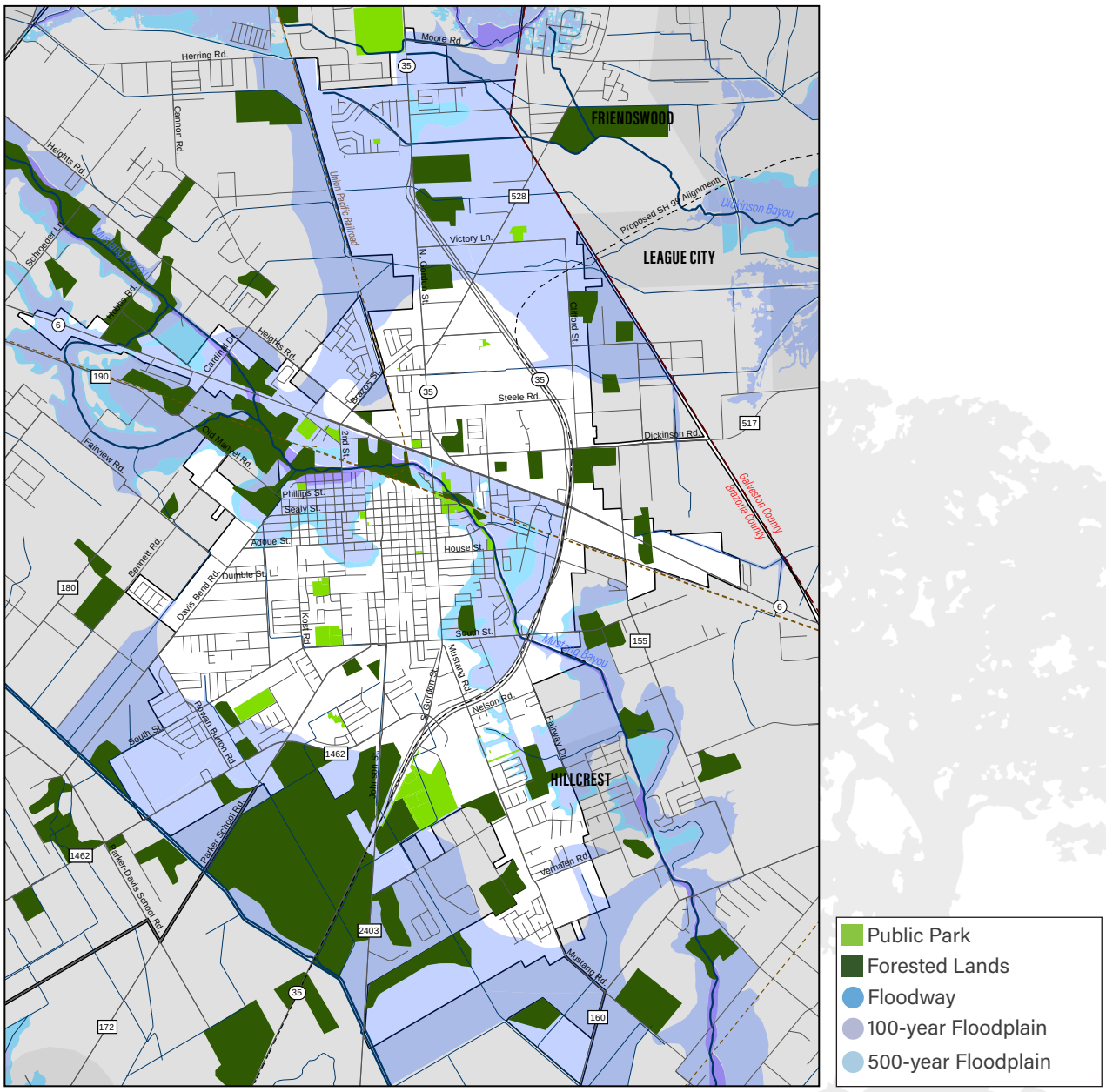
3.15: Continue to preserve existing sensitive environmental areas or areas of high visual and characteristic values, such as wetlands, tributary corridors, and forested lands.

As depicted in the figure map below, Environmental Lands, significant forested lands exist in Alvin. Although the quality of the forested land is unknown (tree health, invasives, tree quality and size), as development occurs, work to preserve healthy groves of forest and large trees. In addition, work to protect existing wetlands and tributary corridors with natural stream edges and flora. Work to provide public access easements along Mustang Bayou and other drainage corridors as described in recommendation 4.6 and within the Housing and Neighborhoods section of this report.

3.16: Achieve CAPRA (Commission for Accreditation of Park and Recreation Agencies) accreditation from the National Recreation and Park Association.

The National Parks and Recreation Associations' Commission for Accreditation of Park and Recreation Agencies (CAPRA) accreditation provides a "stamp of quality" for any recreational agency. Accreditation proves that the Alvin Parks department meets a number of standards including, level of service, public communications, facilities, maintenance, programming, fiscal responsibility, community planning foresight, and technical knowledge and use. A CAPRA accredited community more readily receives state and national funding, as this accreditation provides additional assurance to the funding agency.

Map, *Environmental Lands (as of 2025)*



GOAL 4: HOUSING AND NEIGHBORHOODS

Alvin is a community comprised of interconnected neighborhoods and residential districts with a variety of housing typologies which cater to all residents regardless of age, stage-of-life, or income, focusing on neighborhood-scale charm and community amenities that foster interconnectedness and a sense-of-place.

Housing is often among the top reasons new residents move into a city. The quality and attributes of housing structures and neighborhoods, along with the amenities offered, define a city and how it's residents move about and operate day-to-day. Factors regarding housing and neighborhoods that impact residents include the type of housing, quality of housing, locations of neighborhoods, connectivity between and proximity to every day needs (daycares, grocery stores, schools, pharmacies), and access to green spaces and parkland amenities. The recommendations within this Housing and Neighborhood section aims to further provide the needed housing types and housing quality needed for a growing and diversifying community. Through the implementation of the recommendations below, Alvin will become a more livable, walkable, drivable, and safer community. The addition of neighborhood mixed use spaces within and adjacent to single-family detached housing development will help create a sense of community and help provide residents with more housing options that fit their stage of life. In addition, a series of regulations, requirements, and incentives can help to provide a completed interconnected trail system, spur the development of larger lot homes, and aid in the need for higher quality homes and residential structures.

4.1: Create a developers guide which outlines the steps and processes for development approval, permitting processes, and annexation processes.

This guidebook would serve as a centralized resource to help developers navigate regulatory frameworks more efficiently, reducing delays and improving compliance. It should include step-by-step instructions, timelines, checklists, contact information for relevant departments, and illustrative examples of successful projects.

Additionally, Alvin should clarify existing annexation standards, annexation incentives, permitting requirements, and infrastructure requirements with a Pre-development checklist that helps identify the requirements within the City to adhere to the development process. By providing transparency and consistency, the guidebook can foster stronger partnerships between Alvin and the development community, ultimately supporting more predictable, higher quality, and more desirable growth / amenities.

4.2: Establish an expedited process and incentives to streamline the development processes.

To support predictable and high-demand commercial and retail development, Alvin should establish a more efficient and transparent development process. Building on the developers' guidebook proposed in Recommendation 4.1, the City can take several steps to streamline procedures and improve communication with developers. These combined efforts will enhance the overall development experience and encourage investment in the community.

First, Alvin should update its website to include a dedicated page that outlines frequently asked questions, key contact information, and a step-by-step guide to the approval process. Including a visual flowchart will help applicants better understand the process and expectations, while also setting a professional tone for interactions with City Hall. Second, the City should begin hosting structured Pre-Development Meetings. These meetings should be guided by a checklist or questionnaire provided by the applicant, covering topics such as zoning allowances, drainage requirements, and contact details for the proposed development. This approach enables internal departments to coordinate in advance or during the meeting, thereby reducing delays and ensuring applicants receive timely and accurate information. Finally, Alvin should consider identifying certain developments that qualify for expedited reviews. For these projects, joint meetings between the Planning and Zoning Commission and the City Council can be scheduled to maintain momentum and accelerate approvals.

4.3: Continue to encourage high-quality housing construction and attractive housing designs / styles in Alvin.

Throughout the public engagement process, residents and city leaders expressed the desire for higher-quality and higher-end homes for second- and third-time home buyers. While municipalities cannot dictate housing materials and housing design elements, Alvin can work with developers to provide and encourage the construction of higher quality homes, with better siding materials, design details, increased attached garage capacity, masonry, custom elements, and other qualities which constitute quality home structures.

4.4: Establish a "look-book" and "desired-amenities" table / document for developers to better understand what is desired in Alvin.

To help increase the character of and quality of life within residential subdivisions, a document should be constructed which details specific character types, forms, and styles desired by the community. The document can be utilized in conversations with potential residential and commercial developers and can help provide a sense of clarity and confidence between the public and private realms. The look book should include exemplary images of each desired amenity, design type, quality types, recreational offering, street design, landscaping orientations, and other desired features.Include images of multiple housing typologies and styles, multiple playground and youth-based activities, multiple styles and orientations of commercial-retail centers, desired housing and commercial typologies within the Downtown, and multiple streetscape types / designs.

State Laws/Restrictions Regarding Housing

Texas does not have statewide zoning laws. Instead, zoning is governed locally by municipalities under the Texas Local Government Code, Chapter 211 1. This gives cities the authority to regulate land use, building height, density, setbacks, and other development standards. Counties have limited zoning powers, mostly in unincorporated areas or near major cities. When the Texas community considers adopting a Comprehensive Plan, zoning regulations are often updated as the next step to serve as a strategic tool for guiding land use and development in ways that promote public interest. One of the main reasons zoning regulations are adopted to address housing needs is to further define the style, placement, and types of structures within each zoning category.

Municipalities Can:

- Separate residential areas from industrial or hazardous uses
- Establish safety standards for buildings and structures
- Preserve neighborhood character and protect commercial districts
- Safeguard environmentally sensitive and agricultural lands
- Designate land for future growth and development
- Promote predictable land use to enhance property values
- Improve efficiency in targeting growth and redevelopment
- Implement goals from comprehensive plans
- Ensure adequate lot layout, parking, light, air, and privacy for homes

Municipalities Cannot:

- Enforce any regulations on land use designations that are not established by a zoning ordinance
- Enforce or regulate land use outside of the city limits
- Establish any requirements for building materials

"Look-Book" Imagery Examples

Sources: Perry Homes, Covey Homes, David Weekley, Estately, TheHouseDesigners, Home Bunch, Babb Custom Homes, Bruinier and Associates, Advanced House Plans

4.5: Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline.

To help older neighborhoods retain a sense of community and allow for additional neighborhood advocacy, many Texas cities have established programs and funding to help establish and improve neighborhoods. Some examples include the establishment of Neighborhood Conservation Districts in Bryan and Greenville, the Love Where You Live Neighborhood Planning District Program in Temple, the Love Your Block Program in Port Saint Lucie (Florida), the Neighborhood Empowerment Zones in Fort Worth, the Neighborhood Partnering Program in Austin, and the Neighborhood Associations Program in Beaumont. In addition, cities such as Fort Woth have establish a Neighborhood Services Department of the City, which helps work with neighborhood associations, provide funds for facade and structural improvements, and helps guide local planning efforts and advocacy.

The following Tactics are multiple methods Alvin could utilize to help improve the character and quality of life in historic / older neighborhoods:

Tactic 1: Strictly enforce code compliance of housing structure use and quality. Do not allow run-down or condemned housing structures, unless deemed important for historical purposes, to remain standing and empty, as this is a safety and crime hazard for neighboring residents.

Tactic 2: Create the frameworks and regulatory pathways to allow for neighborhoods to formalize self created districts (Neighborhood Empowerment Zones). These districts, while not having any legal authority, can be the standing advocacy group for neighborhoods. This allows for residents to communicate their needs more efficiently and allows for more community activity and self involved investment.

Tactic 3: Provide annual funds within the City budget, even if minimal, to allow for neighborhood groups or residents to apply / request funding for specific neighborhood improvement projects (with city approval), such as new landscaping, drainage ditch improvement, community events and neighborhood gatherings, community bake sales and cook-outs, and other resident organized initiatives.

Tactic 4: Establish education and awareness campaigns to provide historic neighborhoods with critical resources for grant funding, home repairs, utilities stabilization, flood damage protection, crime prevention tactics, and structural integrity standards.

Tactic 5: As street signs are replaced consider adding neighborhood district signs to the street posts, which showcase the neighborhoods name, character, and date of establishment / platting.

Woodhaven Neighborhood Association, Fort Worth, Texas: Examples of Public Activities and Campaigns

City Secretary presents information at an Association meeting

Association poster to help raise additional funds for landscaping

Public comment portion of the Woodhaven Neighborhood Conservation Plan Open House

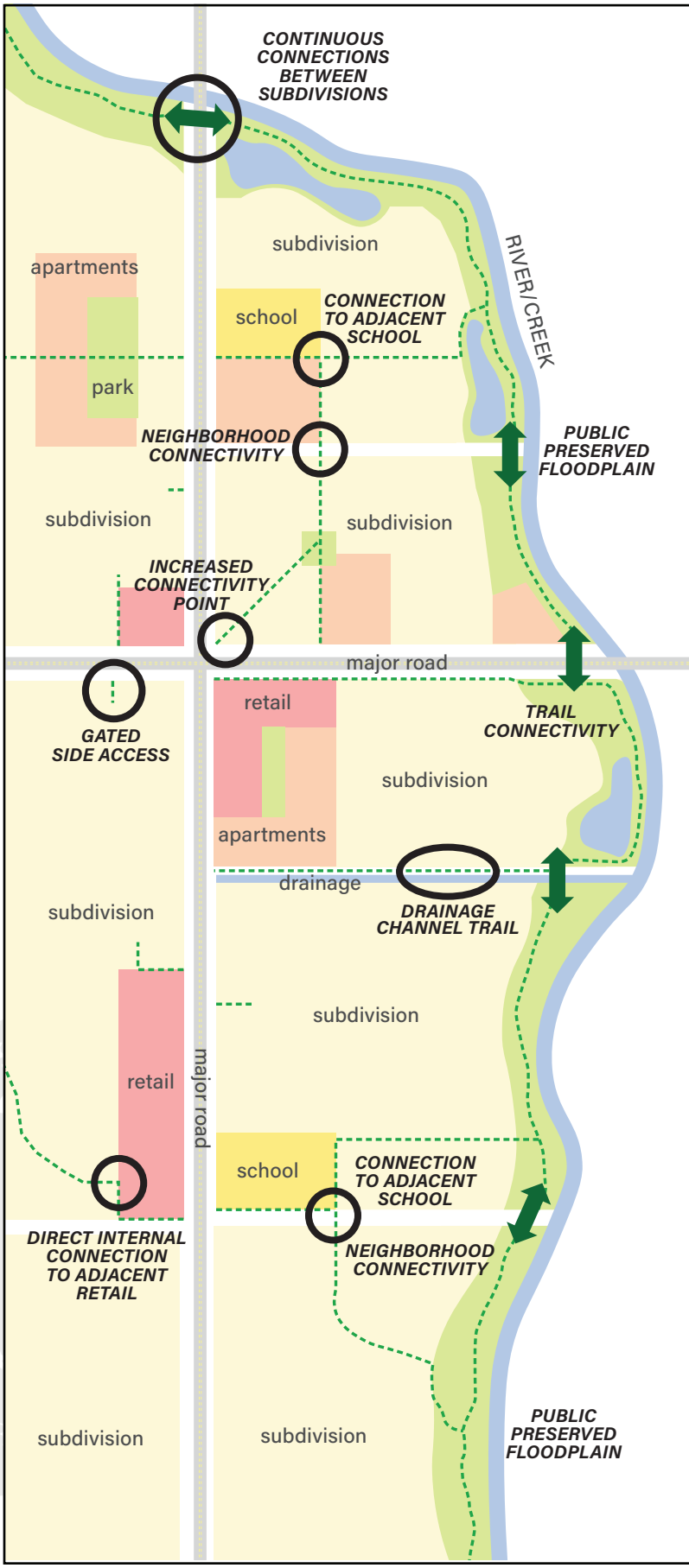
Sources: Woodhaven Neighborhood Association, City of Fort Worth

4.6: Encourage and / or require subdivision interconnectivity with streets and trails.

Require residential and commercial developers to provide multiple vehicular and pedestrain connections to neighboring parcels, if feasible.

Examples of encouraging interconnectivity:

- Two subdivisions directly adjacent to each other should have multiple connections between them and linking through them to avoid traffic congestion points, provide emergency vehicle access, and encourage community interaction.
- Residential subdivisions that form a boundary of or contain a waterway or drainage ditch not fully contained within the subdivision should be required to make a public access easement or route with a trail and open space adjacent to the waterway. For example, if a subdivision falls along or within any proposed trail or shared-use path alignment, as outlined in the Proposed Active Transportation Facilities Map, on page 96, the developer should be required to incorporate the trail or path into their development design, retaining full public access. Another example can include if a subdivision or development is adjacent to Mustang Bayou; they should be required to retain a public access through route with a trail along the bayou from property line to property line. This will help ensure that as the region is developed a complete trail system along Mustang Bayou and major drainage corridors remain viable and continue to be developed and funded.
- Residential subdivisions that are located at or touch an external street intersection should have a direct publicly available sidewalk or trail connecting to the external intersection, to avoid a lack of walkability and provide easy access (as depicted in the map to the right, labeled "Increased Connectivity Point").
- Residential subdivisions with perimeter fences should be required to provide multiple entry and exit gates, especially when a court or road runs directly adjacent to or dead-ends at the perimeter fence line.
- Developments should be required to continue the alignment of any existing dead-end street adjacent to their property.
- Aim to limit the amount and visual impact of hard-barrier fences and barrier walls surrounding neighborhoods, which can impact the visual attractiveness of streets.



Residential interconnectivity and green spaces diagram
Source: Baxter and Woodman

Rural VS. Suburban VS. Auto-Urban VS. Urban Character

It is important to remember that when developing, designing, and / or approving a new development or redevelopment that the existing context matters. Depending on the location of a business, that business will be designed in very different ways; the same is true for residential structures. The lists below highlight some of the key design differences and consideration that make up a community's character based on form (as described in recommendation 4.7):

A Rural Character

- Densities: low density
- Residential: large yards and setbacks, farmsteads, ranch style homes, attached or detached garages
- Commercial: a small farm store, a large warehouse or shed, a corner gas station
- Parks: Large open spaces, preserves, and conservation lands; focusing on natural landscapes and passive recreation
- Agricultural: large-acre croplands, grazing lands, cattle / poultry productions, and orchards

A Suburban / Auto-Urban Character

- Densities: middle density
- Residential: 0.2 to 0.4 acre lots with moderate setbacks, attached garages, condominiums and apartment complexes
- Commercial: large parking lots, strip-center retail, national chain restaurants, "big-box" retail
- Parks: HOA parks, amenitized parklands with scattered open spaces, large sports fields and complexes, recreation / activity centers
- Agricultural: mid-sized acre farmsteads, greenhouse facilities

A Mixed-Urban Character

- Densities: higher density
- Residential: cottage-style homes, townhomes, apartments, attached or rear garages, duplex and tri-plex homes, upper-story apartments
- Commercial: minimal to no setbacks, outdoor restaurant seating and gardens, local restaurants, home-based retail conversions, on-street parking or minimal parking lot sizes
- Parks: highly amenitized parklands, civic plazas, with recreation / activity centers
- Agricultural: community gardens

4.7: Continue to consider land uses, housing structures, buildings, site designs, and standards on a character and form basis.

As described to the left, housing structures and commercial buildings can be designed in many different ways to fit a multitude of contexts. For example, a retail shop along Highway 6 will be designed within a very different context and in a different way than a retail shop along Sealy Street. Housing structures within the Downtown should take on a more urban character with garages not visible from the street, front porches, and narrow setbacks from the front property line. Larger single-family housing structures in new Planned Unit Developments / Subdivisions on former agricultural lands should be designed with front facing garages, larger setbacks, and larger housing footprints. Considering the context of where a structure or project is proposed and the existing structures surrounding the new development, helps to maintain neighborhood character and visual consistency between different adjacent parcels and land uses.

4.8: Encourage and allow for a strategically located mix of housing lot sizes and home sizes to be developed in a single planned subdivision or residential development; If a smaller-lot variance is desired, then require the development of large lots to the proposed development.

As described on the facing page, The Impact of Housing Types, a broad variety of housing types, house sizes, and lot sizes should be encouraged and constructed within all new residential subdivisions and Planned Unit Developments (PUDs).

The variety of housing types and lot sizes can help provide housing for senior populations, young families, and help to maintain a semi-rural character. This also allows for alterative larger lots to be developed, larger garage options, and encourages multi-generational neighborhoods.

In addition, encourage developers to avoid the monotony often seen in modern developments dominated by dark blue and grey tones, and to consider a diverse palette of colors for residential siding to foster vibrant and visually engaging neighborhoods.

Lastly, encourage multiple housing styles and designs such as hill-county style, colonial, costal, classic-cottage, Tudor, and other home designs.

THE IMPACT OF HOUSING TYPES

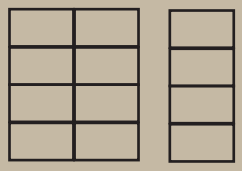
The information below provides a high-level overview of new trends in housing development and the housing market. In addition, information is provided regarding the impacts of housing types depending on the rural or urban character of home sites and the internal orientation and size of home sites within a development.

Trends in Housing Development + Demand:

1. Higher quality amenities
2. Walkability and access to trails
3. Natural area and agricultural preservation
5. Proximity to mixed-use development and retail
6. Smart technologies (thermostats, security, irrigation)
7. Front patios and porches
8. Energy efficiency / "off-grid" options
9. Higher quality exterior materials and features
10. Accessory dwelling units (in-law suites)
11. Community clubhouses / Recreation centers
12. Smaller lot sizes and larger lot sizes
13. Rear access garage parking
14. Pre-fabricated materials
15. Electric vehicle (EV) charging ports
16. Improved flood mitigation techniques

The Standard VS. The Community

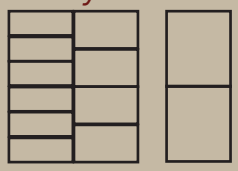
Same Lot sizes:



12 lots
0.25 acre average

Arcola, Texas

Variety Lot sizes:



12 lots
0.25 acre average

Northlake, Texas

THE COST OF HOUSING SERVICES

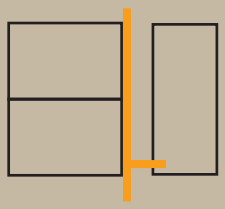
Rural VS. Typical Suburban VS. Mixed-Village

Utilities:

Low-level of service with low costs (open ditch drainage, septic systems, county emergency services)

Utilities Replacement:

Low-costs, owner-paid septic replacement



1/4th miles of tele-communications and electricity

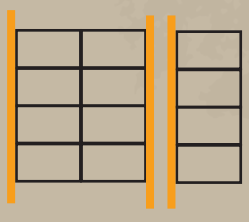
$$
Per-household costs

Utilities:

High-level of service with high costs (curb and gutter, fiberoptic cables, santiary sewer and water lines, city emergency services)

Utilities Replacement:

High-costs, utilities replacement costs shared between a limited number of people with a high per-household burden



1 mile of tele-communications, water, sewer, electricity

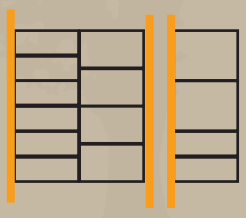
$$$$$$$$
Per-household costs

Utilities:

High-level of service with balanced costs (curb and gutter, fiberoptic cables, sanitary sewer and water lines, city emergency services)

Utilities Replacement:

Moderate-costs, utilities replacement costs shared between a larger number of people with a lower per-household burden due to mixed housing types



1 mile of tele-communications, water, sewer, electricity

$$$$$
Per-household costs

INNOVATIVE SUBDIVISIONS

Indigo Community (Richmond, TX)

Images Source: Indigo Communities, David Weekly Homes

Village of West Clay (Carmel, IN)

Images Source: GoogleMaps Imagery, PBaseLLC, Estately, Jennil Salazar

Grand Park / Village Lakes (Frisco, TX)

Images Source: GoogleMaps Imagery, Homes.com, Landon Homes, Grand Homes

Bridgeland (Houston, Harris County, Texas)

Images Source: GoogleMaps Imagery, Bridgeland, Highland Homes

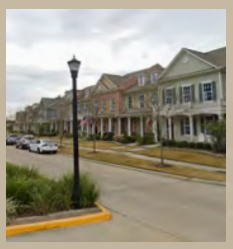
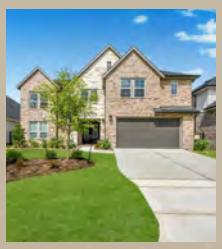
Mid Towne (Midlothian, TX)

Images Source: GoogleMaps Imagery

La Cima (Comal County, TX)

Images Source: GoogleMaps Imagery, Thompson Realty Capital, La Cima

Creekside Park & Woodforest (near Tomball, TX)

Images Source: GoogleMaps Imagery, CommunityImpact, Visit Woodlands, The Woodlands Real Estate, Redfin

Numerous residential subdivisions around the U.S., in Texas, and in the Houston area are utilizing new and innovative neighborhood designs to attract buyers and meet the needs of new communities. As depicted in the series of images, newer subdivisions / neighborhoods typically feature a central public green space, a set of small neighborhood locally-based restaurants and commercial spaces, a wide diversity of owner and renter occupied housing typologies for multiple ages, 55+ age-specific housing, public community gardens / farming spaces, back alleys to reduce the visual impact of garages, and a walkable street layout with minimized dead-end courts and prioritized safe vehicular, bicycle, and pedestrian infrastructure (sidewalks, narrower streets, and trails).

Imperial Community (Sugar Land, TX)

Images Source: GoogleMaps Imagery, Zillow, Trulia

GOAL 5: UTILITIES INFRASTRUCTURE

Alvin is a community which continually improves wastewater services, water services, and drainage infrastructure, with a focus on safety, reliability, fiscal responsibility, efficiency, and quality.

As the population increases and new commercial / retail is developed, new, expanded, and upgraded utilities services are needed. In addition, to facilitate the growth of certain areas, such as Downtown Alvin, new and upgraded utilities may be needed to promote and encourage redevelopment. The focus of Alvin for the next decade should be strategically upgrading existing utilities (potable water, wastewater, and sanitary sewer lines), to accommodate the recent and future growth of new subdivisions and commercial / retail offerings. New utilities alignments, depending on annexation and municipal utility district locations, should be extended into areas of the City and surrounding areas where existing utilities services do not reach. In addition, a number of existing lift stations and pumps should be upgraded to promote retail growth along SH 6 and TX-99. A series of priority improvement areas are proposed, and identified through recent development trends, the future land use plan, and recent proposed developments. Also, a series of considerations for future expansion of water towers / above ground water storage tanks are proposed in areas where future growth is anticipated. Lastly, Alvin should develop a secondary utility route (a Mustang Road alterative) to reach the Wastewater Treatment Plant along FM 2403. Through the implementation of the Utilities Infrastructure recommendations, Alvin will be suited to accommodate and encourage additional retail, commercial, and residential growth.

5.1: **Utilize the Utilities Services Plan Map, on Page 120 (the facing page), to develop a publicly available Capital Improvement Plan (CIP) and Schedule, and help guide where future utility lines may be located.**

The Utilities Improvements Map is informed by the proposed thoroughfare alignments (Goal 2), growth sequencing zones (Goal 1), future anticipated developments (Goal 1), and the existing Utility's Plans for the City of Alvin. Below is a list of priorities as identified on the Utilities Improvements Map.

North Gordon Street: Expand sewer capacity along North Gordon Street north of Kendall Lakes Boulevard to facilitate retail growth

Western SH 6: Expand sewer capacity and lift station capacity (L.S. 35, 36, 38, and 39) along SH 6, at and west of Cardinal Drive, to facilitate retail and residential growth

Eastern SH 6: Expand sewer, water, and drainage capacity along SH 6 east of TX-99 to facilitate additional retail and residential growth

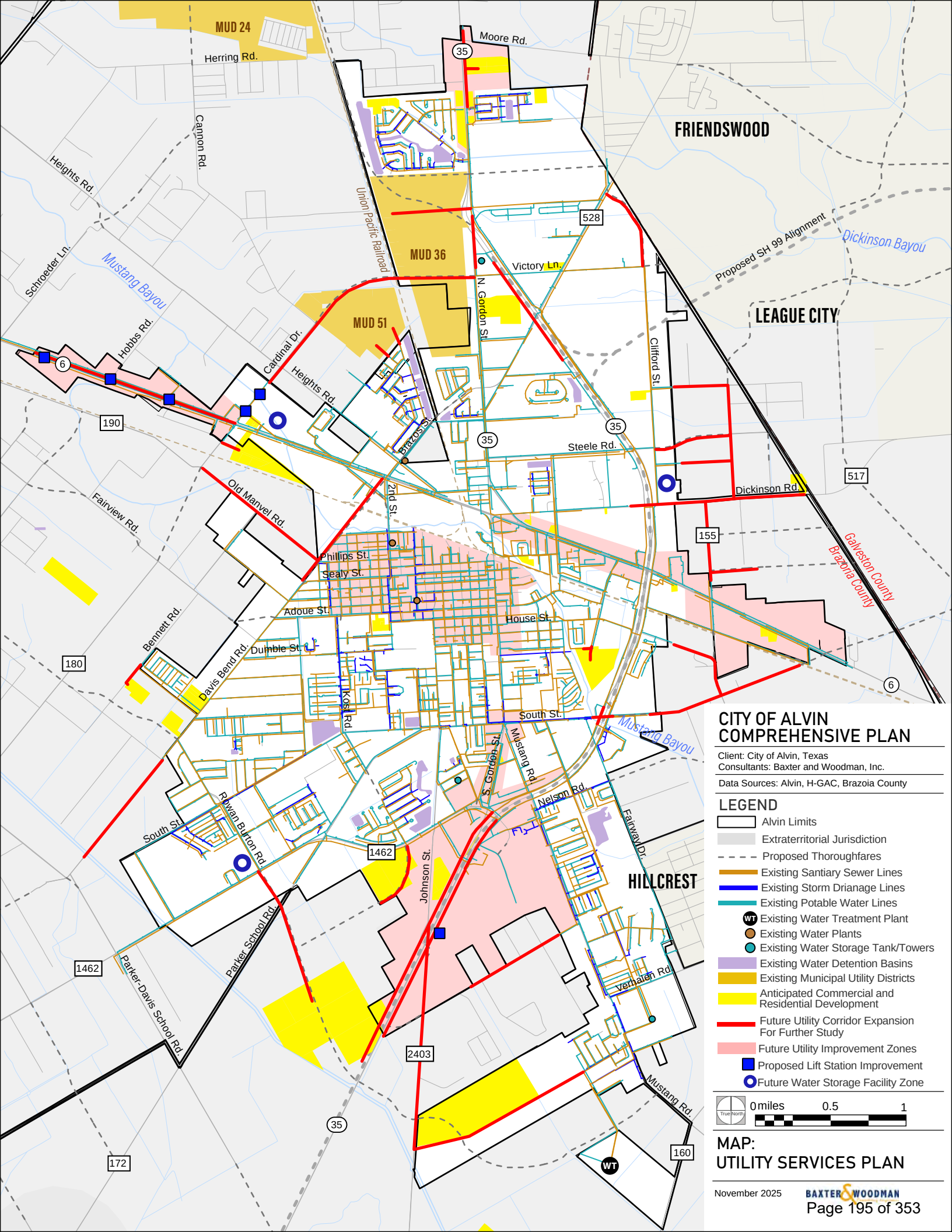
South Johnson and FM 2403: Expand sewer, water, and drainage capacity, including capacity improvement to lift station 41, to facilitate additional retail and residential growth

New Residential Development: Expand water, drainage, and sewage capacity and lines to proposed residential subdivisions and commercial districts

Downtown/Central Core: Expand water, drainage, and sewage capacity where needed within Alvins central core and Downtown region to facilitate the redevelopment and turn-over of legacy properties into new residential and commercial offerings

A second route to the Water Treatment Plant: Sewage capacity and sewage lines to provide an additional route for water to reach the Wastewater Treatment Plant. Currently the only route (bottleneck) is located along Mustang Road. As new residential and commercial development occurs along FM 2403 and Rowan Burton Drive, add a secondary route into the Treatment Plant.

Above ground water storage tanks / towers: As new development occurs, consider additional above ground water storage tanks and water towers, specifically within the far southwest, far northwest, and northeast quadrants of the City, where current water tanks are not located. Additional study will be needed to identify exact additional capacity needs and feasibility.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, H-GAC, Brazoia County

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Proposed Thoroughfares
- Existing Santiary Sewer Lines
- Existing Storm Drianage Lines
- Existing Potable Water Lines
- Existing Water Treatment Plant
- Existing Water Plants
- Existing Water Storage Tank/Towers
- Existing Water Detention Basins
- Existing Municipal Utility Districts
- Anticipated Commercial and Residential Development
- Future Utility Corridor Expansion For Further Study
- Future Utility Improvement Zones
- Proposed Lift Station Improvement
- Future Water Storage Facility Zone

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MAP: UTILITY SERVICES PLAN

November 2025

BAXTER & WOODMAN

5.2: Update the 2016 Utility Master Plan.

The 2016 Utility Master Plan (UMP) is almost 10-years old and should be updated to reflect recent growth and future improvement priority corridors in alignment with this Comprehsnive Plan. The new UMP should address critical utility needs to facilitate new growth and development, as well as the reinvestment / redevelopment of parcels within central Alvin. New focus area projects should be added that include expansions of water, wastewater, and drainage facilities along State Highway 6, North Gordon Street, FM 1642 near Johnson Street, extensions south to Magnolia Trails, and upgrades in facility capacity and pipeline age within Downtown Alvin, such as along Johnson Street, Sealy Street, House Street, Willis Street, Hood Street, Adoue Street, and Gordon Street.

5.3: Develop a Stormwater and Drainage Master Plan.

Alvin should develop a dedicated Stormwater and Drainage Master Plan (SDMP). A SDMP can help identify where additional detention basins should be located, where street drains are inadequate or need repair, where critical flooding points occur and should be mitigated, where outfalls and pipes need to be upgraded, where drainage corridors need to be added or improved, and any additional number of conditions which effect flooding conditions and street quality within Alvin.

5.4: Create a consolidated projects list and projects map of all existing and proposed projects included in the Utility Master Plan, Wastewater Master Plan, and Water Master Plan.

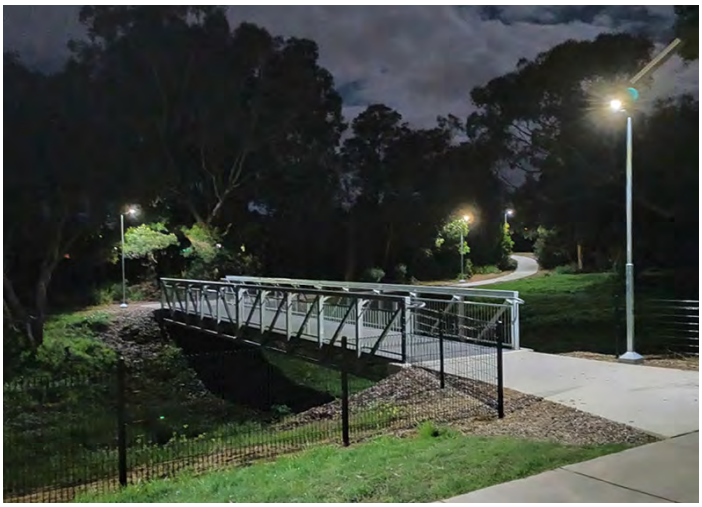
All utility related projects, including recommendations within the Transportation and Parks sections of this Comprehensive Plan, should be considered in tandem with each other. For efficiency of implementation and funding, multiple proposed projects should be considered for implementation all at once if they occur along the same corridor or within the same location. In addition, a complete list of all proposed projects and improvements, regardless of if funding is allocated or not, can help the City plan for future Capital Improvement Projects, schedule construction and timeframes, and help receive funding across multiple improvement types.

5.5: Conduct a lighting survey in Downtown Alvin, along major corridors, and near parks and schools, to identify dark-zones, tree limb conflicts, light inefficiencies, and lighting type differences. From the site-survey results, develop a lighting improvement plan and incorporate items in a Capital Improvement Plan.

Consider the addition of pedestrian scale lighting, ten to fifteen feet tall, in areas with significant tree cover, as a means of illuminating streets where trees may block taller streetlight fixtures. This will help increase neighborhood safety and further deter criminal activities.

Private and public pedestrian-scaled lighting

Source: Village of New Maryland, Everyday Home Repairs, Streets.mn



Example of shorter light poles below the tree canopy

Source: Marie Wallace Park Knox, Leadsun

5.6: **Conduct a comprehensive sidewalks, curb ramp, and accessibility survey / assessment in Downtown Alvin, along major corridors, and near parks and schools, to identify utility conflicts, ADA compliance issues, deficit areas without sidewalks, and needed sidewalk pavement updates.**

To help aid in the character improvement of Downtown and help facilitate local reinvestment, sidewalks and curb ramps should be attractive, up to current standards, and provide the requisite connectivity to retail, shops, public parks, the Alvin Library, and the Alvin Senior Center. Notably, while visually attractive, the brick paver sidewalks can be an issue as they age due to buckling. In addition, many curb ramps along Gordon Street are very steep, do not have required rumble strips, and are heavily damaged, partially due to poor drainage conditions and the general age of the facilities.

Source: Morning Ag Clips

Source: CentralValley23

Source: Contech Solutions

Source: Shawnee Steel

5.7: **Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located.**

As part of the proposed Stormwater and Drainage Master Plan (SDMP) in recommendation 3.3, Alvin should focus initial efforts of surveying and improvement prioritization in the Downtown region, in areas within the floodplain, and areas with repeated standing water or blockages. Note that standing water, blockages, and outdated facilities contribute to poor pavement quality and poor subsoil conditions due to standing water and erosion along ditch edges.

5.8: **On an annual basis, reassess the proposed utilities priority improvement zones and corridors proposed in recommendation 3.1 and depicted on the Utilities Improvements Priorities Map, on page 120, to help assist in the continued phasing, funding, and operations of utilities improvements.**

Utility priorities, projects, upgrades, and expansions should continually be reassessed and considered within each annual budget review process to align with new developments, new proposals, new partnerships, and new budgetary constraints or capabilities.

5.9: **Continue to utilize shared utilities improvement agreements with developers to help reduce future financial impacts of upgrading / replacing utilities infrastructure.**

Alvin should continue to work with residential and commercial developers to provide the requisite upgrades to utilities and drainage. New development with the addition of impervious surfaces (structures and parking lots) heavily contribute to additional run off and drainage capacity needs, and new development can require increases in potable water and wastewater treatment and service needs.

5.10: **Incorporate green infrastructure and low-impact solutions within water management and drainage utilities systems.**

Natural systems for drainage are often the least expensive and most reliable form of flood mitigation for small-scale water run-off treatment. Low-impact solutions can include rain gardens, vegetative bioswales, wetland drainages, and Riffle-Pool-Run systems of drainage channels. Benefits of low-impact design and green infrastructure can include, a reduction in man-made hardscape infrastructure costs, reduced the visual impact on the existing character of a project site, and the potential for public amenities and ecosystem services to be provided for the environment.

Roadside open ditch drainage systems / rain garden
Source: Pacific Institute

Naturalized detention basin
Source: Lower DuPage River Watershed Coalition

Stream channel restoration (drainage channel)
Source: City of Falls Church

Drainage channel maintenance
Source: YellowstoneLandscaping

5.11: Screen and buffer utilities, control boxes, substations, and water control system locations.

There are many locations throughout the City where substations and fenced utility control areas are highly visible from the street. For example, at the southern corner of Rowan Burton Road and West South Street has a water lift station located directly adjacent to the street. Additional fence screening and landscaping should be added at similar locations to improve the visual quality of streets and the City. As new control stations and utilities are developed, incorporate screening and landscaping into the design plans.

Private utility box screening
Source: Sinziana Spiridon

Public streetside utility box screening
Source: GoogleMaps Imagery

A rural substation screened with landscaping
Source: Chelan County PUD

5.12: Continue to add art to traffic control boxes and associated utilities to improve the visual character of intersections and streets.

Alvin has begun to paint and wrap traffic control boxes with artistic elements which showcase the cities heritage and history. The City should dedicate annual funds to commission traffic control box art improvements, partially within and adjacent to areas of economic and recreational activity, such as Downtown, Gordon Street, and Bob Briscoe Park.

Traffic control box art
Source: City of League City, Texas

Traffic control box art
Source: UniWatch, Paul Lukas

Telephone pole art
Source: The Paint Box School of Art

GOAL 6: PUBLIC FACILITIES AND SERVICES

Alvin is a community which continually improves the quality and provision of city operations, city services, communications, educational services, senior and youth programs, and the community's perception, with a strategic vision of improving the everyday life of citizens and business owners.

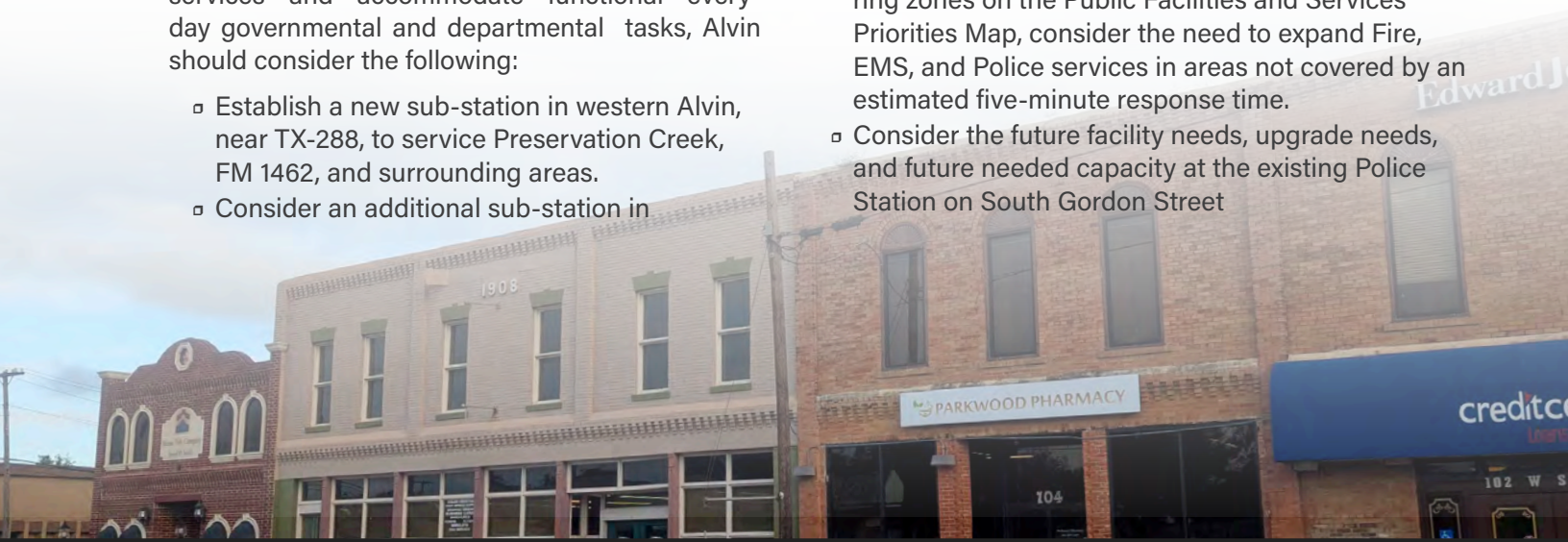
The emergency services, city departments, police, and fire staff are the backbone of keeping Alvin safe and running City operations. Facilities, equipment, staff, and operations should be optimized and expanded to serve a growing community. A focus on staff and employee training and education should be a continued effort in Alvin. In addition, the buildings and structures which house the storage and day-to-day operations of the City should be of high-quality and continuously improved in-line with population growth and regional comparison communities. The result of implementing the Public Facilities and Services recommendations will result in expanded Fire-EMS-Police services within western Alvin and growing parts of the City, along with improved and expanded City departmental offices and staffing positions.

6.1: **Utilize the Public Facilities and Services Priorities Map, on Page 126 (the facing page), to develop a services plan and schedule for when public facilities services need to be expanded and funded based on future anticipated growth.**

The City of Alvin currently has three fire stations, one EMS station, one police station, and two city department building locations, mainly located near the center of Alvin near Downtown. As the population increases and development continues, particularly near TX-288 and along SH 6, emergency services and city departmental capacity should be expanded into new geographic regions.

As depicted on the Public Facilities and Services Map, Alvin should develop a new sub-station near Preservation Creek and consider expansions to existing buildings. To provide adequate emergency services and accommodate functional every-day governmental and departmental tasks, Alvin should consider the following:

- Establish a new sub-station in western Alvin, near TX-288, to service Preservation Creek, FM 1462, and surrounding areas.
- Consider an additional sub-station in northwestern Alvin as new development occurs along SH 6. A substation in the northwest can help ensure safe response times if both railroad alignments (BNSF and Union Pacific) are blocked by a train, making it difficult to access the northwest quadrant of the City.
- Expand and update City Hall facilities to accommodate additional offices, staff positions, Council Chambers space, and other departmental functions. .
- Consider expansion plans and study the capacity to expand department offices, meeting spaces, and storage space at the municipal services building near SH 6 and Brazos Street. Consider expansions, reconstructions, and updates as solutions to increase the capacity needed to serve a growing population.
- Further in the future, depending on annexation and when development occurs, as identified in the purple ring zones on the Public Facilities and Services Priorities Map, consider the need to expand Fire, EMS, and Police services in areas not covered by an estimated five-minute response time.
- Consider the future facility needs, upgrade needs, and future needed capacity at the existing Police Station on South Gordon Street



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies

Thoroughfares

- Existing Thoroughfares
- Proposed Thoroughfare Alignments
- Planned SH 99 Interchange

Services

- Existing - Police Station
- Existing - Fire-EMS Station
- Existing - City Department Service Offices
- Existing - Alvin Public Library
- Existing - Brazoria County Related Offices
- Police-Fire-EMS Estimated 5-Minute Response Time Radius
- Proposed Police-Fire-EMS Substation
- Future Growth Areas Not Serviced within a 5-Minute Response Time Radius
- Expand City Department Offices and Facilities

True North

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MAP:
PUBLIC FACILITIES AND SERVICES PRIORITIES

November 2025

BAXTER & WOODMAN

6.2: **Consider the establishment of an Economic Development Corporation (EDC).**

In Texas, Economic Development Corporations (EDCs) are categorized into Type A and Type B. They are funded through local sales taxes approved by voters and are governed by boards of directors who oversee the allocation of funds. Type A EDCs primarily focus on funding projects that create or retain primary jobs in manufacturing, industrial, and research and development sectors. Type B EDCs have a broader scope and can fund a wider variety of projects, including those that enhance the community's quality of life such as parks, museums, sports facilities, affordable housing, and other community development initiatives.

6.3: **Consider how Hotel Occupancy Tax (HOT) funds are utilized and reassess program allocations.**

To establish hotel occupancy taxes, local or State governments pass legislation and set the tax rate for the hotels to collect a tax from guests and remit it to appropriate taxing authority. The revenue is issued to Alvin and can be used for tourism promotion, infrastructure improvements, and community projects, or for enhancing public infrastructure like roads, parks and public transportation. As new commercial development, hotels, and regional attractions are development in Alvin, continue to reassess and consider the best uses and allocation of HOT funds to help grow Alvin's economy.

6.4: **Hire a Director of Planning as a full time-city staff employee. Consider utilizing, temporarily, a private planning consultant group under contract to meet immediate needs.**

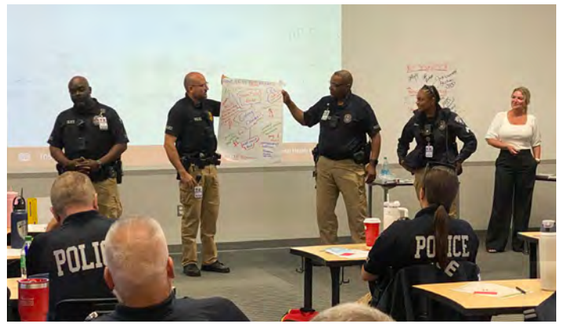
A Director of Planning is a key role to create and oversee strategic development that balances growth and the quality of life with orderly development that serves the community. This person will be responsible to implement the Comprehensive Plan, and will become the Zoning Administrator should the city consider adopting one. As Alvin embarks on change in the community, this role is charged to create trust within the community, while also ensuring regulatory compliance needs are met.

6.5: **Hire an additional public communications and public coordination staff position to help improve the City's capacity to communicate with developers, the County, the State, TxDOT, neighboring municipalities, non-profits, and communicate to the residents of Alvin existing planned projects, achievements, code enforcement actions, and infrastructure-related improvements.**

In the age of misinformation, a position at City Hall that can establish a consistent and effective messaging across all city departments and to the public can build the city's image ensuring positive coverage for any issues that arise. This position is key during an emergency and remains the face of the community when a disaster is upon us. They improve internal communication and external communication with the public, as programs, policies and projects are shared.

6.6: **Consider hiring a full-time grant writer or establish a contract with a grant writing consultant.**

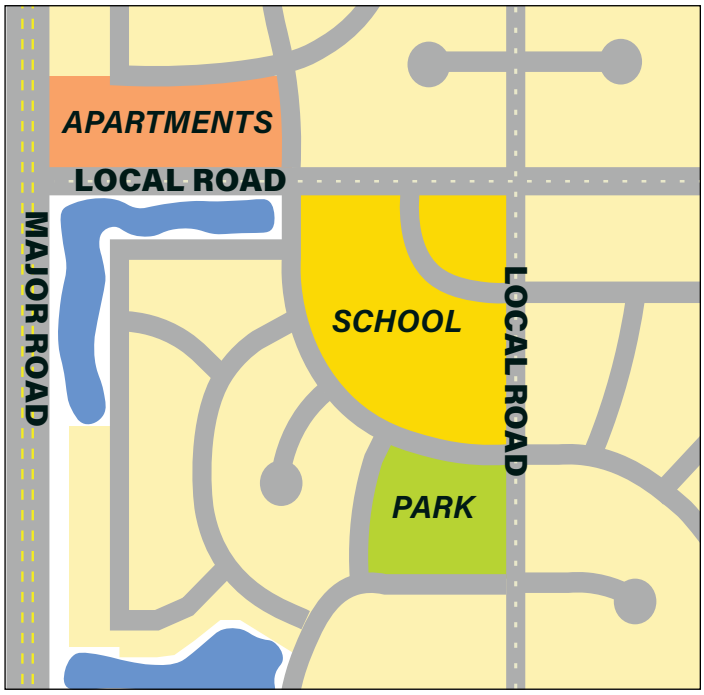
The availability of planning, design and construction funding for infrastructure projects is the highest it has ever been. Hiring a person that can focus on securing grants across all city departments can be instrumental in saving the community from expenditures that can be paid from other mechanisms, in alignment with the Comprehensive Plan and internal operations. A full-time or part-time position can either be added to the City, a grant writer could be contracted from external sources, or a shared grant writer agreement could be developed between neighboring municipalities, such as Liverpool and Manvel to handle a broader range of grant applications and processes.



Alvin Police Department continued training and education
Source: Alvin Police Department Facebook

6.7: Continue to work with Alvin ISD to construct and plan for new school buildings and facilities.

Continue to incorporate school buildings and facilities within residential neighborhoods with trail and sidewalk connections directly to homes, such as Mark Twain Elementary School in Kendall Lakes. As identified in the *Future Land Use* Maps, on pages 73 and 74, any new school buildings should be safely connected to and / or directly adjacent to residential areas, parks, and recreational facilities. Schools should not be located directly adjacent to any roadway with a fast speed limit, major semi-truck traffic, or near industrial zones. Below is a diagram depicting the typical desired conditions for school property locations and context.



Typical school locational diagram

Source: Baxter and Woodman

Local example of trail and sidewalk connectivity between a school and a residential neighborhood. Depicted is the path along Plantation Street which connects Forest Heights to G.W. Harby Junior High School.

Source: Baxter and Woodman

6.8: Establish a new sub-station in western Alvin, near TX-288, to service Preservation Creek and surrounding areas.

As described in recommendation 6.1, Alvin should develop a new Fire-EMS-Police sub-station in western Alvin near / within Preservation Creek to service the more than 10,000 new additional residents, along with new commercial / retail development along FM 1462.

Maintaining a five-minute service ring for police and fire services means ensuring that emergency responders can arrive at the scene within five minutes of receiving a call, and homeowners and business owners pay less for fire insurance (ISO ratings). This involves strategically placing police and fire stations throughout the city to minimize response times and ensure prompt assistance during emergencies. Providing a new substation near Preservation Creek can help with this effort before a new police station can be built.

Alvin Volunteer Fire Department partakes in the Smoke Eater 5K Fun Run and Challenge event in Alvin

Source: Alvin Volunteer Fire Department Facebook

6.9: Increase the capacity of Emergency Response Services, Police Services, and Volunteer Fire Services, as the community and region grow.

As described in recommendation 6.1, maintaining a five-minute service ring for police and fire services means ensuring that emergency responders can arrive at the scene within five minutes of receiving a call.

6.10: Assess the potential for a new or upgraded police station building.

As described in recommendation 6.1, as developments continue to locate in Alvin, it is likely a new, reconstructed, or expanded police building will be needed. Continue to monitor the five minute service ring response times and operations to determine the location of the new police building. Consider partnerships with developers to construct buildings near or within new developments that are taking place, or retrofit an existing building within the downtown area to maintain the closeness to the heart of Alvin.

6.11: Assess the potential for a new and / or expanded municipal services building located at Brazos Street and Highway 6.

As described in recommendation 6.1, the municipal services building at Brazos Street serves as a second site to City Hall, with additional City department offices, meeting spaces, and storage for City vehicles and equipment. Currently, there is limited parking for staff and visitors, continued strain on storage space, and the existing buildings largely are at operational capacity. Alvin should consider options, depending on future capacity improvements at City Hall, to expand or reconstruct a new municipal services building.

6.12: Hire 35-50 new police officers (full-time staff positions) by 2035.

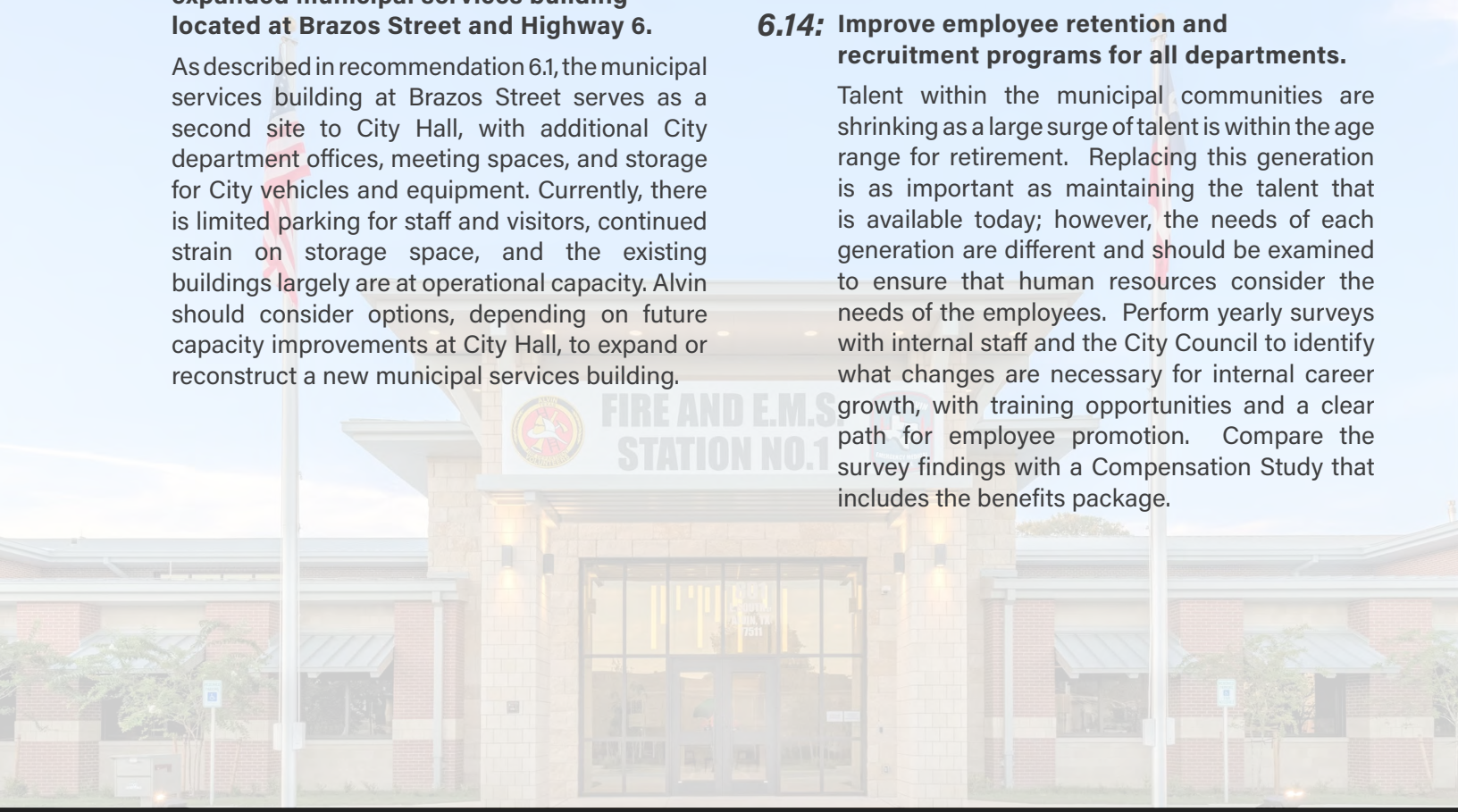
As the population grows, Alvin should continue to hire a high quality, well trained, and dedicated police force. Identified through City departmental discussions, around 35-50 new police officers will need to be trained through academy, hired, and added to the workforce by 2035.

6.13: Conduct a City department and services Staffing Study.

As growth continues in Alvin with new residential subdivisions and commercial development, new staff in each City department will be needed to handle the increased workload in areas such as permitting, engineering, parks, economic development, communications, and emergency services. Preparing for this is essential to ensure the positions are budgeted before the staff is needed. It is recommended that a Staffing Study analysis take place during the next upcoming budget year to determine if, when, and where additional staffing is warranted due to the increase in services. A Staffing Study analysis should be conducted every five years to ensure adequate planning, budgeting, and services for the public.

6.14: Improve employee retention and recruitment programs for all departments.

Talent within the municipal communities are shrinking as a large surge of talent is within the age range for retirement. Replacing this generation is as important as maintaining the talent that is available today; however, the needs of each generation are different and should be examined to ensure that human resources consider the needs of the employees. Perform yearly surveys with internal staff and the City Council to identify what changes are necessary for internal career growth, with training opportunities and a clear path for employee promotion. Compare the survey findings with a Compensation Study that includes the benefits package.



6.15: Improve the perception of City services and processes internally between residents and externally with developers and neighboring communities.

Create an internal subcommittee charged with creating a written Communications Plan city-wide that addresses the most common challenges that are heard throughout each department. Focus on creating infographics that communicate challenging topics with a graphic, flow charts to show processes such as the development approval process, and language that simplifies complex topics so the message is immediately clear and easy to follow. Update the city's website with the content.

6.16: Update the resident response guidelines to include protocol.

In addition to creating the Communications Plan, create a section dedicated for key performance measures for each department that indicates the measures for success for effective communication. Run each department through various scenarios and educate the department directors, managers and key staff with a written policy on how to address the public, an acceptable time frame for responding to emails and phone calls, and the general functions of each department so that each person within the city can provide timely responses and knows who to contact for each topic.

6.17: Continue to seek opportunities for a full-scale hospital facility with at least 10-beds, and promote new facilities such as pediatrics, optometry, pharmacies, and other medically based businesses.

Within Alvin, there are a number of pharmacies, small private practice medical clinics, and a number of 24/7 emergency facilities. To continue to provide access to medical services to existing and future residents, Alvin should continue to ensure and work with medical providers to develop additional medical services within Alvin.

6.18: Seek opportunities to provide temporary and transient medical services, such as a pharmacist, eye doctor, physician, and other medical services on certain days of the week at an existing available location, as a means to address short-term immediate needs of the population.

Consider partnerships with regional medical institutions and businesses to provide transient medical services which can be housed at an existing commercial or office structure. Typically, in more rural areas, for people who cannot travel into Pearland or Houston for services, a physician or clinic is established one or two days of the week to provide specific medical services which are not offered full-time at a permanent facilities within the city. Adequate locations, service needs, doctor availability, and funding are needed to be studied further. As future hospital, emergency room, and medical services are estbalished in Alvin, reconsider the provision of temporary and transient medical services.

6.19: Consider expanding para-transit/on-call transit services for seniors and disabled residents.

Work with the Gulf Coast Transit District (GCTD) to continue to provide Para-transit Services. Alvin leaders should discuss with GCTD and residents their additional needs, desired destinations, Senior Center connections, and quality of services to help improve access to seniors and people with disabilities.

6.20: Establish a Continued Education Program for all city employees

Conduct short regional “field-trips” and site visits with city department to assess development and infrastructure improvements in the broader region. Utilize public organization seminars, events, and educational resources such as provided by the Houston-Galveston Area Council, Texas Parks and Wildlife Department, the Greater Houston Partnership, Bay Area Houston Economic Development Alliance, and the Center of Excellence-Public Safety Institute at Houston Community College.

GOAL 7: SUSTAINABILITY

Alvin is a community that improves and retains existing ecological resources, aiming to improve community health, community aesthetics, and the reduce costs of infrastructure and drainage improvements.

Alvin should continually work to be a sustainable community. Sustainability is measured in multiple ways including, financial sustainability, building energy efficiency, the level of protection from storm and flooding events, alternatives / the diversity of energy sources, carbon / emission levels, water consumption, heating and cooling systems, and bio-diversity environmental impacts. A growing community which is building new housing and commercial structures, along with new transportation and utilities infrastructure, is provided an opportunity to enact the best modern practices for sustainability. The series of recommendations within the Sustainability section of the Comprehsnive Plan will help protect and enhance the native / natural environment, protect resident and business owner properties, as well as reducing the overall health burdens and cost burdens of outdated or undesirable conditions and infrastructure processes.

7.1: **Update landscaping standards to include additional tree requirements, require a variety of tree species, include xeriscape landscaping incentives. Consider requiring the planting of only native species of trees and landscapes within all new developments.**

The required planting of only native trees and landscapes by developers should be added to the City Code of Ordinances. Refer to the Native Plant Society of Texas Houston Chapter's Native Plant Guide and the City of Houston's / AgriLife Extension Texas A&M's guide for Native and Adapted Plants for Houston to identify native plants which fit within the Texas Coastal Prairie eco-region.

Native plants provide numerous benefits to residents, the ecosystem, and city leaders, such as:

- Native trees can withstand hurricanes and storms better than non-natives
- Encourages groundwater recharge
- Increases rainwater permeability
- Avoids the build-up of brush and invasive bramble
- Reduces run-off and pollutants in the water
- Helps enhance man-made engineering projects
- Encourages soil stabilization
- Promotes native Texan and ecosystem education

Xeriscapes are landscapes which utilize native plantings that need minimal to no water added beyond what is provided in the natural environment. These landscapes help to reduce water usage, reduce flooding impacts, and reduce potential water run-off contaminants from entering drainage systems.

Currently, two shade trees or ornamental trees are required for each residential lot within new residential subdivisions (Article 6, Sec. 24-58). Alvin should consider amending and increasing the standard to require at least two shade trees and one ornamental tree.

Currently, within commercial-retail development, at least two trees must be provided for each one hundred sixty-two square feet of required island within parking lots (Article 6, Sec. 24-58). Alvin should consider increasing the standard to two trees for every one hundred square feet of required islands.

Currently, one tree is required every fifty linear feet of landscaped edge (property line abutting street right of way) for all non-residential and muti-family development (Article 6, Sec. 24-58). Alvin should consider increasing the standard to one tree every forty linear feet, as a means of preserving Alvins existing character of tree-lined streets and mitigate the additional tree loss due to new development.

The City's approved Shade Tree Plant list should be extended to include the listing of native non-shade trees / ornamental trees, native grasses, and native flora. The extended / amended list of plantings will be the point of reference for developers as to what native plants are approved. Ensure that enough planting types are added to the approved list, as to not limit the diversity of the ecosystem, and help prevent tree disease.

7.2: Encourage and incentivize developers to include publicly accessible tree-shaded trail corridors and natural area set-asides along drainage corridors and bayous (could be included in or in-lieu of the parkland dedication requirements).

As described in the Parks, Trails, and Open Spaces section, Recommendation 4.6, on page 110, new housing developments should have trails along all drainage corridors and channels (including adherence to the Parks, Trails, and Open Space Plan map, on page 100). To help enact the proposed trail alignments and ensure public access to natural and made-made resources, Alvin should allow for linear trail corridors (not adjacent to a roadway) to count towards the parkland dedication.

Alvin should amend Chapter 21, Article 3, Section 21-58, to explicitly allow for the land dedicated for trails adjacent to water bodies to count as usable parkland as part of the parkland dedication requirements. Regardless, whether the developer utilizes linear trails as part of the required parkland, a trail should still be required along all water bodies not adjacent to a thoroughfare. Further, encourage or require developers to add trees along all trail corridors to provide shade.

Northwest Harris County MUD #5 (Municipal Utility District) has over 25 miles of trails along utility easements and waterways that connect multiple neighborhoods with naturalized landscapes and preserved forest canopy

Source: Northwest Harris County MUD #5 / Clark Condon, Google Earth Imagery

7.3: Utilize the U.S. Green Building Councils LEED for Cities and Communities (Leadership in Energy and Environmental Design) scoring / rating systems, guidance, and resources to implement sustainable / energy-efficient building and maintenance practices in Alvin's civic structures and in new infrastructure projects.

The U.S. Green Building Councils LEED for Cities and Communities (Leadership in Energy and Environmental Design) sets standards, benchmarks, and scoring systems which provide an overview of a structures, infrastructure system, or operations sustainability. LEED uses a framework of benchmarking and performance measures to assess and certify the sustainability of cities and communities. A municipality, entity, project, or structure can receive a LEED certification of Silver, Gold, or Platinum, as a recognition of an entities sustainable practices.

A LEED certification can help a municipality attract environmentally conscious businesses reducing operational costs of water treatment, reduce water usage and needed ground-water intake, reducing taxes due to improved city-facility operations costs, and can help increase commercial and residential structure resale value.

Alvin should apply U.S. Green Building Councils LEED standards within their everyday municipal operations and services, as well as new construction for City facilities. As City buildings are reconstructed, updated, or expanded, such as City Hall, the Municipal Services building on SH 6, or Police Department building on South Gordon Street, LEED improvements and qualified infrastructure should be added. In addition, LEED improvements should continue to be considered and applied in the collection and treatment of trash and waste disposal services. Any new parkland and recreational improvements, such as lighting, bathroom structures, Senior Center, and Recreation Center improvements should incorporate LEED standards. Lastly, as new housing development occurs, consider working to with developers to provide LEED certified housing structures, with a focus on energy efficiency, sustainable materials sourcing, and efficient water usage. Regardless of whether Alvin seeks LEED certification of the City or specific projects, the social, economic, and environmental performance indicators set by LEED should remain a constant point of reference and provide goals to achieve.

7.4: Utilize LEED rating systems to enact low-impact development and green infrastructure practices to mitigate the impacts of flooding and increased urban development, and as a means to protect freshwater resources.

As partially described in Recommendations 5.10, on page 123, green infrastructure practices are where natural processes and innovative material types are utilized in conjunction with engineered hardscapes to help protect the environment and structures.

Green Detention Basins and Drainage Channels:
As depicted on page 123, naturalized detention basins, rain gardens, and drainage channels should be established, especially in areas of new residential communities, parklands, and within flood plains. Encourage developers to install rain garden basins between parking lot frontages and thoroughfares, as well as leading to detention / retention basins to help further mitigate rainwater collection and run-off from parking lots.

Residential Hard- and Soft-scapes:
Consider ways to work with residential developers to install innovative flood mitigation solutions. This can include rain gardens at intersection corners or entries, a mixture of traditional and naturalized drainage channels, pervious driveway pavements, and sponge zones with parklands and open spaces.

Commercial-Retail Innovations:
Innovative drainage and water solutions within commercial and retail projects often involve mitigating the impervious surfaces added by the construction of parking lots and "big-box retailer" structures. Permeable pavements or alterative paver designs can be added in strategic low-lying areas to help drain parking lots and reduce run-off. In addition, large curb-cuts and rain gardens can help mitigate heavy water flows within landscape islands or on the perimeter of parking lots. Lastly, rainwater collection systems can be placed on the roofs of large commercial-retail structures to help mitigate high water volume impacts on existing drainage systems.

7.5: Establish a document guidebook to help residents and business owners to understand the wide-range of environmental adaptive improvements they can conduct, such as solar panels, window efficiency, flood damage prevention, and utilities elevation; Include information regarding funding resources, the financial benefits, and required city-county permits.

In addition to the developers guidebook proposed in recommendation 4.4, page 112, which address desired character types and amenities, Alvin should create a document guidebook for both public and private use which can help encourage and provide resources to help adapt structures and infrastructure to be more environmentally resilient and secure. Utilizing resources from the U.S. Green Building Council's LEED program, Alvin can help to formalize, encourage, and assist land owners in improving flood protection, energy efficiency, and storm damage mitigation of their property.

The guidebook should include multiple approved ways of mitigating and adapting infrastructure, the permits needed for each improvement, annual costs and savings benefits of the improvements, and step-by-step processes and regulations related to the improvement.

Example improvements can include elevating exterior heating and cooling (AC) units to prevent high-water inundation, replacement of windows and window frames, the installation of energy efficient streetlights and parking lot fixture bulbs, roof replacements, and home-based or commercial roof-top solar installations.

Permeable pavements with large drain inlets
Source: Construction EcoServices

7.7: Develop residential and commercial Codes regarding the placement, installation, and replacement of rooftop Solar Panels.

Currently, Alvin's City Code of Ordinances does not include provisions, regulations, or incentives for private and public solar panels beyond a required plan review and permit fees (under Chapter 28, Comprehensive Fee Ordinance, Section 2). Alvin, should consider clarifying language within the Code of Ordinances which describes what is considered a solar installation, where solar installations are allowed and not allowed, structural requirements, historic preservation related requirements, and other terms which help to mitigate potential visual or structural issues with the addition of solar panels.

Residential solar panel installation
Source: Houston Public Media

Elevated residential H-VAC units
Source: U.S. Department of Energy, Office Of Energy Efficiency and Renewable Energy

Electric vehicle charging addition to an existing parking lot
Source: ABC South West, Kate Stephens

7.6: Amend the City's Code of Ordinances to add regulations for the provision of EV (Electric Vehicle) charging stations on private and public property.

As EV usage increases, many municipalities are taking an active role in establishing partnerships to create electric vehicle charging stations / locations. Currently, Alvin's City Code of Ordinances does not include provisions, regulations, or incentives for private and public Electric Vehicle charging stations / locations. Although, Alvin does include minor regulations regarding electricity use for mobile food trucks and recreation vehicle (RV) connections at RV resorts.

Currently, Alvin does not have any publicly available charging stations. EV charging stations are currently located at a Nissan dealership along SH 35. Regional nearby charging stations include EV stations at Frost Bank in Friendswood, Shell gas station at State Highway 6 and TX-288 in Manvel, private charging stations at the new Maxter Healthcare. Inc. facility in Rosharon, and numerous locations along State Highway 288 (SH 288) in Pearland. EV charging stations are typically located at hotels, existing gas stations, new construction businesses, grocery stores, transportation and warehousing businesses, at car-sales / automotive locations, within garages of private residential homes, and along major expressways and thoroughfares, including truck stops and travel stations.

First, Alvin should consider incentives for existing gas stations, retail, and commercial establishments to add EV charging stations. Next, Alvin should consider adding EV charging stations as a parking requirement to the parking code. Lastly, Alvin should consider regulating language into the Code of Ordinances regarding the proper usage, location, permitting, regulation, and provision of EV charging stations for both public commercial properties and private residential properties.

Electric vehicle charging addition to a gas station
Source: GM Energy

GOAL 8: HISTORIC PRESERVATION

Alvin is a community that protects and values the historic structures and historic features of the community, including the enhancement of historic houses, protection of historic businesses, and improved methods of showcasing Alvin's history and culture.

Settled in the mid-1880s and incorporated in 1893, Alvin's rich history, historical sites, and culture should be celebrated, showcased, and preserved as the community grows and the Houston region continues to change. Multiple buildings dating back to the 1800s and early 1900s are found along Gordon Street. Many residential homes date back to before World War Two. Multiple old cottage style houses with small shops inside provide a small-town feel and add to the historic character of Alvin. In addition, the Alvin Railroad Depot, the Slover Rogers House, the the old Methodist Church on South Johnson Street, and Gordon Street buildings showcase Alvin's history and architectural character. Alvin should continually aim to protect and improve the quality, integrity, and visibility of these important sites. Through implementing the recommendations within this Historic Preservation section of the Comprehsnive Plan, Alvin will have protected structures within the City, important historical buildings will be improved, and the knowledge and showcasing of Alvins history will be more present throughout

8.1: **Work to protect the visual character, structural integrity, and function of historic houses, businesses, and structures.**

As new development and redevelopment occurs in Alvin, the City should take an active approach and consideration to preserving historical structures and the historical context of existing neighborhoods. Houses within the Downtown core should be built with historically based features, such as gable roofs, front porches, garages in the rear or side, and front walkways between the sidewalk and front doors.

8.2: **Establish the Slover-Rogers Cottage as a historically protected structure through the Texas Historical Commission. Consider additional historical structures in the Downtown which should be protected.**

Alvin and the Alvin Historical Museum should work to establish the Slover-Rogers Cottage on the Texas list of Historical Protected Structures. Additional buildings in Downtown should also be considered, such as the Historical Museum / Post Office, buildings along Gordon Street and Sealy Street, the Dodson Building, T.C. Edwards Building, Birchfield-McCown House, and the old Methodist Church building at 198 South Johnson Street.

Slover Rogers Cottage
Source: VisitAlvin

8.3: Work with the Alvin Historical Museum to conduct a Historical Sites and Important Places Survey.

Alvin should develop a list of sites which are important to preserve, enhance, protect, and improve. The list should include historic homes (built before a specific date), historic structures, important landmark locations, historic parks, and cemeteries. The survey conducted should include the age of the structure or place, important dates and events, needed site improvements, site limitation, and site opportunities. The list of places should be utilized to enable the availability and identification of improvement funding, help mitigate or deter negative effects of development adjacent to the site, and serve as a framework for the community's principals and future initiatives regarding historic preservation.

8.4: Consider additional ways to activate the historic Railroad Depot in National Oak Park.

Built in 1907, the Depot is currently utilized for community event rentals and a public museum. Consider additional ways the Depot can be opened and activated during public events at National Oak Park. As well, consider new signage, activities, and amenities that can be developed on the grounds surrounding the Depot, such as an electric-bike rental site, informational signage, or a historic garden. In addition, consider ways to further connect Gordon Street to the Depot site with signage, trails, or landscaping.

Historical character of buildings in Downtown Alvin
Source: Baxter and Woodman

Slover Rogers House rehabilitation before and after. A 2018 fundraiser was hend to raise $25,000 for the improvements.
Source: Houston Chronicle, Alvin Historical Museum

8.5: Consider financial incentives for the rehabilitation of historic properties.

The City of Galveston, Texas, provides financial incentives for historic properties. The incentives include:

- A 35-percent city property tax exemption for five years for historic properties designated as landmarks throughout the City
- A City tax freeze on substantially rehabilitated properties (invests at least 50-percent of the value of the building) at the assessed value prior to the rehabilitation for ten years
- Properties designated as New Conservation Districts receive a 25-percent city property tax exemption for five years

Alvin should consider similar incentives to help protect historical homes, civic buildings, and commercial sites to help protect at-risk or important structures.

8.6: Consider becoming a Texas Main Street Community, under the Texas Historical Commission's (THC) Texas Main Street Program.

The Texas Main Street Program (TMSP) is a program which provides funding to revitalize historic downtown cores. To receive funding, a city must first submit forms to become part of the THC's First Street Initiative program, then apply to become a Main Street Community. Becoming part of the First Street Initiative program allows cities to interact with other local communities, learn best practices, and open a dialogue with the THC. Registration and benchmarking is required when joining the First Street Initiative, which includes required annual community surveys, attendance of First Street quarterly meetings, and approval from city councils / commissions. Once a part of the First Street Initiative a city can apply for the Texas Main Street Program. Becoming part of the Texas Main Street Program will open avenues for Alvin to receive funding for revitalizing and improving historic structures, particularly those which need major structural, electrical, H-VAC, and facade improvements to become economically viable structures. The Main Street Program and other THC programs also provide funding and assistance for developing historical markers / signage, cemetery preservation, disaster assistance, and historical museum services. According to THC's website, since 1981, the TMSP reports a return or $18 for every $1 invested.

8.7: Consider becoming a Certified Local Government, under the Texas Historical Commission's (THC) Certified Local Government Program (CLGP).

Alternatively to joining the First Street Initiative or Texas Main Street Program, as described in recommendation 8.3, Alvin could become a Certified Local Government through the Texas Historical Commission. Benefits from joining the Certified Local Government Program (CLGP), as described on the TCH website, are "access to technical assistance from the CLG Program staff, a network of local preservation commissioners and historic preservation officers from around the state, workshops and other trainings specific to local preservation challenges, and the annual CLG Grant Program." To join the CLGP Alvin will need to utilize the recommendations of this Comprehensive Plan's Historical Preservation chapter, and / or develop a separate Preservation Plan / Document which can / may include community preservation goals, action items, assessments of structures and existing assets, and potential timelines or targets to reach by a certain date. Local examples of Preservation Plans include Plano's 2024 Heritage Preservation Plan, Tyler's 2017 Historic Preservation Strategic Plan, and Galveston's 2011 Comprehsnive Plan Historic Preservation Element.

8.8: Work with the Alvin Historical Museum to continue to provide opportunities for community events, historical site tours, and public information campaigns.

As a means to increase community pride, community knowledge, and help preserve Alvin's history as the community grows, Alvin should continue to fund and provide assistance for historically-based community programs and activities. Currently the Alvin Historical Museum hosts an annual Easter egg hunt, Halloween celebration and Ghost tour, and live music events at the Slover Rogers House.

Throughout the public engagement process of this Comprehensive Plan, multiple community members provided ideas for historical community events, such as a Halloween ghost walk / tours, a historical tree trail, a tour of historical homes in Alvin, a cemetery tour, and the incorporation of historical plaques at building sites and parks.

The old Methodist Church building at 198 South Johnson Street (2025)
Source: Baxter and Woodman

CHAPTER FOUR
IMPLEMENTATION

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IMPLEMENTATION INTRODUCTION

The Comprehensive Plan serves as a proactive roadmap for the City's future growth and development, shaped by the collective voices of community members and stakeholders. Many individuals have dedicated their time and effort to crafting this unified vision through collaboration. Now is the moment to build on the energy from creating this plan to ensure the Plan remains relevant to the goals and objectives stated in the Plan. This Implementation chapter is designed to keep the Plan dynamic and prevent it from becoming obsolete or overlooked.

To make the Comprehensive Plan a dependable and frequently referenced tool, the City must integrate it into everyday decision-making across policies, planning efforts, regulations, and capital investments. This chapter and the broader Plan Update seek to weave the Plan into the fabric of the City's daily functions. To remain impactful, the Comprehensive Plan should:

- Be reviewed regularly to maintain clarity of purpose and alignment with current policy, planning, regulatory, and infrastructure priorities.
- Operate as a "living document," evolving to reflect new goals, assumptions, strategies, and actions related to land use and public services.
- Encourage continued engagement and support from elected officials, City staff, residents, business leaders, institutions, and partner agencies who contributed to its development.
- Include a structured system for monitoring and reporting, enabling the City to track progress, recognize emerging challenges and opportunities, and recalibrate priorities as conditions change.

FROM VISION TO REALITY: PUTTING THE COMPREHENSIVE PLAN INTO MOTION

The Comprehensive Plan lays the groundwork for shaping the City's future growth and development. This concluding chapter transforms that vision into action by offering a structured, prioritized, and phased roadmap for implementation. It's main goal is to translate the Plan's components into a practical framework that supports sound decision-making and promotes accountability at every stage. It also details the essential steps to keep the Plan adaptable and aligned with the City's changing needs and priorities.

Yet, having an implementation roadmap alone doesn't ensure success. It's strategies must be actively used and consistently applied in everyday decisions to achieve the plan's vision and objectives. City leaders and staff should rely on the Plan as a key reference point when evaluating:

- Scheduling and financing infrastructure projects
- Reviewing development and redevelopment initiatives
- Considering annexation requests, whether City-led or landowner-initiated
- Making zoning and land use determinations
- Planning for the expansion of public services, facilities, and programs
- Preparing the annual capital improvement budget
- Updating zoning regulations and related municipal codes
- Coordinating with other governmental entities and forming agreements
- Guiding departmental planning, capital investments, and program development

PLAN IMPLEMENTATION STRATEGIES

Implementing the Comprehensive Plan requires more than outlining a framework—it demands consistent action and alignment with the community's vision. The following seven strategies provide the foundation for turning the plan's goals into reality:

1. Policy-Driven Decision-Making

Land use and development choices should reflect the guiding principles outlined in this Plan. While updated codes—covering areas like subdivisions, landscaping, and signage—will help assess private development proposals, broader decisions such as annexations, infrastructure investments, and land use map changes remain under the City Council's authority. This Plan provides a cohesive policy base to inform those decisions.

2. Development Codes and Technical Standards

Regulations governing subdivisions and engineering standards shape the physical character of the City. Since private development plays a significant role in shaping the built environment, these rules must balance community values with economic practicality. They should promote high-quality growth while avoiding unnecessary obstacles to appropriate development.

3. Capital Investment Planning

The Capital Improvements Program (CIP) outlines major infrastructure and facility investments over a multi-year horizon, typically five years. This includes roads, utilities, parks, public buildings, and large equipment. Project priorities should reflect the Plan's vision and policy direction.

4. Collaborative Efforts and Partnerships

Many initiatives require working beyond City departments. Success often depends on collaboration with other government bodies, non-profits, and private partners. These efforts may involve joint funding, intergovernmental agreements, volunteer support, or public-private partnerships. Community boards, commissions, and civic groups also play a key role in advancing implementation.

5. Targeted Programs and Initiatives

Some objectives will be achieved through focused efforts such as launching new programs, forming interlocal partnerships, expanding outreach, or offering training. These initiatives help translate the Plan's vision into practical, flexible actions.

6. Focused Planning and In-Depth Studies

Specific areas or topics may need more detailed analysis than the Comprehensive Plan provides. Follow-up studies or small-area plans can help refine strategies and guide implementation more granularly.

7. Ongoing Policy Refinement and Responsiveness

As new development proposals arise, City staff, advisory bodies, and elected officials should use the Plan as a reference point. Regular updates to policies and program priorities will help ensure the Plan remains adaptable and practical over time.

PLAN ADMINISTRATION

The successful implementation of the Comprehensive Plan depends on continued leadership, shared understanding, and consistent application. During the plan's development, representatives from government, business, neighborhoods, civic groups, and other sectors collaborated to shape its vision. **These community leaders—and those who will emerge in the future—must remain committed to advancing the plan's policies and updating them as conditions evolve or new challenges arise.**

Although comprehensive plans operate at a broad, strategic level, they are complex documents that reflect the interconnections among various policy decisions. Educating those responsible for implementation is a critical first step after adoption. **City Council members, Planning Commission members, and department heads must share a common understanding of the plan's priorities, responsibilities, and interpretations to ensure consistent and effective action.**

An implementation initiative should include:

- A clear explanation of the roles and responsibilities of the City Council, Planning Commission, advisory bodies, and staff
- A comprehensive overview of the plan, with emphasis on sections relevant to each group
- Implementation tasking and priority setting, leading to one-year and three-year action agendas
- A mock meeting to demonstrate how to apply the plan's policies and recommendations in real-world scenarios
- A detailed Q&A session with support from planning staff, the City Manager, and other key personnel

The policies and action priorities outlined in the plan should guide decision-making across a wide range of City functions, including:

- Timing and funding of infrastructure improvements to support new development
- Evaluating development and redevelopment proposals
- Considering annexation requests, whether City-initiated or landowner-driven
- Reviewing zoning changes and other land use decisions for consistency with plan principles
- Expanding public services, facilities, and programs to meet current and future needs
- Setting priorities for annual capital improvement budgeting
- Updating zoning, land development ordinances, and related codes
- Coordinating and developing agreements with other governmental entities, including inter-City and City/County partnerships
- Assisting departmental operations, capital projects, and program planning

By maintaining a shared commitment to the plan's vision and ensuring its principles guide everyday decisions, the City can achieve meaningful, long-term progress.

ADMINISTERING THE PLAN: ENSURING LONG-TERM SUCCESS

The effectiveness of the Comprehensive Plan depends on strong leadership, a shared understanding of its goals, and consistent applications across City operations. Throughout the planning process, representatives from government, business, neighborhoods, civic organizations, and other sectors worked together to shape a collective vision. Continued dedication from these leaders—and future ones—is essential to advancing and adapting the Plan's policies as new challenges and opportunities arise.

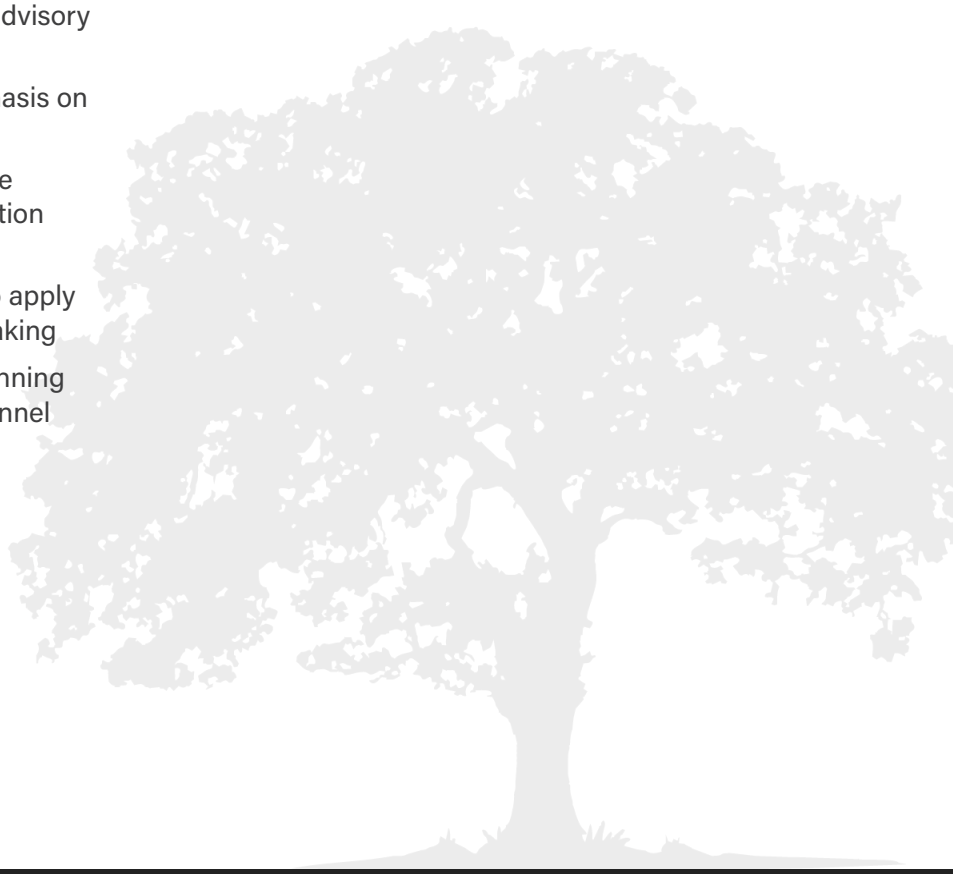
Although the Comprehensive Plan operates strategically, it is a multifaceted document reflecting the interconnected nature of policy decisions. Educating those responsible for its implementation is a crucial first step after adoption. City Council members, Planning Commissioners, and department leaders must develop a unified understanding of the Plan's priorities, responsibilities, and interpretations to ensure coordinated and effective action.

To support this, a structured orientation program should be launched immediately after adopting the Plan. This program should include:

- A clear breakdown of the roles and responsibilities of the City Council, Planning Commission, advisory boards, and staff
- A thorough overview of the Plan, with emphasis on the sections most relevant to each group
- Assignment of implementation tasks and the development of one-year and three-year action plans
- A simulated meeting to demonstrate how to apply the Plan's policies in real-world decision-making
- A detailed Q&A session with input from planning staff, the City Manager, and other key personnel

The City can achieve lasting, meaningful progress by maintaining a unified commitment to the Plan's vision and ensuring its policies and principles are embedded in daily decision-making with a wide range of City decisions, including:

- Scheduling and funding infrastructure to support future development
- Reviewing development and redevelopment proposals
- Evaluating annexation requests, whether initiated by the City or property owners
- Assessing zoning changes and land use decisions for consistency with the Plan
- Expanding public services, facilities, and programs to meet evolving needs
- Setting priorities for the annual capital improvement budget
- Updating zoning and / or land development codes
- Coordinating with other governmental agencies through partnerships and agreements
- Guiding departmental operations, capital projects, and program planning



ONGOING PLAN OVERSIGHT AND UPDATE PROCESS

To ensure the Comprehensive Plan remains current and effective, the Planning Commission, working alongside City staff, should prepare an annual summary for the Mayor and City Council. This report serves as a tool for continuous evaluation, highlights necessary updates, and supports the twice-yearly amendment cycle.

The annual report should include:

- Notable achievements and progress on implementation efforts
- Obstacles or delays encountered
- Proposed changes to maps, policies, or narrative content
- Recommendations for future actions, including capital projects and interagency coordination

Categories of Plan Amendments

1. Minor Revisions – These can be introduced anytime and typically involve limited updates, such as adjustments to the Future Land Use Map or incorporation of recent studies. They may be addressed immediately or during the annual review cycle.

2. Comprehensive Updates – Conducted every five years, these involve fully reassessing the Plan's vision, goals, and assumptions. This process may include removing outdated content, introducing new strategies, or refining existing policies.

3. Bi-Annual Amendment Review – Based on the annual report and input from staff and the Planning Commission, the City will determine whether amendments are warranted. Each proposed change should be evaluated for:

- Consistency with the Plan's vision and objectives
- Compatibility with surrounding land uses and infrastructure
- Impacts on public services, environmental resources, and community character
- Contribution to the long-term direction of the Plan

Five-Year Comprehensive Review

Every five years, City staff, advisory boards, commissions, and consultants should evaluate the Plan, including:

- A summary of significant actions and amendments since the last review
- Shifts in demographics, community needs, and growth patterns
- Analysis of land use capacity and development trends
- Public feedback and emerging community priorities
- Consideration of legal, environmental, and economic changes
- Recommendations for updating goals, policies, and implementation strategies

Continuous Community Involvement

Public participation is vital throughout all stages of review and revision. Progress should be measured using clear indicators and shared in an accessible format, such as a public-facing "report card," to keep residents informed and engaged.

PERFORMANCE METRICS

Performance metrics track and assess urban development activities' efficiency, effectiveness, and progress, providing insights into how well goals and objectives are being met. Performance metrics for Comprehensive Plan Implementation should be included during reporting when possible. These are some samples that can be used:

- Development Activity: Acres were developed, housing units were built, and commercial/industrial space was added per the plan
- Infrastructure Expansion: Increases in utility capacity (e.g., water, power) and related capital investments
- Parks & Trails: New or improved open space and trail mileage per the Parks and Trails Plan
- Neighborhood Quality: Code enforcement, home upgrades, and historic preservation efforts
- Mobility Improvements: Miles of new bike lanes and sidewalks supporting alternative transportation
- Redevelopment Impact: Property value growth, tax revenue increases, and new mixed-use spaces
- Sustainability Gains: Cost savings from energy and water efficiency in City facilities
- Community Engagement: Number of residents involved in outreach and education events

ROTARY
PAVILION

COMMUNITY PRIORITIES

The priorities below are based on the public's dot prioritization exercise held at Open House #2 (on September 24, 2025); the community chose the most important recommendations that they want to see implemented first or that the city should prioritize. The top recommendations are in ranked order below (#), along with the recommendation number (0.0). Note that this is not a comprehensive list of all recommendations considered important to the community.

#1 (3.15) Continue to preserve existing sensitive environmental areas or areas of high visual and characteristic values, such as wetlands, tributary corridors, and forested lands.

#2 (1.16) Use underutilized parking lots and parcels in Downtown for public gatherings, food truck opportunities, a farmers' market, or other pop-up events.

#3 (1.15) Focus on developing/redeveloping properties facing Sealy Street and Gordon Street; Create small-scale retail and commercial sites to reactivate the Downtown.

#4 (5.7) Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located.

#5 (5.10) Incorporate green infrastructure and lowimpact solutions within water management and drainage utilities systems.

#6 (4.5) Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline, such as Neighborhood Empowerment Zones, Neighborhood Improvement Zones, and / or Neighborhood Funds.

#7 (7.4) Utilize LEED rating systems to enact low-impact development and green infrastructure practices to mitigate the impacts of flooding and increased urban development, and as a means to protect freshwater resources.

#8 (1.15) Update landscaping standards to include additional tree requirements, require a variety of tree species, include xeriscape landscaping incentives. Consider requiring the planting of only native species of trees and landscapes within all new developments.

#9 (8.1) Work to protect the visual character, structural integrity, and function of historic houses, businesses, and structures.

#10 (8.3) Work with the Alvin Historical Museum to conduct a Historical Sites and Important Places Survey.

#11 (5.3) Develop a Stormwater and Drainage Master Plan.

#12 (6.19) Consider expanding para-transit/on-call transit services for seniors and disabled residents.

#13 (2.15) Conduct a sidewalks conditions and locations survey. From the survey, develop a report, GIS / CAD shapefiles, notations of sidewalks gaps, notations of critically damaged sidewalk segments, notations of curb ramp and crosswalk conditions.

#14 (3.11) Conduct a lighting survey at night of all parklands and facilities to identify darkzones, lighting inconsistencies, and potential safety hazards.

#15 (1.12) Consider additional funding avenues to provide Downtown and commercial facade grants and funds for other structural improvements.

IMPLEMENTATION ACTION PLAN

Table, *Implementation Action Plan*, on the following pages, lists the comprehensive plans recommendations as presented in Chapter 3, *Future City*. The table provided outlines the improvement type, estimated level of effort for implementation, timeframes for recommended action / implementation, key strategic partners, and potential funding resources and agencies.

Key Tasks. The majority of recommendations are either infrastructure improvements (physical capital-related actions) or regulatory / standards-based improvements (warranting a change or addition in policy, ordinances, or codes).

Level of Effort. The zero to five point rating scale for level of effort provides a rough estimate of the amount of time, additional considerations needed, level of collaboration and community input, and / or level of additional funds needed to implement the recommendation.

- Low Effort: Recommendations which do not involve outside entities beyond Alvin, and / or strategies which are a one-time decision or action are identified as a low level of effort.
- Medium Effort: Recommendations which may involve outside local entities (such as Brazoria County or other regional organizations), a major change to City code or policy, and / or involve a continued effort to adhere to the recommendation (such as future land uses and design principals) are identified as a medium level of effort.
- High Effort: Recommendations which involve State or National entities, additional planning and studies, construction documentation, and / or may need major grant funding or partnerships are identified as a high level of effort.

Action Leaders and Funding Sources. The list of action leaders and funding sources provides a framework of who the City should contact, work-with, and/or form funding partnerships to achieve an implemented recommendation.

Timeframes. The Timeframes provided in the table, along with the Level of Effort rating and list of Community Priorities (facing page, page 147) serve as a starting point for setting immediate, near-term, and long-term priorities. Each recommendation timeframe should align with the City's annual budget, Capital Improvements Program (CIP), and departmental planning.

The Comprehensive Plan Administrators should initiate a first-year work program with City management, departments, and partners, followed by an annual comprehensive review/benchmarkng report:

- An annual near-term outlook: Near-term priorities should be reviewed annually to track progress, address challenges, and adjust priorities based on changing needs and opportunities. Grants, mandates, or partner enthusiasm may expedite the early implementation of some items, while high-priority items may face delays due to budget constraints or other factors. A step-by-step process or month-by-month process should be outlined for recommendations or projects seeking completion within the year.
- An annual medium-term outlook: Upcoming priorities for the next two or five years should be considered and discussed with city leaders and the community. Recommendations/projects set for implementation within five years of the annual review process should be the future focus of items listed in the Capital Improvements Program at this time and partnerships should be formed.
- An annual long-term outlook: Long-term recommendations, actions, and priorities should always be considered. An annual review of grant opportunities, collaborative partnerships, and fiscal opportunities should be assessed. Funding, additional studies, and design schematics for long-term recommendations should be in process or have earmarked funding if the recommendation is anticipated or desired to be implemented within the next six to seven years of the annual review process.

ACTION LEADERS

ISD	Alvin ISD+Angleton ISD
AHC	Alvin Historical Society
ALB	Alvin Library
COA	City of Alvin
CORG	Community Non-profits/Organizations
BCC	Brazoria County Commissioners
BCD3	Brazoria County Conservation+Reclamation Dist. #3
FPEMS	Fire, EMS, Police Services
MUD	Local Municipal+County Utility Districts
NMUN	Neighboring Municipalities
TxDOT	Texas Department of Transportation

FUNDING OPPORTUNITIES

CDEV	Community Developers
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
H-GAC	Houston-Galveston Area Council
SS4A	Safe Streets For All
TxDOT	Texas Department of Transportation
TxGLO	Texas General Land Office
THC	Texas Historical Commission
TPWD	Texas Parks and Wildlife Department

LEVEL OF EFFORT

●○○○○ low level of effort
●●○○○ medium-low level of effort
●●●○○ medium level of effort
●●●●○ medium-high level of effort
●●●●● high level of effort

Table, Implementation Action Plan

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 1: LAND USE AND COMMUNITY CHARACTER										
1.1	Adhere to the Future Land Use Plan Maps, as a guide to future development types and locations within Alvin City Limits and any future annexed lands.			●●○○○	+				COA	CDEV
1.2	Reconsider the establishment of Zoning as a means of protecting community character, ensuring high-quality development / redevelopment, and maintaining high-quality and fiscally balanced utilities infrastructure.	X		●●●●○		+	+		COA	CDEV
1.3	Implement land use practices which allow for and encourages small-scale neighborhood retail and commercial to be established near higher density residential areas, such as the central core of Alvin and proposed Mixed-Use Village land uses.			●●●○○	+				COA	CDEV
1.4	Implement land use practices which prevent the encroachment and mixture of incompatible land uses.			●●○○○	+				COA	CDEV
1.5	Utilize existing land use codes and property restrictions as a means to guide development in the absence of a Zoning code.	X		●●○○○		+			COA	CDEV
1.6	Utilize the Growth Sequencing Plan Map to guide where development and improvement priorities should be made and located.			●●○○○	+				COA	CDEV
1.7	Encourage and promote innovative retail and commercial property design and services.			●●○○○	+				COA	CDEV
1.8	Reassess and reconsider existing annexation policies, regulations, incentives, and ordinances.	X	X	●●○○○			+		COA, FPEMS, MUD	
1.9	Strive for fiscally responsible land use practices and a return on investment.			●○○○○	+				COA	CDEV
1.10	Place a moratorium on mobile homes / manufactured home development.	X		●○○○○		+			COA	CDEV
1.11	Implement the 2024 H-GAC Livable Centers Study Downtown Master Plan proposed utilities, transportation, and placemaking improvements.		X	●●●●○	+				COA, AHC, ALB, CORG, BCC, ISD, FPEMS	CDEV, FHWA, H-GAC, SS4A, TxDOT, THC, TPWD

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
1.12	Consider additional funding avenues to provide Downtown and commercial facade grants and funds for other structural improvements.		X	●●○○○		+			COA, AHC	CDEV, THC
1.13	Create a distinct identity of Alvin's Downtown and the City of Alvin, including forming an identifiable Downtown district and noticeable entry points into Alvin from major thoroughfares with monuments and gateway treatments.		X	●●●○○	+		+		COA, AHC	FHWA, SS4A, TxDOT
1.14	Consider the development of an Arts, Culture, and Historic Community Plan for the City of Alvin.			●●●○○			+		COA, AHC, ALB, ISD	
1.15	Focus on developing / redeveloping properties facing Sealy Street and Gordon Street; Create small-scale retail and commercial sites to reactivate the Downtown.		X	●●●○○			+		COA, TxDOT	CDEV
1.16	Use underutilized parking lots and parcels in Downtown for public gatherings, food truck opportunities, a farmers' market, or other pop-up events.			●●●●○			+		COA, AHC, ALB, ISD, CORG	AHC, ALB, ISD, CORG
1.17	Continue to encourage murals and public art within the Downtown. Consider an artists competition in tandem with City events.			●○○○○	+				COA, AHC, ALB, ISD, CORG	CDEV, AHC, ALB, ISD, CORG
1.18	Continue to seek opportunities for new businesses and retail options in Alvin.			●○○○○	+				COA	CDEV
1.19	Establish Tax Increment Reinvestment Zones (TIRZ) or Public Improvement Districts (PID) in Downtown Alvin and along SH 288.	X		●●●●○		+	+		COA, BCC	

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FUNDING OPPORTUNITIES

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FHWA	Federal Highway Administration
H-GAC	Houston-Galveston Area Council
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TxDOT	Texas Department of Transportation
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LEVEL OF EFFORT

●○○○○ low level of effort
●●○○○ medium-low level of effort
●●●○○ medium level of effort
●●●●○ medium-high level of effort
●●●●● high level of effort

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 2: TRANSPORTATION										
2.1	Utilize the Proposed Thoroughfare and Intersections Maps to develop a Capital Improvement Program (CIP) and the requisite partnerships through which to improve roadway conditions, route options, stoplights and intersections, access drives, medians, lighting, and other transportation-related infrastructure.		X	●●●●○	+				COA, BCC, NMUN, FPEMS, ISD	TxDOT, FWHA BCD3, BCC, FEMA, SS4A, CDEV
2.2	Construct additional roadway alignments to expand travel route options.		X	●●●●○	+				COA, BCC, NMUN, FPEMS, ISD	TxDOT, FWHA BCD3, BCC, FEMA, SS4A, CDEV
2.3	Consider additional thoroughfare alignments, beyond the 2016 and 2018 Thoroughfare Plans, to avoid overcapacity and strain on existing intersections and streets.		X	●●○○○	+				COA, BCC, NMUN, FPEMS, ISD	TxDOT, FWHA BCD3, BCC, FEMA, SS4A, CDEV
2.4	Construct new intersection controls (all-way stops, and traffic signals) to ensure smooth traffic flow in the future.		X	●●●●○	+				COA, BCC, NMUN, FPEMS, ISD	TxDOT, FWHA BCD3, BCC, FEMA, SS4A, CDEV
2.5	Work with TxDOT, Union Pacific Railroad, and Burlington-Northern Santa Fe (BNSF) Railroad to assess and implement potential grade-separation projects.			●●●●○		+	+	+	COA, TxDOT, FPEMS	TPWD, SS4A, TxDOT, FWHA
2.6	Develop a Capital Improvement Program (CIP) and Schedule that is in alignment with the target growth areas, future thoroughfare plan, and utilities plans.		X	●●○○○		+			COA	
2.7	Update and revise thoroughfare typology standards to include more pedestrian, bicycle, and environmentally friendly design.	X		●●○○○		+	+		COA, TxDOT, BCC	
2.8	Expand existing two-lane thoroughfares, identified on the Proposed Corridor Projects Map, to meet future anticipated vehicle and pedestrian demands.		X	●●●●●	+				COA, BCC, NMUN, FPEMS, ISD	TxDOT, FWHA BCD3, BCC, FEMA, SS4A, CDEV

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
2.9	Implement the intersection capacity and realignment projects as identified on the Proposed Corridor Projects Map.		X	●●●●●	+				CORF	CDEV
2.10	Reconstruct and overlay major corridors connecting community destinations.		X	●●●●○		+	+	+	CORF, MCID	CDEV
2.11	Prioritize improvements on major thoroughfares connecting major destinations, schools, retail centers, and economic hubs in Alvin.			●●●●○	+				CORF	CDEV
2.12	Expand and improve the network of on-street bicycle lanes and shared-use paths.		X	●●●●●		+	+		CORF, MCID	CDEV
2.13	Expand and improve the network of off-street recreational trails.		X	●●●●●		+	+		CORF	CDEV
2.14	Expand and improve the network of sidewalks and curb ramps.		X	●●●●○	+				CORF, MCID	CDEV
2.15	Conduct a sidewalks conditions and locations survey. From the survey, develop a report, GIS / CAD shapefiles, notations of sidewalks gaps, notations of critically damaged sidewalk segments, notations of curb ramp and crosswalk conditions.			●●●○○		+	+		CORF	CDEV
2.16	Make a Safe Systems pledge.			●○○○○		+			CORF, MCID	CDEV
2.17	Incorporate pedestrian and vehicular safety features and elements in all city-related transportation projects.			●●●●○	+				CORF	CDEV

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●●●●● high level of effort

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 3: PARKS, TRAILS, AND OPEN SPACES										
3.1	Utilize the Proposed Parks, Trails, and Open Spaces Plan Map to identify additional future parkland sites within existing deficit areas (not served by parks within a 10-minute walk).			●●●○○	+		+	+	COA	CDEV, H-GAC, TPWD
3.2	Update the 2017 City of Alvin Park Master Plan.			●●●●○		+			COA	BCC, H-GAC, TPWD
3.3	Develop Capital Improvement Projects aimed at improving parklands, open spaces, and recreational facilities.		X	●●●●○	+	+			COA ISD, CORG	
3.4	Improve access to facilities at the Alvin Recreation Center and Alvin Senior Center.			●●●●○	+		+		COA, CORG, ALB	TPWD
3.5	Develop Capital Improvement Projects aimed at improving existing trails and trailheads.		X	●●●●○	+		+	+	COA, CORG, ALB, TxDOT	TPWD, SS4A, TxDOT, FWHA
3.6	Consider adding parkland facilities that do not already exist in Alvin.			●●○○○		+	+		COA, BCC, CORG, ISD	TPWD, CDEV
3.7	Conduct a programs and services capacity study for all programs, facilities, staffing, and budgets associated with the Alvin Recreation Center, Alvin Senior Center, and Alvin Parks Department.			●●○○○	+		+	+	COA	TPWD
3.8	Develop a digital library / G.I.S. portal (Geographic Information Systems) of all parkland facilities and amenities, including the condition, date of installation, and maintenance entities; begin to develop an Asset Management Program.			●●●○○		+	+		COA	
3.9	Continue to incorporate art and unique design elements into all parks.			●●○○○	+				COA	TPWD, ISD, CDEV
3.10	Incorporate inclusive play elements into all parks for people of all ages and abilities.			●●○○○	+			+	COA, BCC, CORG, ISD	ISD, BCC, TPWD, CDEV
3.11	Conduct a lighting survey at night of all parklands and facilities to identify darkzones, lighting inconsistencies, and potential safety hazards.			●●●○○			+		COA, TxDOT, CORG, ISD	TPWD, SS4A, TxDOT, FWHA

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
3.12	Consider future funding and opportunities to add a pedestrian bridge across SH 6 (north to south) which can connect the Mustang Bayou trails system to Downtown Alvin, Resoft County Park, Pearland's system of Clear Creek and Mary's Creek trails, and League City's systems of trails.			●●●●●				+	COA, CORG, ALB, TxDOT, ISD, BCC, NMUN	CDEV, CORG, ISD, TPWD, SS4A, TxDOT, FWHA
3.13	Continue to assess the parkland and facility needs of the community on an annual basis. Consider additional facilities, shade improvements, safety measures, and programming needs beyond what has been proposed in this comprehensive plan.			●●●○○	+				COA	
3.14	Continue to work with housing developers to provide parklands in new developments within areas not already served by parks to help meet the communities demand.			●●○○○	+				COA	CDEV
3.15	Continue to preserve existing sensitive environmental areas or areas of high visual and characteristic values, such as wetlands, tributary corridors, and forested lands.			●●●○○					COA, BCD3, BCC, AHC, CORG	CDEV, TPWD, FEMA,
3.16	Achieve CAPRA (Commission for Accreditation of Park and Recreation Agencies) accreditation from the National Recreation and Park Association.	X		●●●●○				+	COA	

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Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 4: HOUSING AND NEIGHBORHOODS										
4.1	Create a developers guide which outlines the steps and processes for development approval, permitting processes, and annexation processes.	X		●●○○○			+		COA, FPEMS, BCD3	
4.2	Establish an expedited process and incentives to streamline the development processes.			●○○○○		+	+		COA	
4.3	Continue to encourage high-quality housing construction and attractive housing designs / styles in Alvin.			●●●○○	+				COA	CDEV
4.4	Establish a “look-book” and “desired amenities” table / document for developers to better understand what is desired in Alvin.			●○○○○		+			COA	
4.5	Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline.	X		●●●●○			+	+	COA, CORG	THC, H-GAC,
4.6	Encourage and / or require subdivision interconnectivity with streets and trails.			●●●○○	+	+			COA	CDEV
4.7	Continue to consider land uses, housing structures, buildings, site designs, and standards on a character and form basis.			●●○○○	+				COA	
4.8	Encourage and allow for a strategically located mix of housing lot sizes and home sizes to be developed in a single planned subdivision or residential development; If a smaller-lot variance is desired, then require the development of large lots to the proposed development.			●●●●○	+				COA	CDEV

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 5: UTILITIES INFRASTRUCTURE										
5.1	Utilize the Utilities Services Plan Map, to develop a publicly available Capital Improvement Plan (CIP) and Schedule, and help guide where future utility lines may be located.		X	●●●○○	+				COA, MUD, BCC, BCD3, TxDOT	
5.2	Update the 2016 Utility Master Plan.			●●●●○			+		COA, MUD, BCC, BCD3, TxDOT	
5.3	Develop a Stormwater and Drainage Master Plan.			●●●●○			+		COA, MUD, BCC, BCD3, TxDOT	
5.4	Create a consolidated projects list and projects map of all existing and proposed projects included in the Utility Master Plan, Wastewater Master Plan, and Water Master Plan.			●●●●○	+		+		COA, MUD, BCC, BCD3, TxDOT	
5.5	Conduct a lighting survey in Downtown Alvin, along major corridors, and near parks and schools, to identify dark-zones, tree limb conflicts, light inefficiencies, and lighting type differences. From the site-survey results, develop a lighting improvement plan and incorporate items in a Capital Improvement Plan.			●●●●○			+	+	COA, MUD, BCC, ISD, ALB, AHS, TxDOT	TxDOT
5.6	Conduct a comprehensive sidewalks, curb ramp, and accessibility survey / assessment in Downtown Alvin, along major corridors, and near parks and schools, to identify utility conflicts, ADA compliance issues, deficit areas without sidewalks, and needed sidewalk pavement updates.			●●●○○			+		COA, MUD, BCC, ISD, ALB, AHS, TxDOT	TxDOT
5.7	Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located.			●●●○○			+		COA, BCD3, MUD, ISD, TxDOT,	

ACTION LEADERS

ISD	Alvin ISD+Angleton ISD
AHC	Alvin Historical Society
ALB	Alvin Library
COA	City of Alvin
CORG	Community Non-profits/Organizations
BCC	Brazoria County Commissioners
BCD3	Brazoria County Conservation+Reclamation Dist. #3
FPEMS	Fire, EMS, Police Services
MUD	Local Municipal+County Utility Districts
NMUN	Neighboring Municipalities
TxDOT	Texas Department of Transportation

FUNDING OPPORTUNITIES

CDEV	Community Developers
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
H-GAC	Houston-Galveston Area Council
SS4A	Safe Streets For All
TxDOT	Texas Department of Transportation
TxGLO	Texas General Land Office
THC	Texas Historical Commission
TPWD	Texas Parks and Wildlife Department

LEVEL OF EFFORT

●○○○○ low level of effort
●●○○○ medium-low level of effort
●●●○○ medium level of effort
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Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
5.8	On an annual basis, reassess the proposed utilities priority improvement zones and corridors proposed in recommendation 3.1 and depicted on the Utilities Improvements Priorities Map to help assist in the continued phasing, funding, and operations of utilities improvements.		X	●●●○○	+				COA,	CDEV, FWHA, TxDOT
5.9	Continue to utilize shared utilities improvement agreements with developers to help reduce future financial impacts of upgrading / replacing utilities infrastructure.		X	●●○○○	+				COA,	CDEV
5.10	Incorporate green infrastructure and low impact solutions within water management and drainage utilities systems.			●●○○○	+				COA,	CDEV, FWHA, FEMA, TxDOT
5.11	Screen and buffer utilities, control boxes, substations, and water control system locations.		X	●○○○○	+		+		COA, MUD, TxDOT	BCC, BCD3, MUD, TxDOT
5.12	Continue to add art to traffic control boxes and associated utilities to improve the visual character of intersections and streets.		X	●○○○○	+				COA, CORG, ALB, ISD, AHS	CORG, ALB, ISD, AHS

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 6: PUBLIC FACILITIES AND SERVICES										
6.1	Utilize the Public Facilities and Services Priorities Map to develop a services plan and schedule for when public facilities services need to be expanded and funded based on future anticipated growth.		X	●●●○○	+				COA, MCP4	CDEV, TxDOT, BCE3, FWHA
6.2	Consider the establishment of an Economic Development Corporation (EDC).	X		●●●●○	+			+	COA	
6.3	Consider how Hotel Occupancy Tax (HOT) funds are utilized and reassess program allocations.	X		●●○○○			+		COA	
6.4	Hire a Director of Planning as a full time city staff employee. Consider utilizing, temporarily, a private planning consultant group under contract to meet immediate needs.			●●●●○		+	+		COA	
6.5	Hire an additional public communications and public coordination staff position to help improve the City's capacity to communicate with developers, the County, the State, TxDOT, neighboring municipalities, non-profits, and communicate to the residents of Alvin existing planned projects, achievements, code enforcement actions, and infrastructure-related improvements.			●●●●○			+		COA	
6.6	Consider hiring a full-time grant writer or establish a contract with a grant writing consultant.			●●●●○			+		COA	CDEV
6.7	Continue to work with Alvin ISD to construct and plan for new school buildings and facilities.		X	●○○○○	+				COA, ISD	CDEV, ISD
6.8	Establish a new sub-station in western Alvin, near TX-288, to service Preservation Creek and surrounding areas.		X	●●●●●		+	+		COA FPEMS, BCC, NMUN	
6.9	Increase the capacity of Emergency Response Services, Police Services, and Volunteer Fire Services, as the community and region grow.		X	●●●○○	+				COA FPEMS, BCC, NMUN	
6.10	Assess the potential for a new or upgraded police station building.		X	●●●○○		+	+		COA, FPEMS	
6.11	Assess the potential for a new and / or expanded municipal services building located at Brazos Street and Highway 6.		X	●●●○○				+	COA, FPEMS	
6.12	Hire 35-50 new police officers (full-time staff positions) by 2035.			●●●●○	+			+	COA, FPEMS	

ACTION LEADERS

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FUNDING OPPORTUNITIES

CDEV	Community Developers
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
H-GAC	Houston-Galveston Area Council
SS4A	Safe Streets For All
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LEVEL OF EFFORT

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Table, Implementation Action Plan (cont.)

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GOAL 6: PUBLIC FACILITIES AND SERVICES										
6.13	Conduct a City department and services Staffing Study.			●●●○○			+		COA	
6.14	Improve employee retention and recruitment programs for all departments.			●●○○○	+				COA	
6.15	Improve the perception of City services and processes internally between residents and externally with developers and neighboring communities.			●●○○○	+				COA	
6.16	Update the resident response guidelines to include protocol.	X		●○○○○			+		COA	
6.17	Continue to seek opportunities for a fullscale hospital facility with at least 10-beds, and promote new facilities such as pediatrics, optometry, pharmacies, and other medically based businesses.			●●●●○		+	+		COA	CDEV
6.18	Seek opportunities to provide temporary and transient medical services, such as a pharmacist, eye doctor, physician, and other medical services on certain days of the week at an existing available location, as a means to address short-term immediate needs of the population.			●●●●○			+	+	COA, H-CAG, CORG, BCC,	CDEV
6.19	Consider expanding para-transit / on-call transit services for seniors and disabled residents.			●●●●○			+	+	COA, H-CAG, CORG, BCC,	CORG, BCC,
6.20	Establish a Continued Education Program for all city employees.	X		●●●○○			+	+	COA	

Table, Implementation Action Plan (cont.)

n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 7: SUSTAINABILITY										
7.1	Update landscaping standards to include additional tree requirements, require a variety of tree species, including xeriscape landscaping incentives. Consider requiring the planting of only native species of trees and landscapes within all new developments.	X		●●●○○		+	+		COA	
7.2	Encourage and incentivize developers to include publicly accessible tree-shaded trail corridors and natural area set-asides along drainage corridors and bayous (could be included in or in-lieu of the parkland dedication requirements).			●●●○○	+				COA, CORG. BCD3	CDEV, TXGLO, TPWD
7.3	Utilize the U.S. Green Building Councils LEED for Cities and Communities (Leadership in Energy and Environmental Design) scoring / rating systems, guidance, and resources to implement sustainable / energy-efficient building and maintenance practices in Alvin's civic structures and in new infrastructure projects.			●●○○○	+				COA, FPEMS, BCD3	CDEV
7.4	Utilize LEED rating systems to enact low-impact development and green infrastructure practices to mitigate the impacts of flooding and increased urban development, and as a means to protect freshwater resources.			●●○○○	+				COA, FPEMS, BCD3	CDEV
7.5	Establish a document guidebook to help residents and business owners to understand the wide-range of environmental adaptive improvements they can conduct, such as solar panels, window efficiency, flood damage prevention, and utilities elevation; Include information regarding funding resources, the financial benefits, and required city-county permits.	X		●●○○○			+		COA	
7.6	Develop residential and commercial Codes regarding the placement, installation, and replacement of rooftop Solar Panels.	X		●●○○○			+		COA, FPEMS, MUD, TxDOT	FEMA
7.7	Amend the City's Code of Ordinances to add regulations for the provision of EV (Electric Vehicle) charging stations on private and public property.	X		●●○○○		+			COA, FPEMS, MUD, TxDOT	FWHA, TxDOT

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n	Recommendation	Ordiance, Regulation, or Standard Change	Infrastructural / Capital Investment	Level of Effort	Timeframe: On-going	Timeframe: 1-2 Years	Timeframe: 3-10 Years	Timeframe: 10+ Years	Action Leaders	Funding Opportunities
GOAL 8: HISTORIC PRESERVATION										
8.1	Work to protect the visual character, structural integrity, and function of historic houses, businesses, and structures.			●●●○○	+				COA	CDEV, THC,
8.2	Establish the Slover-Rogers Cottage as a historically protected structure through the Texas Historical Commission. Consider additional historical structures in the Downtown which should be protected.	X		●●●○○		+	+		COA, AHS, CORG	THC
8.3	Work with the Alvin Historical Museum to conduct a Historical Sites and Important Places Survey.			●●○○○			+	+	COA, AHS, CORG	
8.4	Consider additional ways to activate the historic Railroad Depot in National Oak Park.			●○○○○	+	+	+		COA, BCC	
8.5	Consider financial incentives for the rehabilitation of historic properties.			●●●○○			+	+	COA, AHS	
8.6	Consider becoming a Texas Main Street Community, under the Texas Historical Commission's (THC) Texas Main Street Program.	X		●●●●○		+	+		COA, AHS	
8.7	Consider becoming a Certified Local Government, under the Texas Historical Commission's (THC) Certified Local Government Program (CLGP).	X		●●●●○			+	+	COA, AHS	
8.8	Work with the Alvin Historical Museum to continue to provide opportunities for community events, historical site tours, and public information campaigns.			●○○○○	+				COA, AHS, CORG	

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KEY RECOMMENDATIONS BY CATEGORY

Staffing Recommendations

- **6.4:** Hire a Director of Planning as a full time city staff employee. Consider utilizing, temporarily, a private planning consultant group under contract to meet immediate needs.
- **6.5:** Hire an additional public communications and public coordination staff position to help improve the City's capacity to communicate with developers, the County, the State, TxDOT, neighboring municipalities, non-profits, and communicate to the residents of Alvin existing planned projects, achievements, code enforcement actions, and infrastructure-related improvements.
- **6.6:** Consider hiring a full-time grant writer or establish a contract with a grant writing consultant.
- **6.13:** Conduct a City department and services Staffing Study.
- **6.8 + 6.12:** Establish a new sub-station in western Alvin, near TX-288, to service Preservation Creek and surrounding areas. Hire 35-50 new police officers (full-time staff positions) by 2035.

Establishment, Certifications, Programs, and Guides Recommendations

- **2.16:** Make a Safe Systems pledge.
- **3.8:** Develop a digital library / G.I.S. portal (Geographic Information Systems portal) of all parkland facilities and amenities, including the condition, date of installation, and maintenance entities; begin to develop an Asset Management Program.
- **3.16:** Achieve CAPRA (Commission for Accreditation of Park and Recreation Agencies) accreditation from the National Recreation and Park Association.
- **4.4:** Establish a "look-book" and "desired amenities" table / document for developers to better understand what is desired in Alvin.
- **4.5:** Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline.
- **6.2:** Consider the establishment of an Economic Development Corporation (EDC).
- **6.16:** Update the resident response guidelines to include protocol.
- **6.20:** Establish a Continued Education Program for all city employees.

Ordinance, Policy Change, and District Recommendations

- **1.2:** Reconsider the establishment of Zoning as a means of protecting community character, ensuring high-quality development / redevelopment, and maintaining high-quality and fiscally balanced utilities infrastructure.
- **1.19:** Establish Tax Increment Reinvestment Zones (TIRZ) or Public Improvement Districts (PID) in Downtown Alvin and along SH 288.
- **2.7:** Update and revise thoroughfare typology standards to include more pedestrian, bicycle, and environmentally friendly design.
- **4.5:** Establish a districts neighborhood program to help revitalize historical / older neighborhoods at risk of decline.
- **7.1:** Update landscaping standards to include additional tree requirements, require a variety of tree species, including xeriscape landscaping incentives. Consider requiring the planting of only native species of trees and landscapes within all new developments.
- **7.2:** Encourage and incentivize developers to include publicly accessible tree-shaded trail corridors and natural area set-asides along drainage corridors and bayous (could be included in or in-lieu of the parkland dedication requirements).
- **7.6:** Develop residential and commercial Codes regarding the placement, installation, and replacement of rooftop Solar Panels.
- **7.7:** Amend the City's Code of Ordinances to add regulations for the provision of EV (Electric Vehicle) charging stations on private and public property.

"Further Study" Recommendations

- **1.11:** Implement the 2024 H-GAC Livable Centers Study Downtown Master Plan proposed utilities, transportation, and placemaking improvements.
- **1.14:** Consider the development of an Arts, Culture, and Historic Community Plan for the City of Alvin.
- **2.15:** Conduct a sidewalks conditions and locations survey. From the survey, develop a report, GIS / CAD shapefiles, notations of sidewalks gaps, notations of critically damaged sidewalk segments, notations of curb ramp and crosswalk conditions.
- **3.2:** Update the 2017 City of Alvin Park Master Plan.
- **3.7:** Conduct a programs and services capacity study for all programs, facilities, staffing, and budgets associated with the Alvin Recreation Center, Alvin Senior Center, and Alvin Parks Department.
- **3.11:** Conduct a lighting survey at night of all parklands and facilities to identify darkzones, lighting inconsistencies, and potential safety hazards.
- **5.2:** Update the 2016 Utility Master Plan.
- **5.3:** Develop a Stormwater and Drainage Master Plan.
- **5.5:** Conduct a lighting survey in Downtown Alvin, along major corridors, and near parks and schools, to identify dark-zones, tree limb conflicts, light inefficiencies, and lighting type differences. From the site-survey results, develop a lighting improvement plan and incorporate items in a Capital Improvement Plan.
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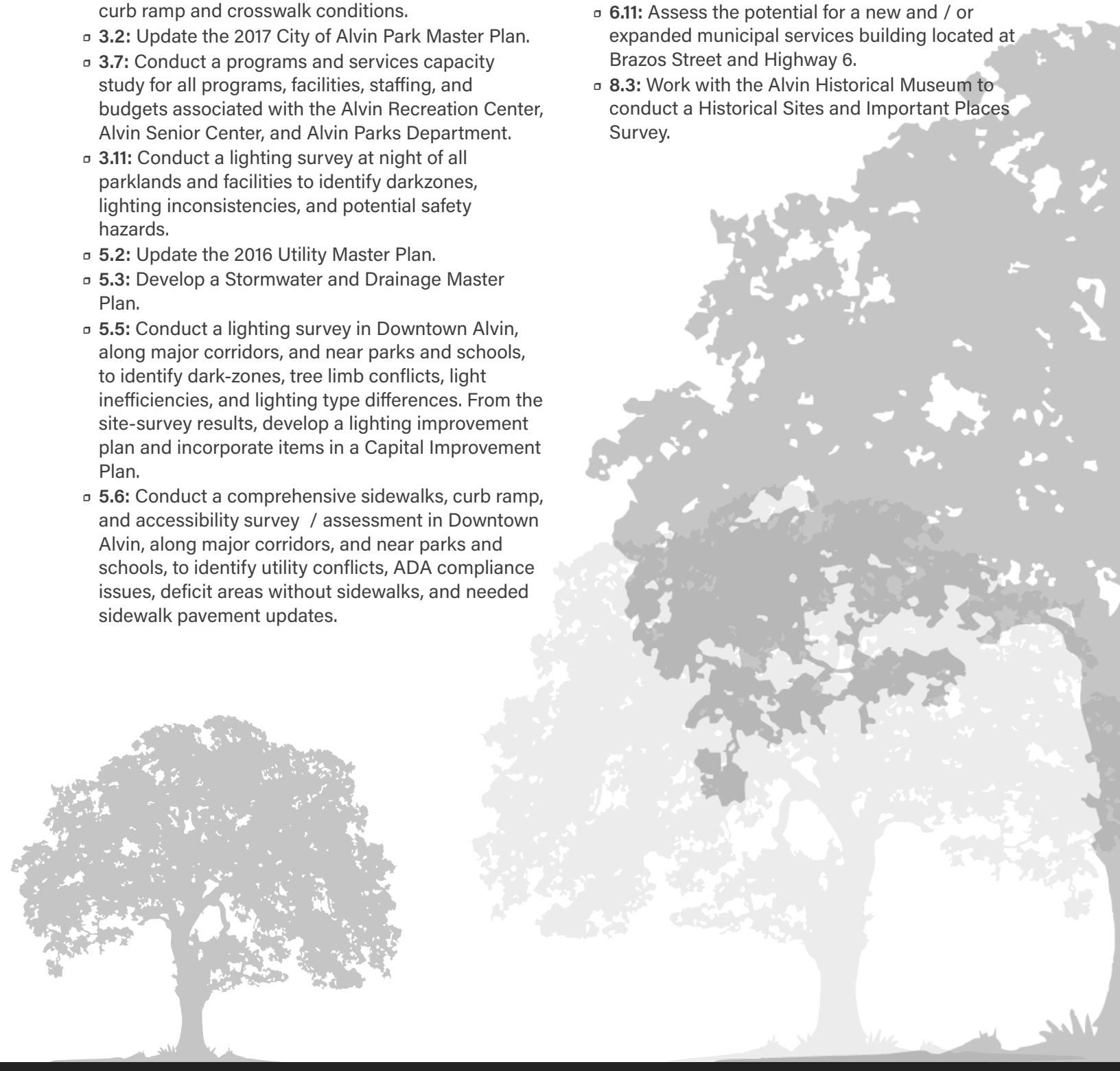
- **5.7:** Conduct a street drains, culverts, and drainage ditch survey to identify areas where drainage capacity is needed, where blockages are or may occur, where drains may be damaged, and where compliance issues may be located.
- **6.13:** Conduct a City department and services Staffing Study.
- **6.10:** Assess the potential for a new or upgraded police station building.
- **6.11:** Assess the potential for a new and / or expanded municipal services building located at Brazos Street and Highway 6.
- **8.3:** Work with the Alvin Historical Museum to conduct a Historical Sites and Important Places Survey.



ALVIN **COMPREHENSIVE PLAN** 2045

Draft 11-07-2025

CITY OF ALVIN, TEXAS

COMPREHENSIVE PLAN UPDATE

ALVIN COMPREHENSIVE PLAN 2045

"CLOSING IN ON OUR MOMENT"

APPENDIX: EXISTING CITY REPORT

Draft 11-07-2025

CITY OF ALVIN, TEXAS
COMPREHENSIVE PLAN UPDATE

CITY OF ALVIN EST. TEXAS 1879

EXISTING CITY REPORT

AN APPENDIX OF THE COMPREHENSIVE PLAN

3 Planning Area
5 Community Demographics
9 Economic Review
17 Community Tapestry Segmentation
21 Existing Transportation Systems
45 Existing Land Use
59 Historic Preservation
63 Parks, Trails, and Open Space
69 Sustainability
75 Housing and Neighborhoods
79 Utilities Infrastructure
91 Regulatory Review
99 2024 City Strategic Plan Summary

WHAT IS THE EXISTING CITY REPORT?

The Existing City Report is an appendix to the Comprehsnive Plan. The Existing City Report provides background information and analysis on Alvin in its current state. The information provided in this section is presented in a series of standalone technical memoranda that are combined into a cohesive, single report. The Existing City Report summarizes existing conditions of categories such as housing, developmental regulations, public services, utilities infrastructure, land use, parks and recreation, community character, and transportation. These memoranda are accompanied by a series of tables, maps, and imagery that further illustrate the existing conditions of Alvin. This Report, along with public engagement findings and analysis provided in Chapter Two of the Comprehensive Plan, will help inform the strategies and recommendations to guide Alvin's future.

PLANNING AREA

The City of Alvin's Planning Area spans approximately 25.6 square miles, and encompasses a diverse range of landscapes, communities, and commercial areas. Situated near major highways, such as State Highway 35 (SH 35), State Highway 6 (SH 6), and the future State Highway 99 (SH 99 or Grand Parkway), Alvin enjoys excellent connectivity to Houston and other surrounding regions. The geography of Alvin includes a historic downtown district, residential neighborhoods, commercial hubs, and green spaces that collectively contribute to the city's small-town charm. This Planning Area includes the lands within Alvin's municipal corporate limits and its two-mile wide, Extraterritorial Jurisdiction (ETJ).

As mentioned, this Comprehensive Plan focuses on enhancing infrastructure, transportation networks, and public services to support anticipated growth within the Planning Area. The local economy is driven by diverse industry sectors, including agriculture, manufacturing, and retail, which contribute to the city's economic vitality. The plan encourages the promotion and adoption of sustainable development practices to protect resources within the Planning Area, such as parks, waterways, and wildlife habitats. However, the area also faces potential threats, including flooding, due to its extremely flat terrain, its proximity to the Gulf Coast, and resulting extreme weather events. Engaging with residents, businesses, and regional stakeholders, Alvin's Comprehensive Plan seeks to address current challenges and anticipate future needs, ensuring the city remains resilient and adaptable. Through thoughtful planning and community collaboration, Alvin will be prepared to foster economic growth, improve quality of life, and maintain its distinctive identity for generations to come.

Brazoria County

Brazoria County, located in the Gulf Coast region of Texas, is a dynamic and diverse area, known for its rich history and thriving industry. As part of this county, the City of Alvin enjoys a unique connection to the broader region, and benefits from the county's resources, economic opportunities, and cultural heritage. Alvin serves as a key player within Brazoria County, and contributes to its agricultural and economic landscape while also offering a welcoming small-town atmosphere. In addition, Alvin is located within County Precincts One, Two, and Three, and houses the offices for Brazoria County Precinct Three.

Alvin's Jurisdictional Limits

Alvin's City limits comprise the central and main portions of the Planning Area and population (near SH 6 and SH 35), as well as parcels of rural lands along FM 1462 which leads to SH 288. In addition, 100-foot side strips of land along Brazoria County limits, the Brazos River, Austin Bayou, and Bastrop Bayou are incorporated into the City and primarily comprise river corridors, residential lands, and undeveloped agricultural lands. Alvin's Extraterritorial Jurisdiction (ETJ) is a two-mile wide radius which emanates from the City limits, and includes the 100-foot-wide strips of incorporated lands. Alvin's ETJ completely surrounds the incorporated communities of Iowa Colony, Rosharon, and Liverpool and their ETJs.

Gulf Coast Environment

The Gulf Coast environment, within which Alvin is located, features an ecological landscape that shapes the region's natural resources, climate, and recreational offerings. Characterized by coastal plains, wetlands, and proximity to the Gulf of Mexico, the area experiences warm, humid conditions and a susceptibility to seasonal storms and hurricanes. This environment supports diverse ecosystems, including estuaries, marshlands, and forests, which provide critical habitats for native wildlife and contributes to the region's biodiversity.

Neighboring Communities

Located in proximity to the City of Alvin, the communities of Pearland, Angleton, Lake Jackson, and Friendswood each play unique roles in supporting the needs of Alvin's residents, and provide a range of services, employment opportunities, retail, and recreational options that complement Alvin's local offerings. Pearland and Friendswood serve as a major commercial and employment hubs, with job opportunities present in major sectors such as healthcare and industrial industries. These cities also offer extensive retail centers and entertainment options. Angleton is the governing seat of Brazoria County and is a primary center for government services and civic activities. Lake Jackson functions as an economic and recreational magnet, with a strong concentration of employment in manufacturing, energy, and petrochemical industries. In addition, communities like, Galveston, Webster, and Seabrook help bolster the regional economy through scientific and environmental tourism with the National Aeronautics and Space Administration (NASA) museum, public beaches, Downtown Galveston, Brazoria National Wildlife Refuge, Brazos Bend State Park, and Kemah Pier.

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, TxDOT, H-GAC

LEGEND

- Alvin City Limits
- Alvin ETJ (2-mile)
- Other Municipalities
- County Boundaries

0 miles 5 10

MAP: REGIONAL CONTEXT

November 2025

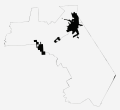
BAXTER & WOODMAN

COMMUNITY DEMOGRAPHICS

CONTEXT

The Community Profile for the City of Alvin compiles information from the 2020 U.S. Census, 2022 American Community Survey, and Esri Business Analyst, to provide a general understanding of the City's demographic and psychographic composition. This analysis is essential in understanding where Alvin's demographic characteristics lie today, how Alvin compares to other communities within the region, and helps to plan for the physical and social needs of the City's citizens now and in the future.

Community Comparison Summary

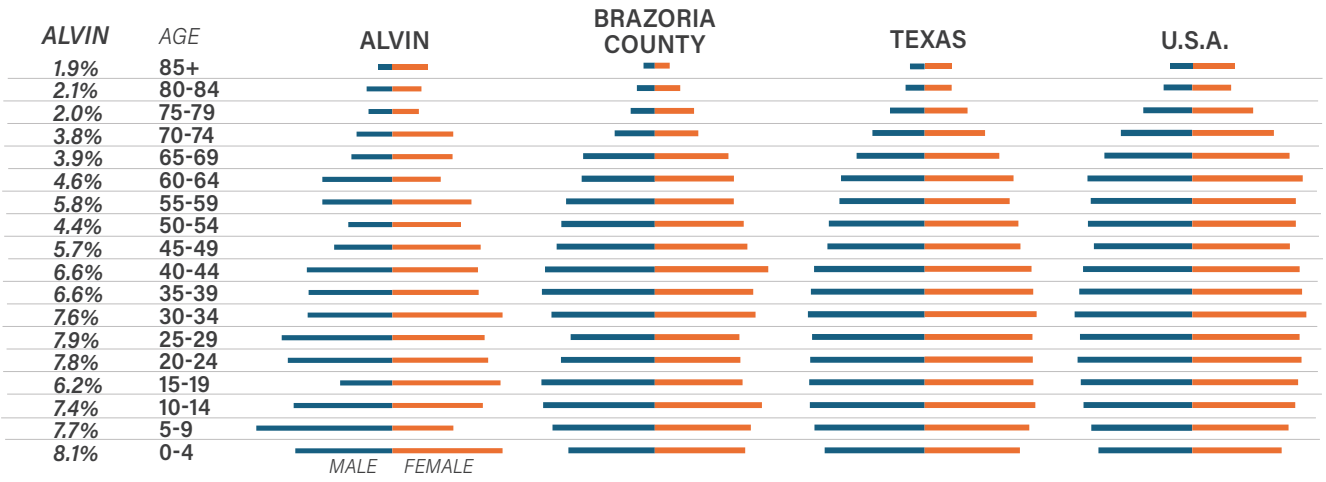
	 ALVIN	BRAZORIA COUNTY	TEXAS	U.S.A.
MEDIAN AGE	32.9	36.1	35.2	38.5
MEDIAN INCOME	$68,266	$86,083	$72,284	$74,755
POVERTY STATUS	10.4%	9.8%	14.0%	12.6%
POPULATION 19 Y.O. AND UNDER	29%	28%	28%	24%
POPULATION 20-65 Y.O.	61%	59%	59%	59%
POPULATION OVER 65 Y.O.	14%	13%	13%	17%
MEAN TRAVEL TIME TO WORK	30.1 *MINUTES*	30.6 *MINUTES*	25.9 *MINUTES*	25.6 *MINUTES*
HOME VALUE LESS THAN $150,000	34%	19%	27%	23%
HOME VALUE MORE THAN $300,000	13%	44%	36%	46%
RENTER-OCCUPIED HOUSING	43%	25%	37%	35%

Alvin, Texas, is a charming city located within Brazoria County, with a population of roughly 50,562 residents within its Planning Area. The city is known for its blend of suburban charm and small-town friendliness, offering a welcoming community for families and individuals alike. Compared to the broader Brazoria County, which has a population exceeding 388,000, Alvin represents a smaller yet integral part of the county's demographic composition. The population density in Alvin is higher than in many parts of Brazoria County, reflecting its status as a more urbanized area within the region. The median age in Alvin of 32.9 is slightly lower than that of the county, indicating a relatively younger population that contributes to the city's vibrant community life. Additionally, Alvin's diverse population is a replica of the broader demographic trends seen in Brazoria County, with a mix of ethnicities and cultures that enrich the community.

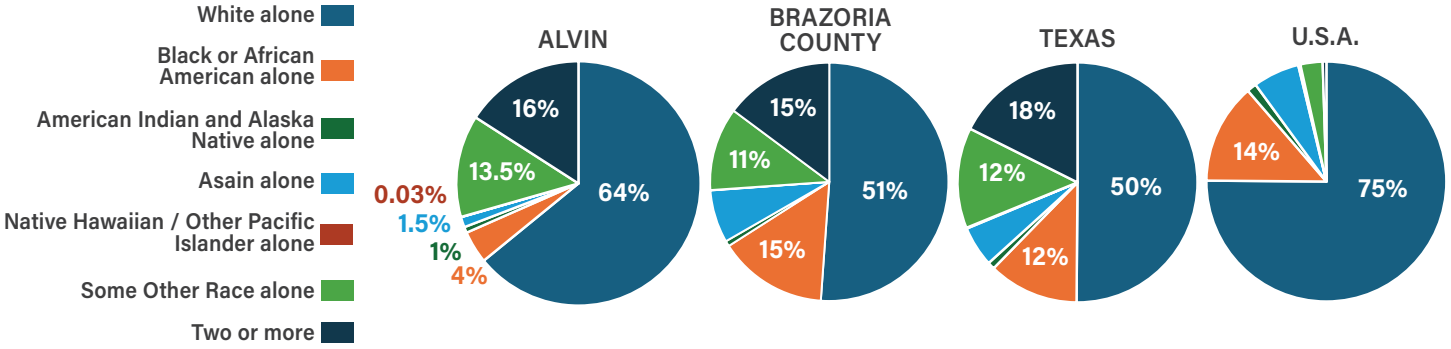
When compared to the United States as a whole, Alvin's population demographics highlight both commonalities and distinct characteristics. The national population is over 333 million, making Alvin a small city by comparison. However, Alvin's median household income and cost of living are comparable to national averages, reflecting the balance between affordability and quality of life. The city's housing market offers a range of options that cater to different income levels, which reflects the national trend toward diverse housing needs. While the U.S. median age is around 38 years, Alvin's slightly lower median age suggests a youthful and growing community. Overall, Alvin's population dynamics provide a snapshot of a community that is both reflective of larger regional trends while being uniquely positioned within the broader context of Brazoria County and the United States.

POPULATION DEMOGRAPHICS

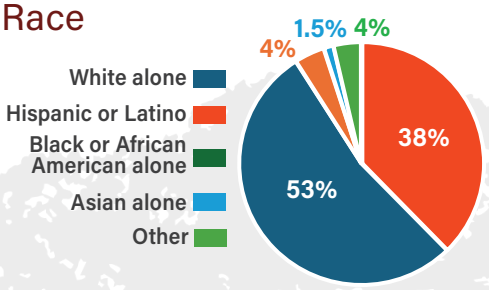
Age



Ethnicity



Race



LANGUAGE SPOKEN AT HOME

70.9% ENGLISH

27.7% SPANISH

1.4% OTHER

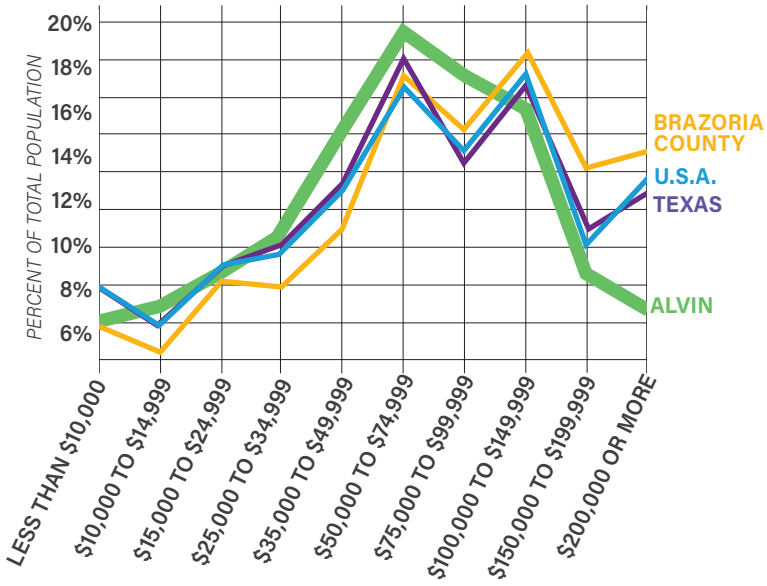
The age distribution in Alvin, Texas, reflects a diverse range of residents. Approximately 29.4 percent of the population is under 18 years old, showcasing a significant number of children and teenagers. Young adults, aged 18 to 24, make up about 16 percent of the population, while those aged 25 to 44 represent the largest age group at around 29 percent. The population of residents aged 45 to 64 is about 21 percent, and seniors aged 65 and older constitute approximately 14 percent of the city's inhabitants. This diverse age distribution underscores Alvin's appeal to a wide range of age groups, from young families to older adults, fostering a balanced and dynamic community. Alvin, Texas, showcases a diverse racial and ethnic composition that contributes to its rich cultural fabric.

According to the most recent U.S. Census data, the racial and ethnic breakdown of Alvin's population indicates that 64 percent of Alvin's residents are White alone, followed by a 16 percent representation of multi-racial residents, 13.5 percent of some other race, four percent African American, 1.5 percent Asian Americans, and one percent American Indian. This diverse demographic composition highlights Alvin's multi-cultural community, contributing to the city's unique identity and vibrant social dynamics. In addition, 38 percent of Alvin identifies as Hispanic or Latino alone, while 53 percent identify as white alone. The additional nine percent of residents identify as Back or African American alone, Asian alone, Pacific Isander alone, American Indian, or Two or More Races.

Almost three-quarters (70.9 percent) of households in Alvin speak English at home. Over one-quarter (27.7 percent) of residents speak Spanish at home, while another 1.4 percent speak other languages at home including Indo-European, Southeast Asian, and other languages.

INCOME

Median Household Income



Alvin's median household income reflects a diverse econmic environment with a wide range of annual median household incomes brought in by residents. The median income in Alvin is approximately $68,266, which aligns with both state and national averages, indicating a stable and middle-income community.

Educational attainment in Alvin highlights the community's commitment to education and its diverse academic background. When examining higher education, about 18 percent of Alvin residents have earned a bachelor's degree or higher. This includes those with bachelor's degrees, as well as individuals who have attained graduate or professional degrees. Additionally, around 40 percent of the population has attended some college but may not have completed a degree program.

The local economy in Alvin is driven by a range of important industries. Educational Services, Health Care and Social Assistance is a major economic force, employing about 21 percent of the workforce. Retail trade follows, with around 14 percent of the workforce engaged in local businesses ranging from small shops to larger retail chains. The Professional and Business services sector contributes about nine percent of employment, including legal, accounting, and consulting roles. Construction and Manufacturing are vital parts of Alvin's economy, accounting for nearly 20 percent of jobs, while Transportation and Warehousing support six percent of the workforce through logistics and goods movement. The Accommodation and Food Services sector employs about 9 percent of residents in restaurants and hotels, and the remaining 4.4 percent work in a variety of other service industries. This diverse economic landscape highlights Alvin's role as a hub for education, health care, manufacturing, retail, and professional services, reflecting a balanced mix of industries that support the city's growth and stability.

EMPLOYMENT AND EDUCATION

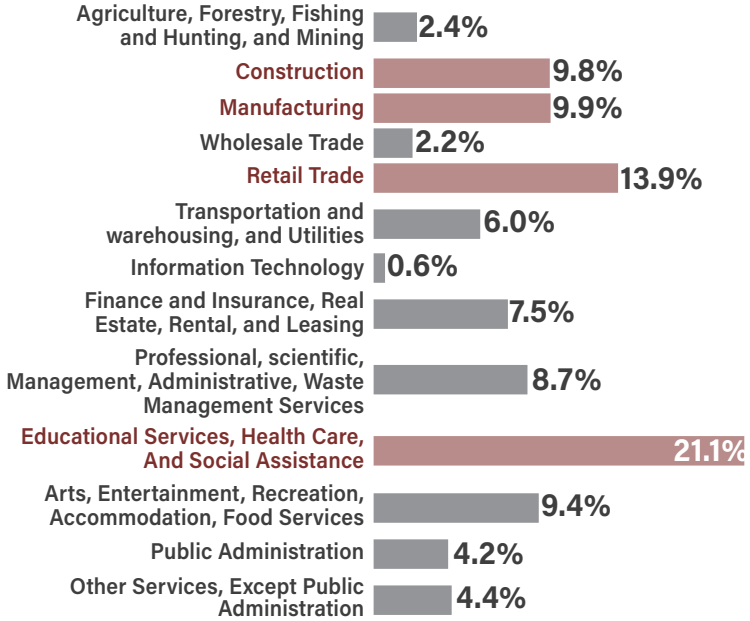
Financial Comparison Summary

	ALVIN	BRAZORIA COUNTY	TEXAS	U.S.A.
POPULATION LIVING IN POVERTY	10.4%	9.8%	14.0%	12.6%
CHANGE IN POVERTY (2000 TO 2020)	-2.9%	-0.4%	-1.4%	+1.3%
EMPLOYMENT RATE	64.1%	63.2%	62.1%	61.2%
BACHELORS OR HIGHER COLLEGE DEGREE	18.2%	33.7%	34.4%	36.0%

EDUCATIONAL ATTAINMENT

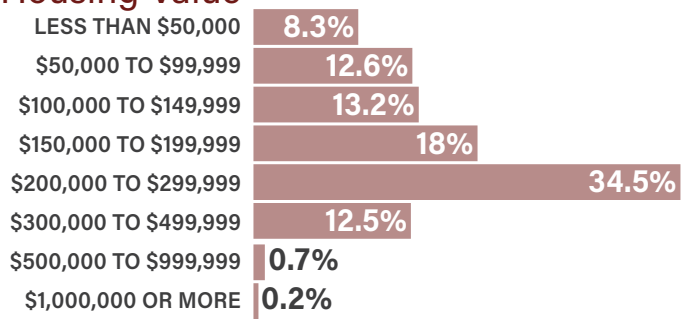
16.2% LESS THAN HIGH SCHOOL GRADUATE	25.7% HIGH SCHOOL GRADUATE (INCLUDES EQUIVALENCY)
39.9% SOME COLLEGE, ASSOCIATE'S DEGREE	18.2% BACHELOR'S DEGREE OR HIGHER

Employment By Industry

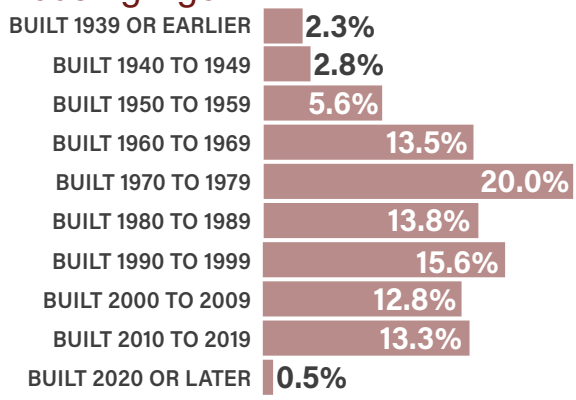


HOUSING

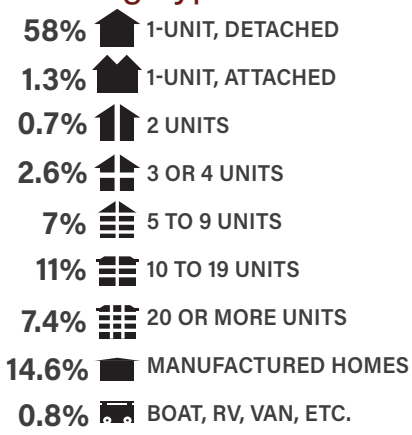
Housing Value



Housing Age

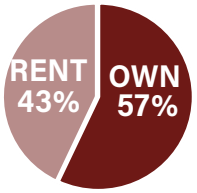


Housing Type



11,723
TOTAL HOUSING STRUCTURES

2.61 PEOPLE
AVERAGE HOUSEHOLD SIZE



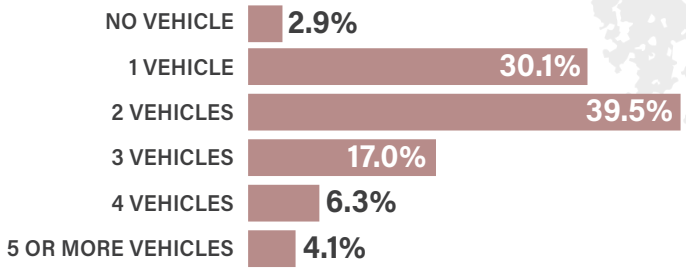
Housing in Alvin reflects a mix of rental and ownership opportunities, catering to diverse economic needs and preferences. According to recent U.S. Census data, approximately 57 percent of housing units in Alvin are owner-occupied, while the remaining 43 percent are occupied by renters. According to the Urban Land Institute a benchmark number for percentage of renters within a community is 30 to 35 percent, which showcases that within the City of Alvin residentents are in search of flexible and afordable housing options. The average price of homes in Alvin varies, but recent estimates place the median home value between $250,000 and $350,000. This relatively affordable housing market makes Alvin an attractive option for families and individuals seeking homeownership within a reasonable budget. The housing stock in Alvin is a blend of old and new construction, reflecting the city's growth over several decades. Of the 11,723 housing units within the city, 5,794 of them were built between the 1970s and 1990s, and 3,109 housing units were constructed in the 2000s and later. This mix of older and newer homes provides a range of architectural styles and living options for residents. Overall, Alvin's housing market provides a selection of dwelling units which includes single family attaced, single family detached, manufactured homes, and apartments- with single family residential options being the most prevelant- for both renters and homeowners.

TRANSPORTATION

Commuting to Work

89.1%	5.3%	0%	1.0%	1.1%	3.5%
CAR, TRUCK, OR VAN - DROVE ALONE	CAR, TRUCK, OR VAN - CARPOOLED	PUBLIC TRANSPORTATION (EXCLUDING TAXICAB)	WALKED	OTHER MEANS	WORKED FROM HOME
+5.6% % CHANGE SINCE 2010	*+4.2% % CHANGE SINCE 2010*	*+0% % CHANGE SINCE 2010*	*+0.2% % CHANGE SINCE 2010*	*+1.0% % CHANGE SINCE 2010*	*+3.4% % CHANGE SINCE 2010*

Vehicles Per Household



Transportation in Alvin is primarily conducted with personal vehicles. Almost 90 percent of commutes to work take place in a personal vehicle driving alone, with another 5.3 percent carpooling with one or more other people. People who are working from home has increased from 0.1 percent in 2010 to 3.5 percent today. Almost 70 percent of households have at least one or two vehicles, with 27 percent having three of more vehicles. 2.9 percent of Alvin's households have no vehicle, compared to 1.2 percent of Brazoria County households having no vehicle.

ECONOMIC REVIEW

EMPLOYMENT INFLOW AND OUTFLOW

The inflow and outflow of the workforce in the City of Alvin is a critical indicator of the local economy's health, labor force, mobility, and employment trends. Based on the most recent census data (2020) from the U.S. Census Bureau, the inflow and outflow of employment which identifies commuter trends, presents a clear overview of the employment and commute dynamics within the City of Alvin. The data collected identifies two primary groups: those employed in the city and those living in the city. These statistics provide insights into local workforce residency patterns, the degree of commuting both into and out of Alvin, and the balance between local employment and commuting to places of employment outside of the community.

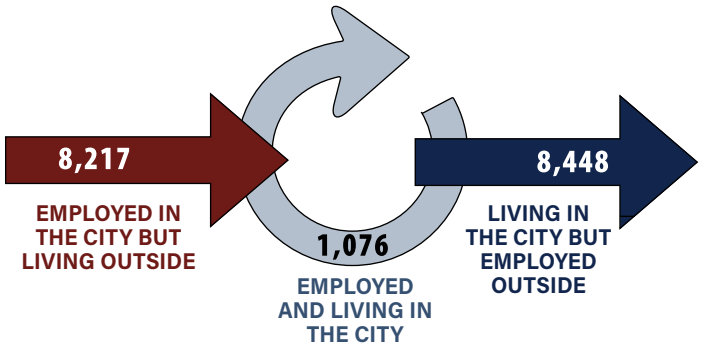
As of 2021, there were a total of 9,293 people employed in Alvin. Of those employees, 8,217 people (or 84.4 percent), commute into the city from outside. This highlights Alvin's role as an employment hub for nearby areas, where a substantial portion of its workforce reside outside city limits. Of the 9,293 people employed within the city, only 1,076 workers (11.6 percent) both live and work in Alvin. This relatively low percentage of workers residing within the city boundaries suggests a trend where Alvin's residents seek employment opportunities outside of the City in nearby localities. Conversely, 8,448 people, or 88.7 percent of Alvin residents, commute to jobs outside of the city. This indicates a substantial outflow of residents seeking employment opportunities elsewhere, likely in larger metropolitan areas such as Houston, Pearland, and surrounding locales. It reflects Alvin's role as a residential community within a larger regional economy. This aligns closely with the figure for those employed and living in the city, and reinforces the observation that a small portion of Alvin's population finds local employment opportunities.

In order to better understand the overall trends of the employment leakage within the City of Alvin, data was collected from five years ago (2019), and 10 years ago (2014). The table below depicts the trends of inflow and outflow of employment within the city. There has been a consistent trend over time where there is an equal representation of workers commuting out of the City and into the City. Additionally, workers that live and are employed within the city has remained at 11 and 12 percent of Alvin's workforce. Inflow of employees into Alvin has grown around 1,000 employees since 2014. Notably, the amount of employees who live and work within Alvin has decreased from 1,215 peoples to 1,076 peoples between 2014 and 2021.

Table, *Employment Inflow and Outflow*

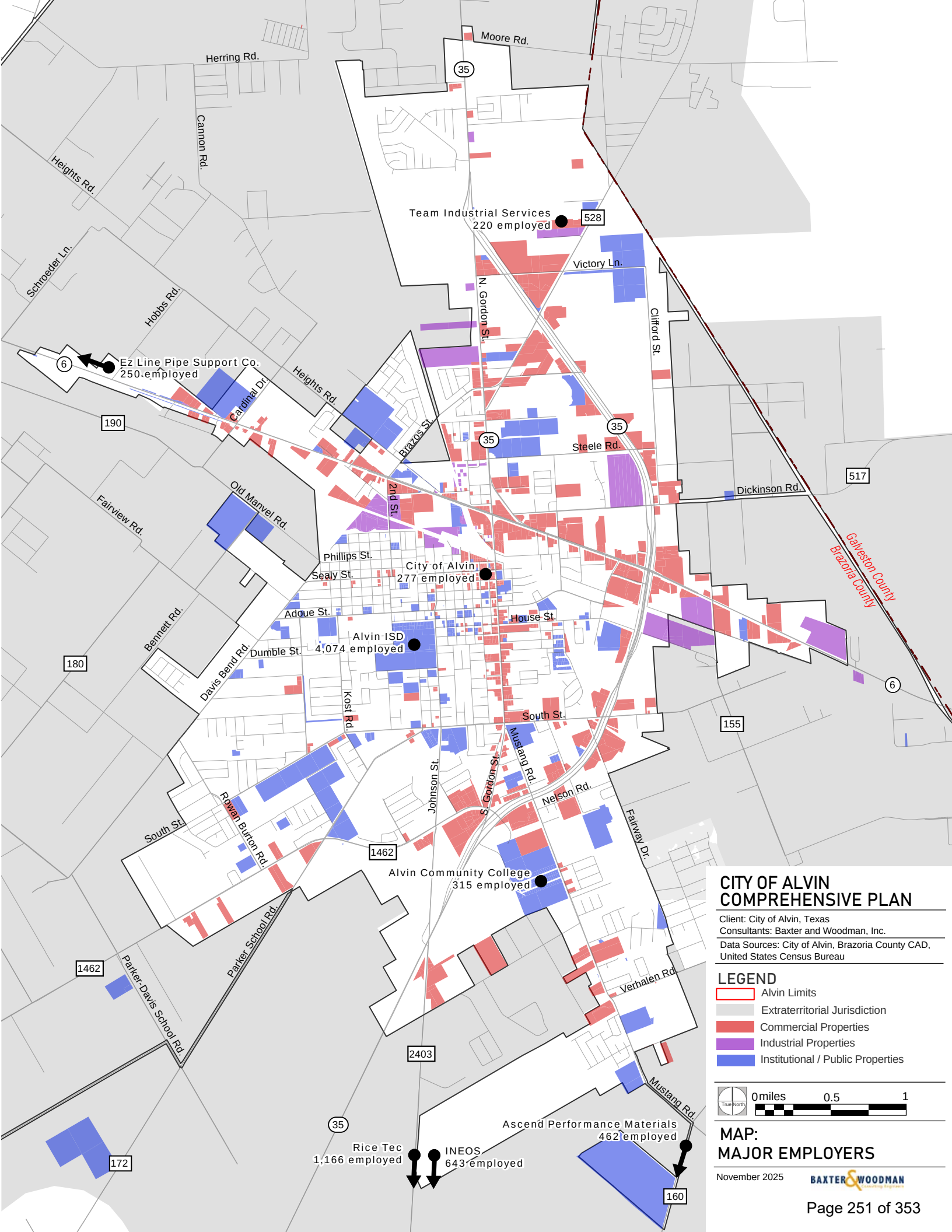
	2014		2019		2021	
	COUNT	SHARE	COUNT	SHARE	COUNT	SHARE
Employed in the City	8,509	100%	9,504	100%	9,293	100%
Employed in the City, but Living Outside	7,294	85.7%	8,326	87.6%	8,217	84.4%
Employed in the City, and Living Inside	1,215	14.3%	1,178	12.4%	1,076	11.6%
Living in the City	9,652	100%	9,922	100%	9,524	100%
Living in the City, but Employed Outside	8,437	87.4%	8,744	87.6%	8,448	88.7%
Living in the City, and Employed Inside	1,215	12.6%	1,178	11.9%	1,076	11.3%

2021 *Employment Flow*



MAJOR EMPLOYERS

Within Alvin, as previously described, the primary sectors of employment are 'Educational services,' 'Health care and social assistance,' 'Construction,' 'Manufacturing trade,' and 'Retail trade.' The map on the facing page depicts the major employers within Alvin that contribute to the inflow of employees and retainment of residents who both live and work in Alvin. A detailed review of major employers of Alvin residents throughout the Houston region is provided on the following pages.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, Brazoria County CAD, United States Census Bureau

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Commercial Properties
- Industrial Properties
- Institutional / Public Properties

0 miles 0.5 1

MAP: MAJOR EMPLOYERS

November 2025

BAXTER & WOODMAN

COMMUTING

Of the population in Alvin's residents who are employed, according to the U.S. Census Bureau, 89.1 percent take a personal vehicle or carpool vehicle as their primary means to get to work. In addition, in 2022, the U.S. Census Bureau estimates that eight percent of residents drive less than 10 minutes to get to work, while 10 percent drive an hour or more to get to work. The remaining 81 percent of employed residents in Alvin travel between 10 and 45 minutes to work. Within a 30 minute drive Alvin residents can reach the southern portion of the Houston Medical Center, Downtown Angleton, Seabrook, and eastern Sugar Land.

Commute Times to Work*

8.0%	23%	18.3%	25.7%	14.8%	10.2%
0-9 MINUTES	10-19 MINUTES	20-29 MINUTES	30-44 MINUTES	45-59 MINUTES	60+ MINUTES

**United States Census Bureau, American Community Survey 2022 Estimates*

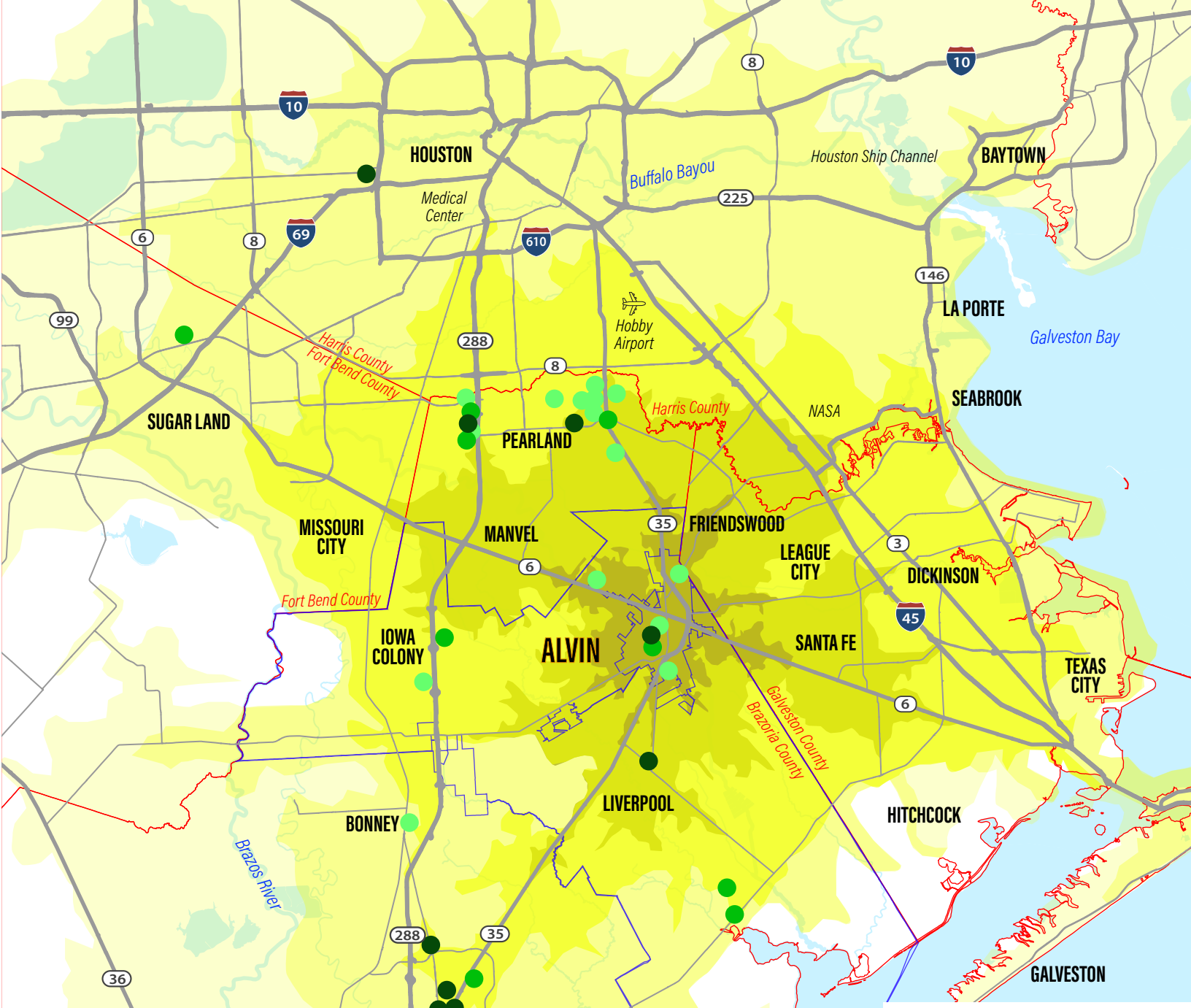
Employment Nodes

Data of the top employers of Alvin residents was collected by the Alvin Economic Department in 2023. The data of these largest employers is depicted in the associated map, Commute Times, along with average driving time by distance (drive-shed). This map, along with the above Census Bureau data, provides a snapshot of the transportation time it takes for Alvin residents to reach their place of employment. This map also indicates the likely routes and thoroughfares residents are most likely to take to reach their place of work.

Residents who work in the financial, medical, and professional employment sectors are more likely to travel north along SH 288, SH 6, and SH 35. Residents who work in the construction, manufacturing, transportation, warehousing, and scientific sectors are more likely to travel south and west for employment. Chemical, petrol-chemical, and transportation employmen clusters are located in Lake Jackson, Freeport, and just south of Liverpool. Alvin residents who work in Sweeny, Alvin, and Angleton, tend to work in administrative and managerial jobs such as within municipal governments and local independent school districts.

It is important to identify that people in each employment sector have different annual incomes and may desire or value different aspects of living in Alvin. Typically, one can assume that a warehouse and transportation worker may value affordability and ease of living, versus a resident working in the medical or services sector may value visual aesthetics and city services.

Notably, employment trends indicate that residents tend to work in areas to the northwest and southwest of Alvin. Alvin is within a one hour drive of employment centers to the east, such as NASA, Clear Lake, Texas City, and La Porte. While some residents may work in these locations, none employs more than 100 Alvin residents.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, the United States Census Bureau

LEGEND

- Alvin Limits
- County Boundaries
- Employs over 1,000 people
- Employs over 400-1,000 people
- Employs 100 - 400 people
- 10-minute Drive-shed
- 20-minute Drive-shed
- 30-minute Drive-shed
- 45-minute Drive-shed
- 60-minute Drive-shed

0 miles 5 10

MAP: COMMUTE TIMES

November 2025

BAXTER & WOODMAN

TRAFFIC ANALYSIS ZONES (TAZs)

A traffic analysis zone (TAZ) is a special area delineated by state and / or local transportation officials (in this case, for the Houston-Galveston Area Council's (H-GAC) Regional Growth Forecast) for tabulating and modeling vehicular trip generation-related data, especially journey-to-work and place-of-work statistics. A TAZ usually consists of one of more census blocks, block groups, or census tracts. The City of Alvin is represented by 33 TAZs partially contained within city limits and 46 TAZs fully within city limits.

Traffic Analysis Zone (TAZ) population and employment trip generation forecasts reflect outputs in five-year increments from 2018 through 2045. Each updated release of estimates incorporates the latest available information on planned and announced developments, population and employment data, and feedback received from forecast users. The 2018 release (the most recent release) incorporates the latest regional travel network data, but may still not reflect the most recent announced developments and projects.

Population (Current 2018 VS. Projected 2045)

Current

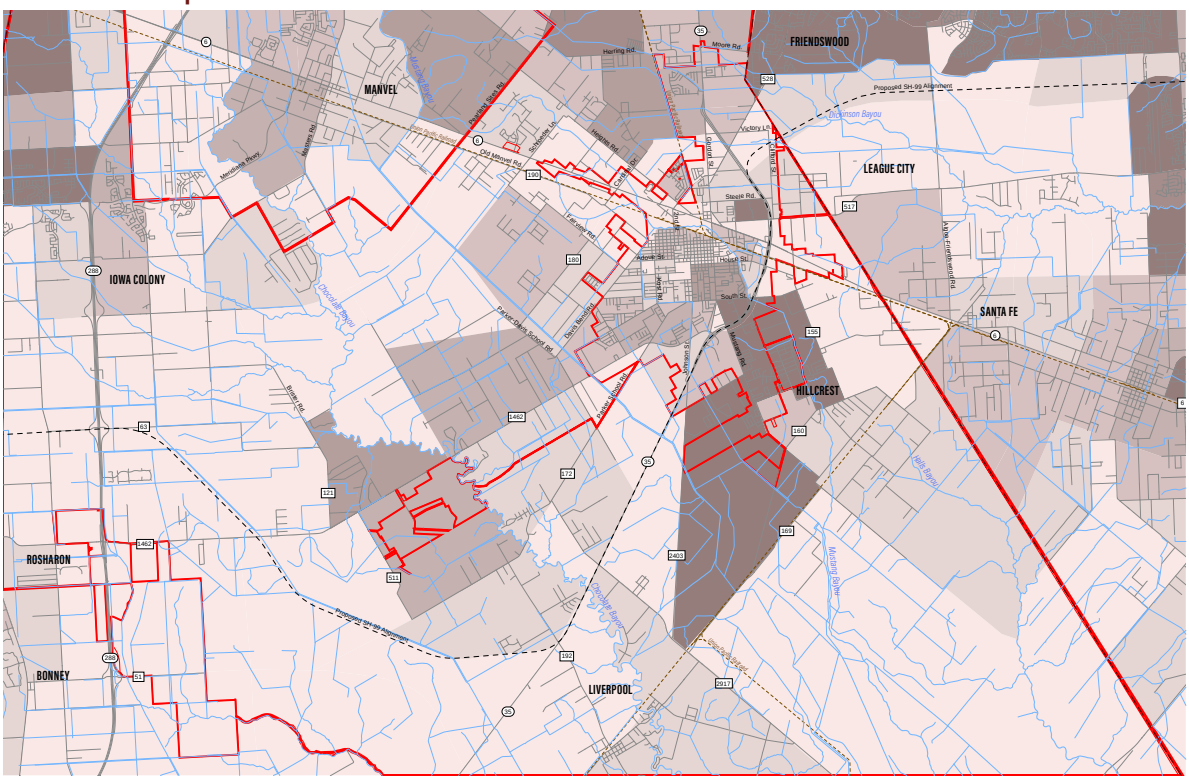
Current population centers in the Alvin region are located in central and southeast Alvin, along with municipalities north of Alvin, including Pearland, Manvel, and Friendswood. The census tracts with the most population include the municipality of Hilcrest along with lands surrounding R. L. Stevenson Primary School on Mustang Road.

Projected

By 2045 a majority of census tracts north of Alvin and along SH 6 are expected to increase by 1,000 to 2,500 people each. Most notably Manvel and Iowa Colony will have large population centers, which will impact future commercial and retail opportunities. Lands directly to the west and south of Alvin are expected to increase in population ranging from 1,000 to 2,000 additional people. H-GAC's TAZ model depicts large population growth along FM 1462 near the existing Savannah Plantation subdivision. In addition, lands south SH 35 along Mustang Road and FM 719 are expected to increase by 1,000 to 2,000 people. If SH 99 is constructed south of Alvin before 2045 it can be expected that population growth will increase along the proposed corridor more than what the existing TAZ model depicts, particularly near the SH 99 and SH 288 intersection.

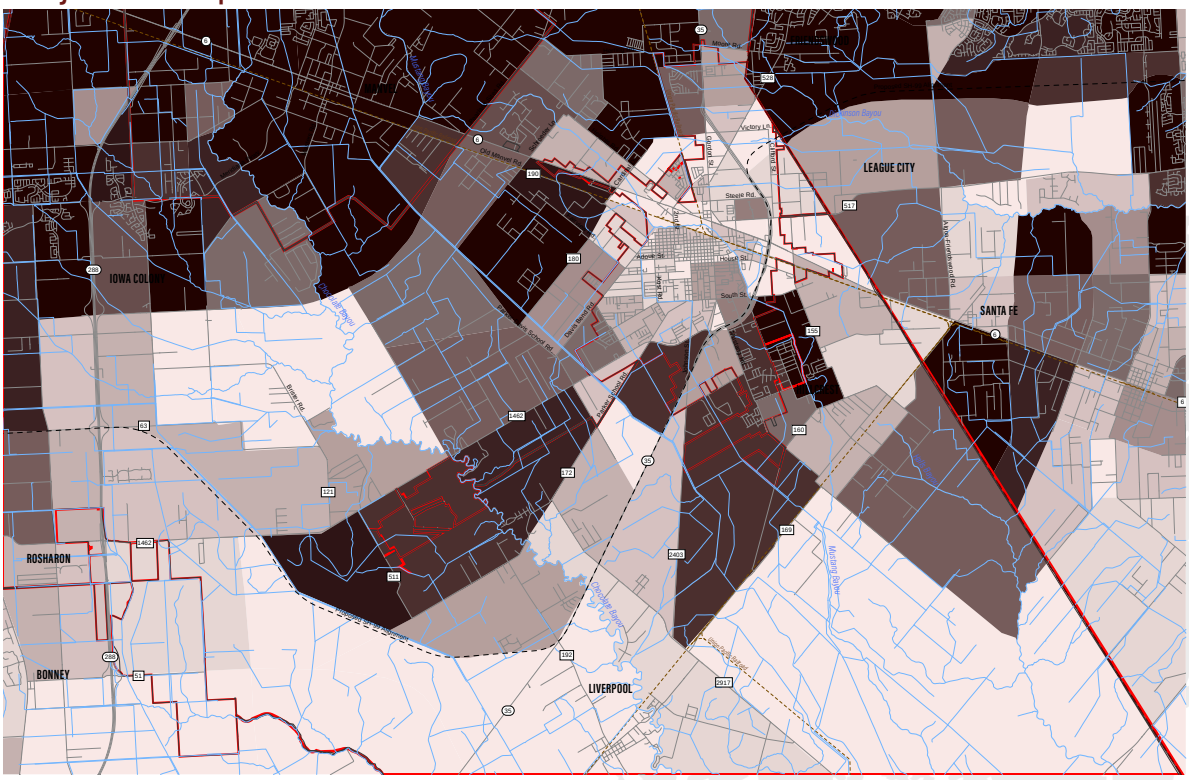
Notably, census tracts with little to no expected change are located within Alvin's central core and along SH 6 and FM 528. Current land use patterns in the region, as described on page 45, consist of mainly of light industrial and commercial properties, with scattered residential lands. Based on the H-GAC TAZ model it can be expected that these lands will continue to remain largely commercial and industrial, partially to serve the expected population growth elsewhere.

Current Population: 2018



0-250 People
250-500 People
500-750 People
750-1,000 People
1,000-1,250 People
1,250-1,500 People
1,500-1,750 People
1,750-2,000 People
2,000-2,250 People
2,250-2,500 People
2,500-2,750 People
2,750 - 3,000 People
3,000-3,250 People
3,250-3,500 People
3,500+ People

Projected Populaton: 2045



Data Source: Houston Galveston Area Council

Employment (Current 2018 VS. Projected 2045)

Current

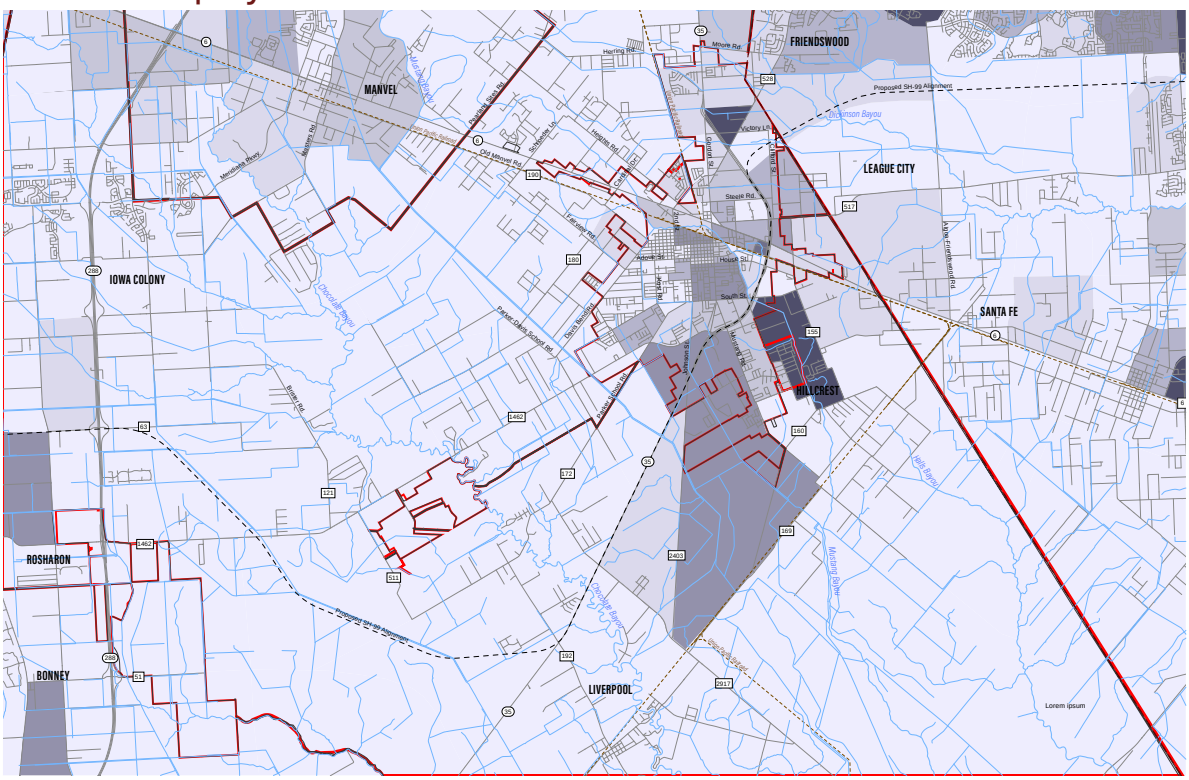
Similar to the Commuting and Employment Nodes sections of this report, on page 11, current employment concentrations are located in central Alvin, near SH 288, and southern Houston suburban communities. such as Friendswood and Manvel. In Alvin, there is a notable TAZ between FM 528 and SH 35 which employs between 900 and 1,000 people. In addition, there is a TAZ that employs 900 to 1,000 people partially comprising Hillcrest, which includes the Fairway Plaza shopping center, although this employment number may be overstated, as the remaining portions of the census block comprises residential lands, a self storage facility, and the Hillcrest Golf Club. Overall, current employment in Alvin is scattered throughout the community, primarailly centered along SH 35, SH 6, and central Alvin.

Projected

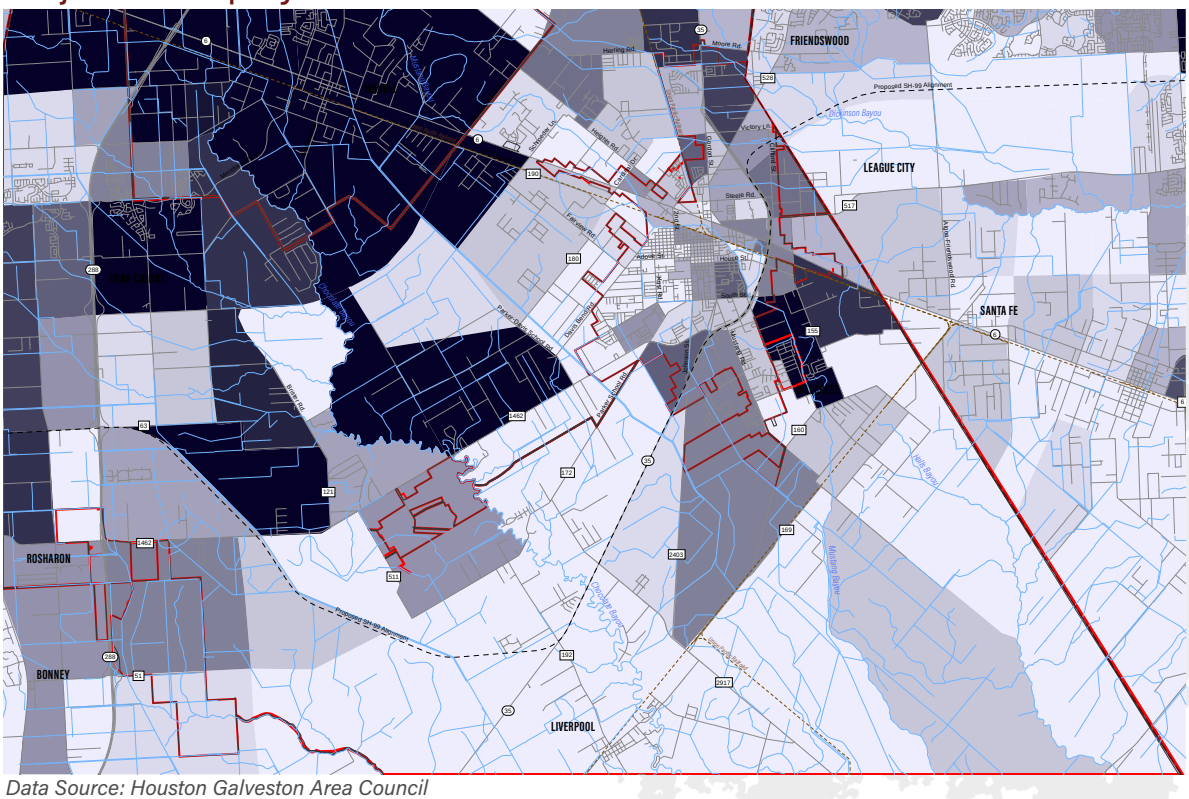
Employment, or the number of jobs supported or available, is expected to increase dramatically over the next few decades, primarilly to the north and west of Alvin. Notably, each TAZ in Manvel, along SH 6, is expected to employ over 1,400 people. Lands that are currently comprised of rural homesteads and ranchland, between Parker-Davis School Road and SH 99 are expected to have a major increase from 0-100 jobs to over 1,400 per census tract. This large increase could be partially due to general population growth which brings retail and commecial opportunities, but also could be from potential future office, manufacturing, transport, and service-related jobs adjacent to SH 288 corridor and the future SH 99 corridors. It is unclear what employment will be develoepd by 2045 within these census tracks (between Alvin and SH 288, since the proposed SH 99 does not intersect with the census tracts and current residential homesteads may continue to persist as the dominant land use type.

Growth to the south and east of Alvin is expected to increase by only 100 to 200 jobs per census tract. Currently master planned developments in League City along Dickinson Bayou are planned to primarially comprise of single-family residential lands with some retail and commercial employment opportunities. Employment near Liverpool is not expected to grow dramatically within the next 20 years, although this could change due to the southernmost portion of the SH 99 alignment and planned exit ramps just north of Liverpool.

Current Employment: 2018



Projected Employment: 2045



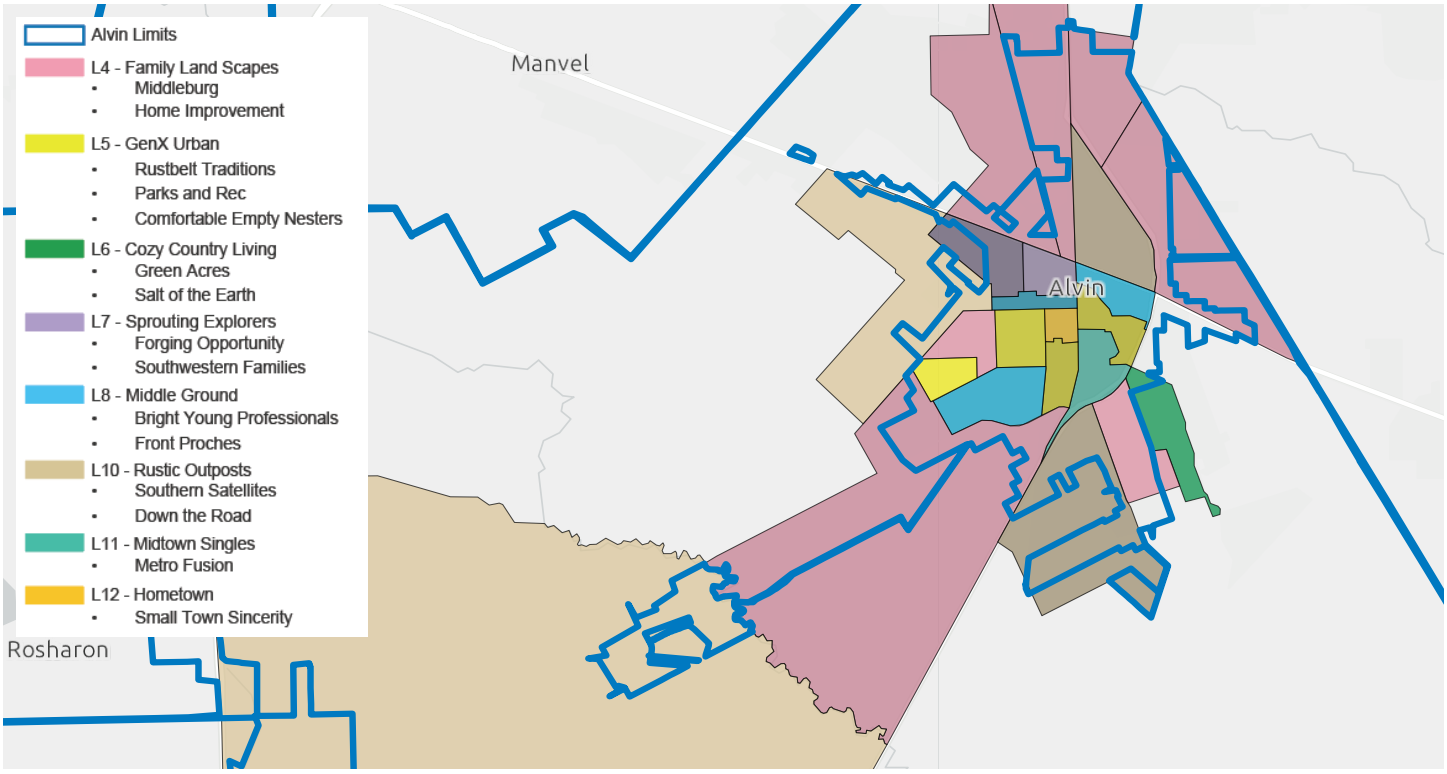
0-100 Jobs
100 - 200 Jobs
200-300 Jobs
300 - 400 Jobs
400-500 Jobs
500-600 Jobs
600-700 Jobs
700-800 Jobs
800 - 900 Jobs
900 - 1,000 Jobs
1,000 - 1,100 Jobs
1,100 - 1,200 Jobs
1,200 - 1,300 Jobs
1,300 - 1,400 Jobs
1,400+ Jobs

Data Source: Houston Galveston Area Council

COMMUNITY TAPESTRY SEGMENTATION

ESRI Business Analyst Tapestry Segmentation is a comprehensive geodemographic platform that classifies U.S. neighborhoods into one of 67 varying market segments based on socio-economic and demographic characteristics. This identification tool categorizes communities into Tapestry Segments and LifeMode Groups to provide businesses, governments, and organizations with a deeper understanding of local demographics, lifestyles, and behaviors. By doing so, it enables more effective decision-making, targeted marketing strategies, and tailored community services, to ensure that initiatives resonate with the unique needs and preferences of specific populations. By analyzing variables such as income, education, employment, and lifestyle preferences, ESRIs Tapestry Segmentation provides insights into consumer behavior and market potential, which enables more effective marketing strategies, resource allocation, and service delivery.

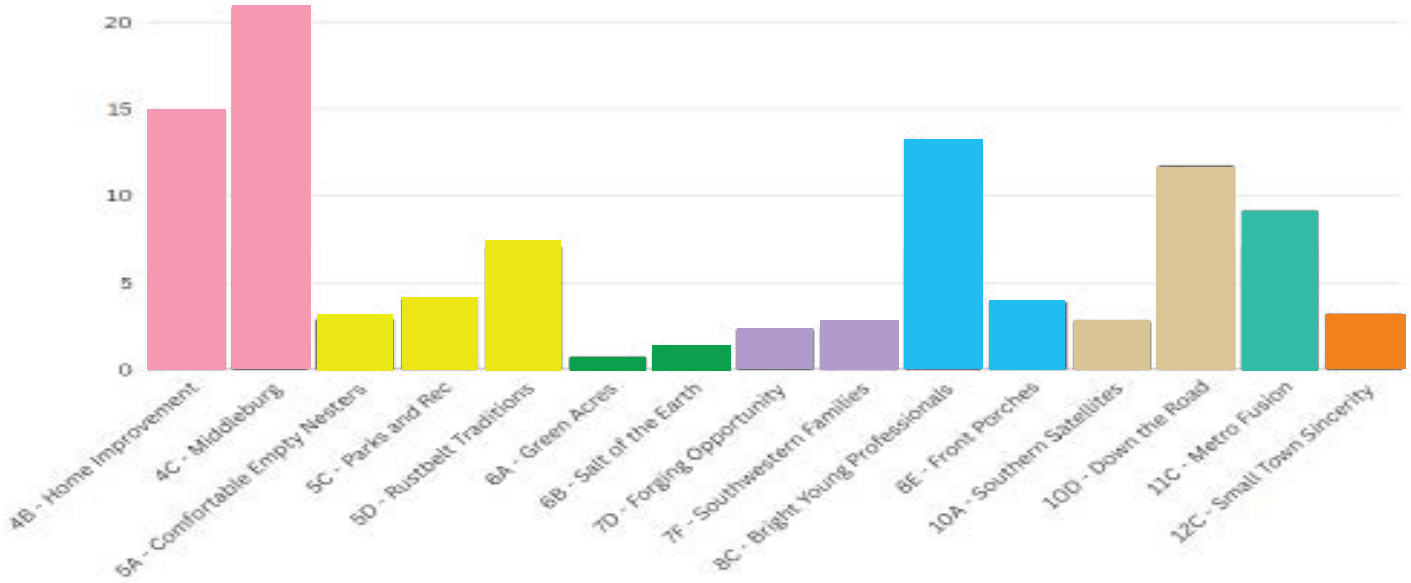
LifeMode Groups organize neighborhoods into broad categories based on shared characteristics such as demographics, socioeconomic status, and lifestyle traits, which provides a high-level understanding of community trends. Within these groups, Tapestry Segments offer a more detailed breakdown, highlighting the unique features and behaviors of individual neighborhoods. There are a total of eight psychographic "life mode groups" that compose Alvin's Demographic Tapestry. As depicted in the map below, there is a breakdown of locations for each community segment and in the figures to follow, each community segment is showcased with its corresponding percentage of prevalence within the community. Alvin is a community primarily composed of the "Middleburg," "Home Improvement," and "Bright Young Professionals" Tapestry segments, which presents a dynamic and diverse population characterized by stability, ambition, and an appreciation for home and lifestyle enhancements. Middleburg residents bring a sense of suburban tranquility to Alvin, and value long-term homeownership, community involvement, and outdoor activities. The Home Improvement segment complements this with its focus on home enhancement and practical, hands-on projects, reflecting a dedication to maintaining and upgrading their living spaces. Meanwhile, Bright Young Professionals infuse Alvin with youthful energy, high educational attainment, and career-driven aspirations, often seeking modern amenities and social engagement opportunities. Together, these segments create a balanced community where traditional suburban values meet contemporary lifestyles, which fosters an environment set for growth, innovation, and a strong sense of place.



COMMUNITY PSYCHOGRAPHIC TAPESTRY

As discussed, within the City of Alvin there are eight different Life Mode groups represented that comprise the City's Psychographic Tapestry. As depicted in Table, *Esri Life Mode - Percent Prevalence in Alvin*, the number of Households within each life mode is depicted, and how it compares to the United States. To get a better understanding of the various Tapestry Segments within the City of Alvin, Figure, *Tapestry Segmentation - Percent of Prevelance in Alvin*, depicts the 15 various Segments that are within the City and the percentage of representation within the community.

Figure, *Tapestry Segmentation - Percent of Prevalence in Alvin*



Table, *Esri Life Mode - Percent of Prevalence in Alvin*

Tapestry LifeMode (learn more...)	Households	HHs %	% US HHs	Index
Family Landscapes (L4)	3,865	35.71%	7.91%	451
Middle Ground (L8)	1,844	17.04%	10.81%	158
Rustic Outposts (L10)	1,568	14.49%	7.94%	182
GenXurban (L5)	1,526	14.10%	11.14%	127
Midtown Singles (L11)	982	9.07%	6.24%	145
Sprouting Explorers (L7)	505	4.67%	7.53%	62
Hometown (L12)	350	3.23%	5.88%	55
Cozy Country Living (L6)	184	1.70%	11.81%	14

Community Tapestry Segmentation - Segment Types

Depicted below is an annotated summary of the top 10 Tapestry Segments found within the City of Alvin. The overview will include each segment's defining features, its corresponding Life Mode Group (L#), and the percentage of prevalence in order from most prevalent to least prevalent.

(L4) Middleburg (20.9%)

This segment typically represents middle-income, middle-aged families and couples who have settled in suburban and semi-rural neighborhoods. In Alvin, these residents are homeowners who prefer to live in areas that offer a blend of urban amenities and rural charm. They often enjoy outdoor activities, value their homes as long-term investments, and are deeply community-oriented.

(L4) Home Improvement (14.8%)

Married-couple families occupy well over half of these suburban households. Most Home Improvement residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. These families spend a lot of time on the go and therefore tend to dine out regularly. When at home, weekends are consumed with home improvement and remodeling projects.

(L8) Bright Young Professionals (13.2%)

Bright Young Professionals is a large market, primarily located in the urban outskirts of large metropolitan areas. These communities are home to young, educated, working professionals. More than one out of three householders are under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners.

(L10) Down the Road (11.7%)

Down the Road is a mix of low-density, semi-rural neighborhoods in large metropolitan areas. Workers are in service, retail trade, manufacturing, and construction industries, with higher proportions in agriculture and mining, compared to the US.

(L11) Metro Fusion (9.1%)

Metro Fusion is a young market. They are highly mobile and over three quarters of households are occupied by renters. Many households have young children; a quarter of which are single-parent families.

(L5) Rustbelt Traditions (7.1%)

Rustbelt Traditions residents are a mix of married-couple families and singles living in older developments of single-family homes. While varied, the workforce is primarily white collar, with a higher concentration of skilled workers in manufacturing, retail trade, and health care.

(L5) Parks and Rec (4.1%)

Many of these families are two-income married couples approaching retirement age; they are comfortable in their jobs and their homes, budget wisely, but do not plan on retiring anytime soon or moving. Neighborhoods are well-established, as are the amenities and programs that supported their now independent children through school and college.

(L8) Front Porches (3.9%)

Front Porches is a blend of household types, with more young families with children and more single households than average. More than half of householders are renters.

(L12) Small Town Sincerity (3.2%)

Small Town Sincerity includes young families and senior householders that are bound by community ties. The lifestyle is down-to-earth and semi-rural, with television for entertainment and news, and emphasis on convenience for both young parents and senior citizens.

(L5) Comfortable Empty Nesters (2.9%)

Residents in this large, growing segment are older, with nearly half of all householders aged 55 or older; many still live in the suburbs where they grew up. Most are professionals working in government, health care, or manufacturing. Many are enjoying the transition from child rearing to retirement. They value their health and financial well-being.

New HOA park and housing construction at Mustang Crossing
Source: Mustang Crossing

EXISTING TRANSPORTATION SYSTEMS

FUNCTIONAL CLASSIFICATION

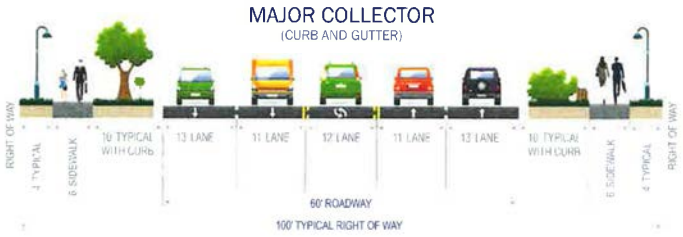
Context

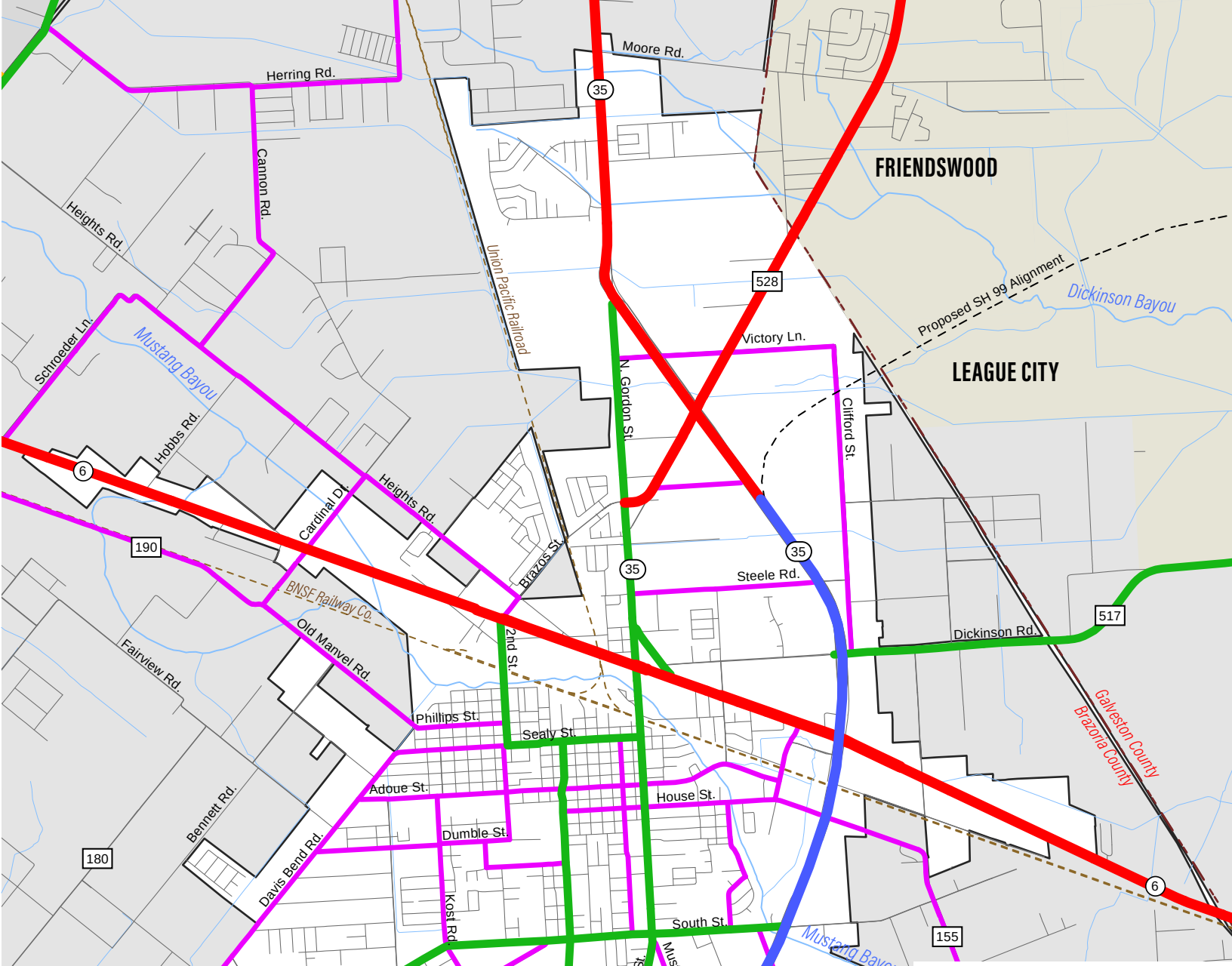
Thoroughfare functional classifications provide a means of standardizing thoroughfare design and facility types by categorizing thoroughfares based on their capacity, design speed, pavement width, and intended use, or function. The City of Alvin has six thoroughfare classifications and standards within their City boundaries. The City's Master Thoroughfare Plan (2023) has five classifications (Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Roads), as depicted in the thoroughfare cross-sections below. The Master Plan does not include any standards or dimentions for Interstates, Expressways, or Freeways.

The major corridors in and out of Alvin are classified as Major Arterial and Minor Arterial thoroughfares, and are primarily TxDOT-operated thoroughfares. These thoroughfares are typically four to seven lanes wide, with speeds of 45 miles per hour or more. Examples of these thoroughfares include SH 35 and SH 6.

Minor arterial thoroughfares, such as Gordon Street, South Street, Johnston Street, and 2nd Street, are the principal thoroughfares connecting Alvin residents and through-traffic to regional corridors and commercial spaces. These thoroughfares are typically three to five lanes wide, with speeds of 30 to 35 miles per hour (mph). Examples of these thoroughfares include Gordon Street and South Street.

Major Collector and Minor Collector thoroughfares are the next lowest classification with typically two to three lanes of travel and 25 to 30 mph speeds. These thoroughfares serve to connect local residential traffic to local destinations and the overall thoroughfare network. Examples of these thoroughfares include House Street and Mustang Road.





CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties

Functional Classification

- Interstate / Expressway / Freeway
- Major Arterial Thoroughfare
- Minor Arterial Thoroughfare
- Major Collector Thoroughfare
- Minor Collector Thoroughfare
- Local Thoroughfare

0 miles 0.5 1

MAP : FUNCTIONAL CLASSIFICATION

November 2025

BAXTER & WOODMAN

SH 99 Grand Parkway

The Grand Parkway (SH 99) is an immense transportation project designed to enhance regional mobility across the Houston metropolitan area. As one of the largest loop highways in the United States, it will eventually encircle Greater Houston, spanning seven counties and relieving congestion on major thoroughfares. A key segment of this project is currently under way in Alvin, which will bring significant changes to the local landscape and regional transportation network.

The extension of SH 99 through Alvin is expected to dramatically alter local land use patterns. Historically, Alvin has been a largely suburban and rural community with agricultural roots. However, the construction of a major highway corridor through the area will accelerate residential, commercial, and industrial development. Proximity to the highway makes land more attractive for high-density housing projects, retail centers, and warehousing, and will transform previously undeveloped or agricultural land into key growth areas.

SH 99 Segment B Proposed Alignment
Source: TxDOT

Alvin's Comprehensive Plan acknowledges this shift, and focuses on balancing the preservation of Alvin's character with the growing demand for urban-style development, which includes mixed-use buildings, interconnected transportation networks, diverse architecural styles, and a focus on pedestrian-friendly spaces. The city is expected to see a significant increase in land value, especially near highway intersections and future commercial hubs, driving investment in both housing and job-creating enterprises.

From a transportation planning perspective, the Grand Parkway is a game-changer for Alvin. As part of Houston's outer loop, the highway will serve as a vital link between Alvin and other key destinations, including major employment centers, airports, and shipping hubs. For local commuters, travel times to downtown Houston, Pearland, and other regional destinations will be significantly reduced. This increased connectivity will also make Alvin a more attractive residential option for those working in other parts of the Greater Houston area.

However, this added accessibility comes with challenges. Traffic volume through Alvin will increase, particularly near intersections and local roadways feeding into the Grand Parkway. The city will need to implement robust traffic management strategies, including improvements to existing roads, expanded capacity for local arterials, and the development of new access points to the highway. In the long term, Alvin's paratransit services may also need to be expanded or enhanced, as population density and commuter patterns shift.

The construction of SH 99 through Alvin represents a transformative period in the city's development. With a substantial project budget and long-term plans for regional integration, the highway will elevate Alvin's position in the Houston metropolitan area. While the benefits of enhanced connectivity, economic growth, and land development are clear, the city must carefully manage the associated challenges of increased traffic, environmental concerns, and the preservation of its community character. As this project progresses, Alvin's future as a key node in the greater Houston area's transportation network will increasingly come into focus, shaping the city's trajectory for decades to come.

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Areas Not within Alvin or Alvin's ETJ
- Municipalities
- Counties
- Water Bodies
- Alvin Major Roads
- Alvin Local Roads

Functional Classification

- Highway / Expressway / Freeway
- Principal Arterial Thoroughfare
- Minor Arterial Thoroughfare
- Major Collector Thoroughfare
- Minor Collector Thoroughfare
- Local Thoroughfare

True North

0 miles 1 2

MAP:
FUNCTIONAL CLASSIFICATION - PLANNING AREA

November 2025

BAXTER & WOODMAN

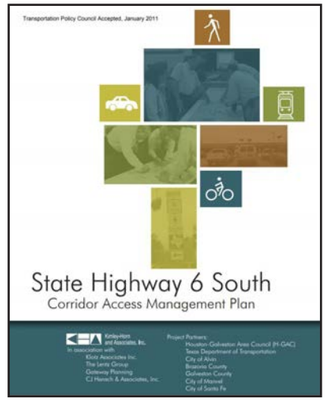
FUTURE THOROUGHFARE PLANS

City of Alvin Master Thoroughfare Plan (2016)

The City of Alvin Master Thoroughfare Plan was adopted by City Council in 2016 and revised / amended in 2023. The Master Plan proposes multiple thoroughfare alignments within the City Limits and ETJ. As depicted on the facing map, and the detailed map on the following spread, Alvin's proposed thoroughfares aim to alleviate existing and future expected traffic within Downtown Alvin. The plan proposes multiple partial "loop" roads which surround Alvin's central core, such as a proposed west loop thoroughfare to connect Victory Lane with Heights Loop, FM 180 and FM 185; and an east loop connecting the future SH 99 corridor to FM 517 and beyond to SH 6.

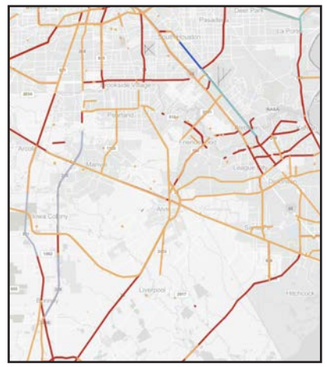
Brazoria County Master Thoroughfare Plan (2020)

The Brazoria County Master Thoroughfare Plan proposes critical corridor alignments to be preserved and constructed as development occurs within the County. The Plan aims to develop a gridded pattern of streets connecting SH 288 and SH 6. Notably, south of Alvin the gridded pattern is not proposed, as the land is mainly composed of flood plains, detention basins, and protected lands within the Brazoria National Wildlife Refuge.



State Highway 6 South: Corridor Access Management Plan (2011)

A plan funded through the Houston-Galveston Area Council (H-GAC), was developed to assess existing and projected traffic flows, capacity, intersection safety, and thoroughfare design on SH 6, between SH 288 and the Galveston County line. The study proposes three railroad thoroughfare intersection grade separations between Alvin and Manvel. The Plan also recommends new traffic signals to be added at Masters Road in Manvel (as of 2024, this project is complete), new signals at Steele Street and Gordon Street, and signal replacement at both SH 6 intersections with SH 35.



TxDOT Projects (2026+)

As previously described on page 23, TxDOT is planning to construct the southern portion of SH 99 (Grand Parkway), connecting Sugar Land and Kemah. The alignment will impact existing commercial and residential property east and west of Alvin, as well as significantly impact lands adjacent to planned access ramps. Currently, the portion of SH 35 between North Gordon Street and Johnson Street already includes the future SH 99 frontage roads . There is an approximately 180 ft. wide undeveloped median between the two thoroughfares (future frontage roads) where the controlled access thoroughfare will be located.

In addition, several thoroughfares under TxDOT's jurisdictions are planned to be either widened or resurfaced. FM 517, heading into Dickinson, and the southern portion of FM 2403 (south of FM 192) are both scheduled to be widened. As of November 2024, the final engineering design for these thoroughfares have not been finalized. Gordon Street (SH 35) is scheduled to be paved after 2026.

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies

Existing Thoroughfares

- Interstates, Freeways, Expressways
- Major Roads
- Local Roads

Planned Future Thoroughfares

- SH 99 (Grand Parkway)
- Brazoria County Thoroughfare Master Plan
- City of Alvin Thoroughfare Master Plan
- Planned SH 99 Interchange
- Planned TxDOT Roadway Widening
- Planned TxDOT Roadway Overlay

H-GAC: State Highway 6 South - Corridor Access Management Plan

- Proposed Rail Grade Separation
- Proposed Traffic Signal

True North

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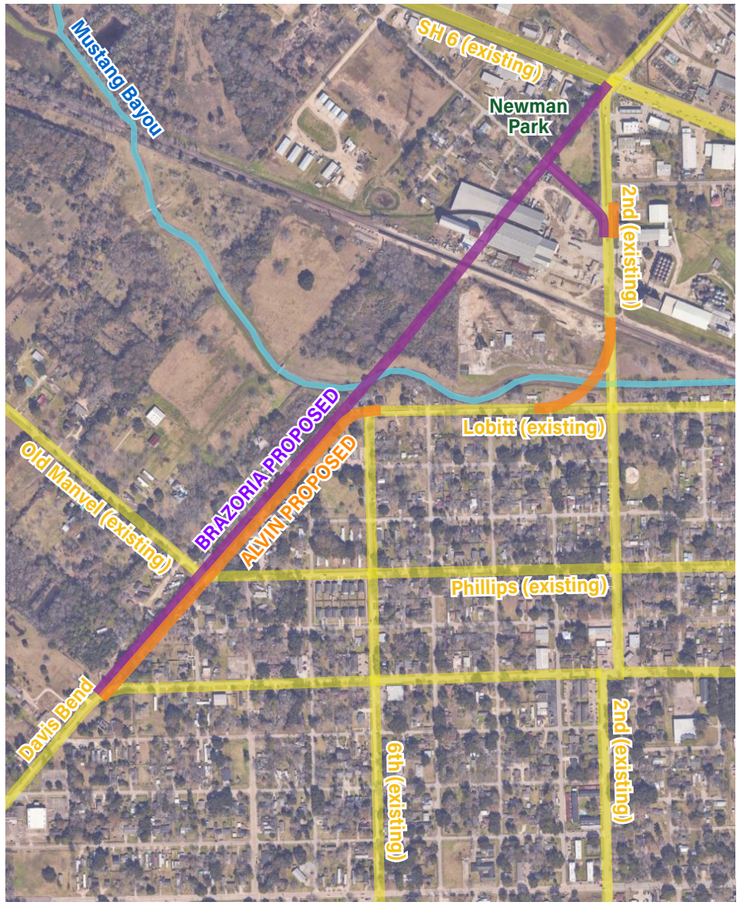
MAP:
PROPOSED / PLANNED
THOROUGHFARES & IMPROVEMENTS

November 2025

BAXTER & WOODMAN

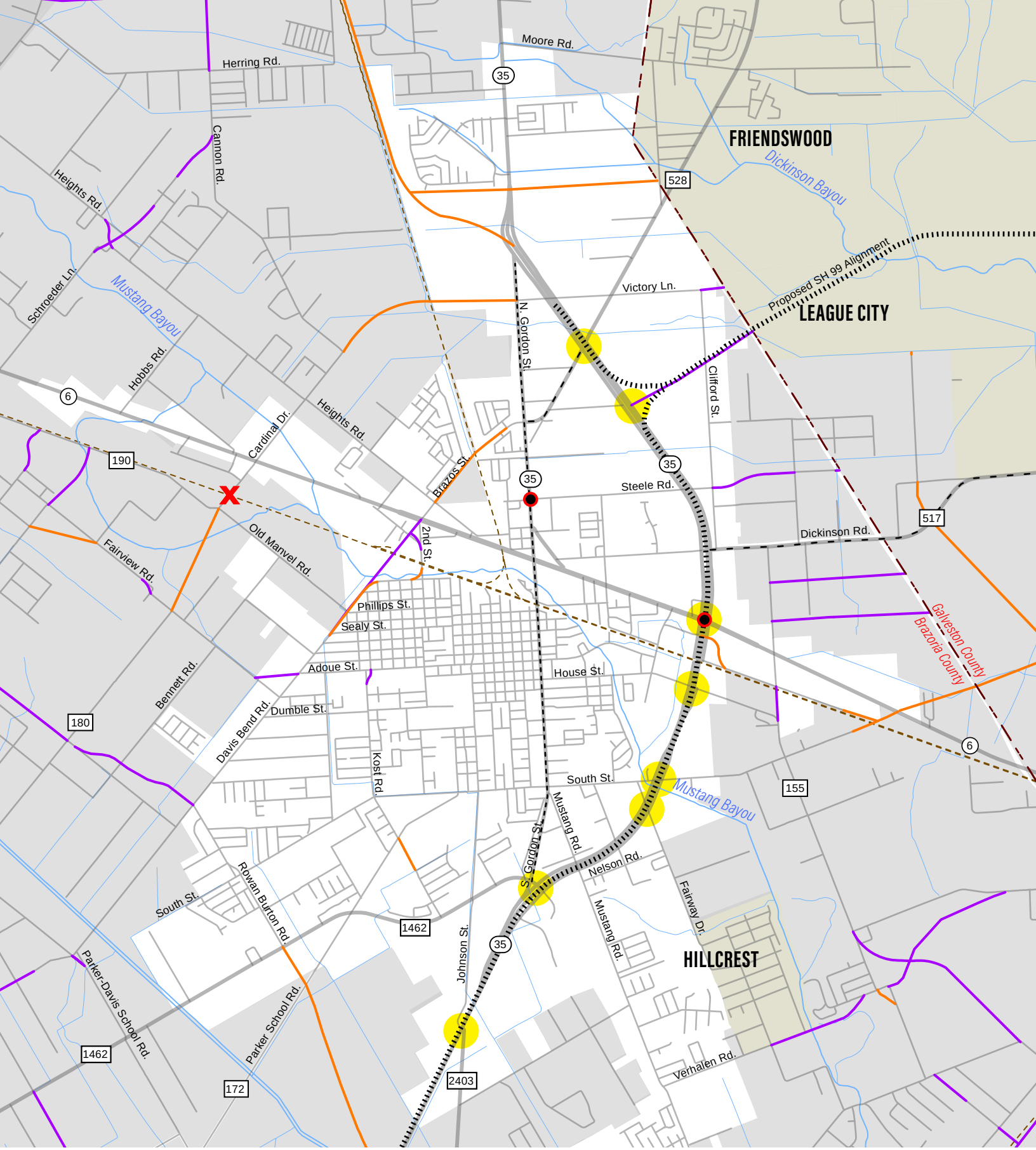
Figure, *Thoroughfare Plan Differences*



Thoroughfare Plan Differences

Overall, the Thoroughfare Plan alignments developed by the City of Alvin and Brazoria County highlight the same key corridor connections and routes, although one major difference is observed. The 2nd Street and Davis Bend Road alignment is intended to provide a straight route from FM 1562 to FM 528. The intent is to alleviate future potential congestion within Downtown and at the existing 2nd Street and Gordon Street railroad crossings for vehicles seeking to travel in a northeast to southwest direction. The figure to the left highlights the differences in the two thoroughfare plan alignments. Notably, many existing residential properties along Willis Street, Barbee Lane, and 9th Street would be impact by both thoroughfare plan alignments. The proposed Brazoria County alignment would impact additional properties (residential, commercial, and parkland) north of Lobitt Street and would require an additional railroad crossing.

Newly constructed thoroughfare without curb and gutter, adjacent to G.W. Harby Junior High School (Heights Road)
Source: Baxter & Woodman



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, Brazoria County

LEGEND

Existing Thoroughfares
- Major Roads
- Local Roads

H-GAC: State Highway 6 South Corridor Access Management Plan
- Proposed Rail Grade Separation
- Proposed Traffic Signal

Planned Future Thoroughfares
- SH 99 (Grand Parkway)
- Brazoria County Thoroughfare Master Plan
- City of Alvin Thoroughfare Master Plan
- Planned SH 99 Interchange
- Planned TxDOT Roadway Widening
- Planned TxDOT Roadway Overlay

0 miles 0.5 1

MAP:
PLANNED & PROPOSED THOROUGHFARES & IMPROVEMENTS

November 2025

ROADWAY AUTHORITY

Thoroughfares

Thoroughfares within the City of Alvin and Alvin's Extraterritorial Jurisdiction (ETJ) are maintained and operated by different local and state entities. Each entity has the rights to plan for thoroughfare improvements, expansions, and alignments. As provided within the Planned Projects Map, within the Future Thoroughfare Plans section, Alvin's Master Thoroughfare Plan and the Brazoria County Master Thoroughfare Plan provide a framework for future roadway alignment and improvements. As new residential and commercial development occurs, the City of Alvin will need to continue collaborating with the State and County to ensure safe and efficient traffic flow. When Alvin annexes new lands, the authority and maintenance of existing non-state and non-federal thoroughfares within those areas will be transferred to Alvin.

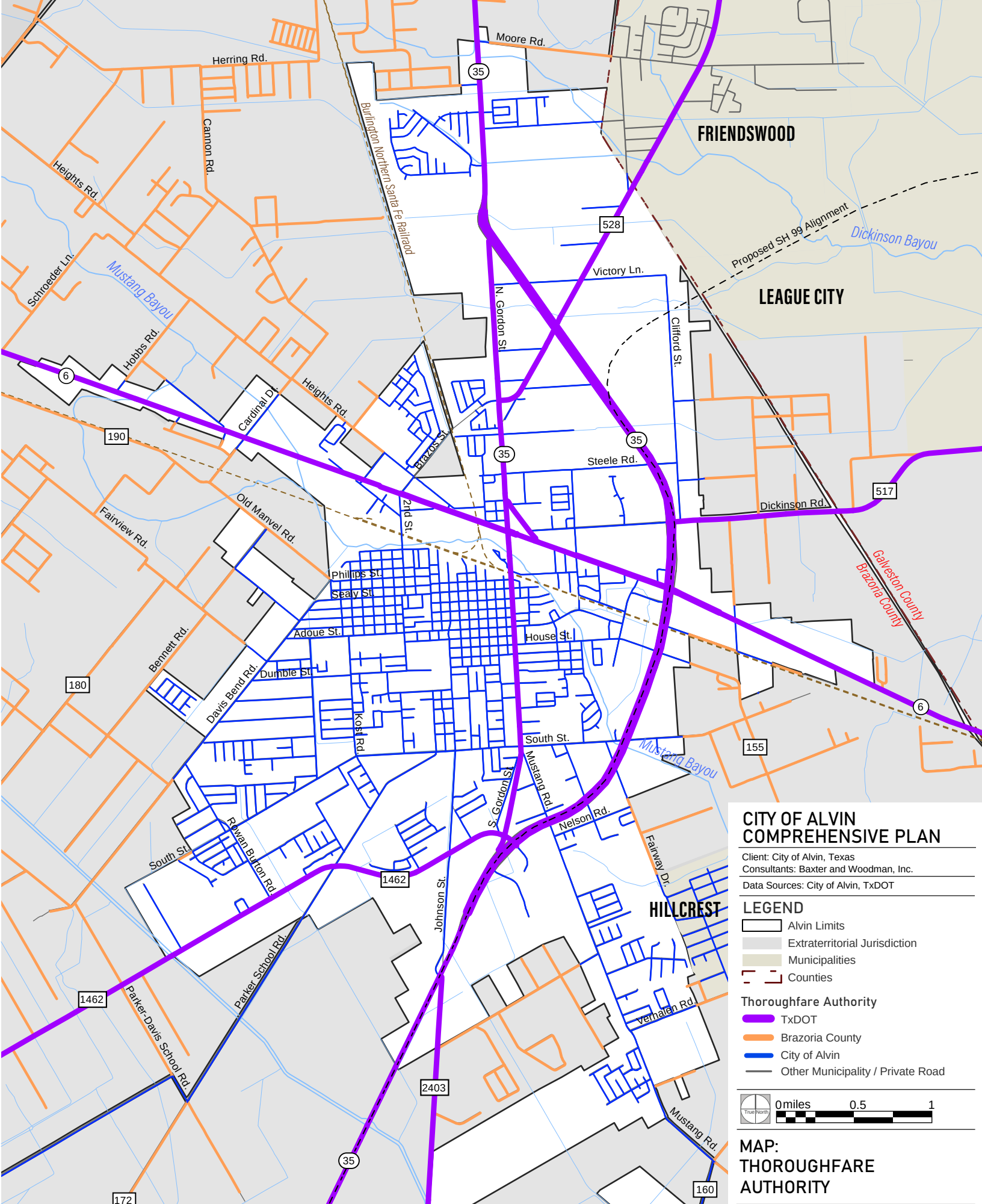
Overall, the City of Alvin owns, operates, and maintains the majority of thoroughfares within its municipal limits, while Brazoria County owns and maintains thoroughfares outside of City limits. Where a thoroughfare borders both the City and County, authority typically falls to the County. The Texas Department of Transportation (TxDOT) operates the major arterial thoroughfares entering into Alvin. FM 1462, FM 2403, FM 517, FM 528, and SH 6 are all TxDOT thoroughfares with intersections and traffic signals bisecting local thoroughfares. SH 35 is a partially access-controlled thoroughfare and will constitute a portion of the future SH 99 Grand Parkway southern alignment connecting Sugar Land with League City. The future SH 99 thoroughfare will be operated by TxDOT. As Alvin continues to grow, the city will need to ensure safe and convenient access for all user types to access destinations north-south and east-west of SH 99, such as Downtown Alvin, Alvin Community College, and the Alvin Recreation Center. Notably, Gordon Street / SH 35 Business, is a TxDOT thoroughfare which runs north to south through central Alvin and the Downtown. Currently, Alvin does not have any control over the utilities, thoroughfare pavement, intersections, lighting, or signage along Gordon Street.

Railroads

Alvin has 3.5 miles of railroad corridors within its municipal boundaries. The rail lines are owned and operated by the Burlington Northern Santa Fe Railroad (BNSF). The railroad crossing signals and the adjacent railroad right-of-way, ranging from 85 to 125 feet wide, is under the authority of BNSF. As previously described, all railroad crossings in Alvin are at-grade, with the exception of the SH 6 rail crossing, which has an underpass and rail bridge.

Bayous

Alvin has multiple bayous and drainage channel corridors within its City Limits. All ravine corridors are under the planning authority of Brazoria County Conservation and Reclamation District #3 (BCCR3). Notably, a majority of the Mustang Bayou within City Limits is privately owned. There are parcels containing Mustang Bayou, adjacent to Downtown Alvin, which are owned directly by the City and BCCR3. Such parcels are only 20 to 40 feet wide and contain only the Mustang Bayou corridor. Other drainage channels, such as the drainage channel along South Street, are within Alvin's thoroughfare right-of-way and operated by the City of Alvin. Bayous and channels within the unincorporated areas of the County are fully under the purview of BCCR3 and Iowa Colony Drainage District #5.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, TxDOT

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties

Thoroughfare Authority

- TxDOT
- Brazoria County
- City of Alvin
- Other Municipality / Private Road

0 miles 0.5 1

MAP: THOROUGHFARE AUTHORITY

November 2025

BAXTER & WOODMAN

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Context

Typically, thoroughfares with the highest functional classifications (interstate, freeway, or major arterial) or thoroughfares owned and operated by state entities (such a TxDOT and Brazoria County Department of Transportation (BCDOT), have the highest Annual Average Daily Traffic (AADT) counts. AADT is a data count of all vehicles which travel along a certain section of thoroughfare. Data is collected from the City of Alvin, Brazoria County Department of Transportation (BCDOT), and the Texas Department of Transportation (TxDOT) 2022 and 2023 traffic counts.

As previously described, in the Functional Classification section of this report, thoroughfares with a higher design capacity (number of lanes and traffic speed) also typically have a high amount of daily vehicle traffic. As depicted on the facing page, thoroughfares under TxDOT's authority have the highest daily volume of traffic, while thoroughfares under the City of Alvin's authority almost always have a lower daily traffic volume.

Traffic Volumes on TxDOT and County Thoroughfares

SH 6 and SH 35 experience the most daily traffic out of all thoroughfares in Alvin. As regional development increases, and new retail and residential communities are developed directly off of SH 6 and SH 35 traffic is expected to increase. Traffic volumes along major thoroughfares tend to be heavily skewed to the north and northwest towards Pearland and SH 288. In addition, there are several FM and State thoroughfares with traffic counts between 10,000 and 19,999 vehicles daily which head in a southern direction. These thoroughfares connect Alvin to nearby municipalities, including Dickinson, Santa Fe, Angleton, Liverpool, and Danville. Notably, FM 1462 connects western Alvin, along SH 288, to Central Alvin. As development increases, efficient traffic flow and safety should be maintained along this critical connecting corridor.

Traffic Volumes on Alvin Thoroughfares

Thoroughfares operated by the City of Alvin experience less daily vehicle traffic when compared to TxDOT thoroughfares. South Street, Mustang Road, and House Street are among the most heavily trafficked Alvin thoroughfares. Notably, a high concentration of thoroughfares with a significant AADT is observed at two primary locations; South Street at Gordon and Mustang, and SH 35 at FM 517 and SH 6. These areas have a short distance between intersections that carry a higher AADT than the City's current average. As traffic volumes increase, additional management practices may need to be implemented, particularly at the five-point intersection at South Street and Mustang Road.

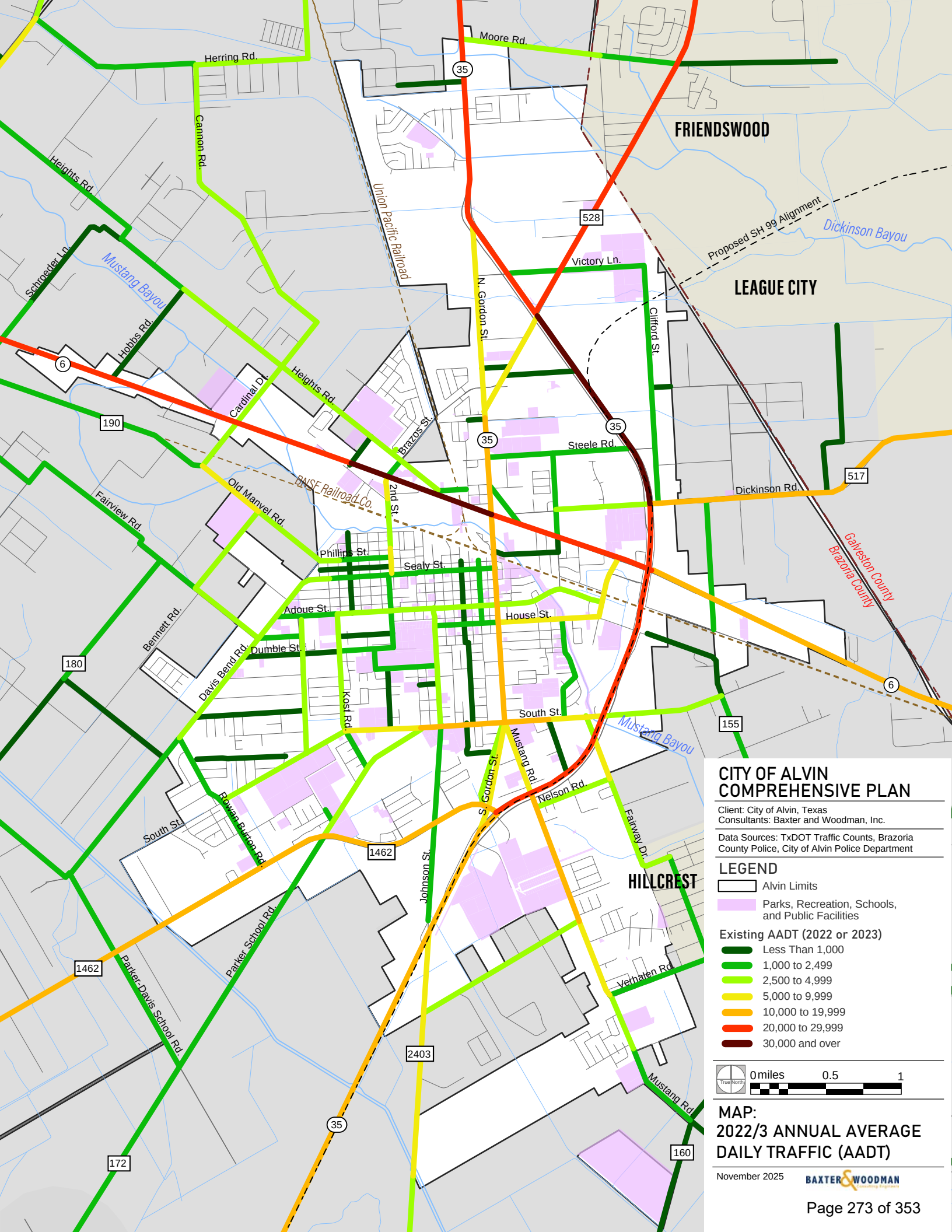
Lastly, several schools, parks, and public facilities are located directly adjacent to or close to major thoroughfares. Locations such as schools and parks should have safe and convenient access for pedestrians and bicyclists; although wide thoroughfares, fast travel speeds, and high volumes of traffic can deter activity and access. Alvin Jr. High School, Morgan Park, and Pearson Park are located directly along South Street, which has an AADT of 2,500 to 19,999. Access to Hood-Case Elementary School and G.W. Harby Junior High School is only provided through intersections and crossings along SH 6. Lastly, Bob Briscoe Park and Alvin Recreation Center (former YMCA) are only accessible by a one-way segment of SH 35.

Thoroughfares operated by the City of Alvin with the highest AADT:

#1 Mustang Road (12,526 AADT)
#2 South Street (10,082 AADT)
#3 Tovrea Road (6,757 AADT)
#4 Fairway Drive (5,184 AADT)
#5 Johnson Street (4,459 AADT)

Public-oriented facilities and places located along thoroughfares with the highest AADT:

#1 Bob Briscoe Park and Alvin Recreation Center
#2 Alvin Jr. High School
#3 Alvin Public Library
#4 Alvin Community College
#5 Alvin Animal Control and Public Services Buildings



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT Traffic Counts, Brazoria County Police, City of Alvin Police Department

LEGEND

- Alvin Limits
- Parks, Recreation, Schools, and Public Facilities

Existing AADT (2022 or 2023)

- Less Than 1,000
- 1,000 to 2,499
- 2,500 to 4,999
- 5,000 to 9,999
- 10,000 to 19,999
- 20,000 to 29,999
- 30,000 and over

0 miles 0.5 1

MAP: 2022/3 ANNUAL AVERAGE DAILY TRAFFIC (AADT)

November 2025

BAXTER & WOODMAN

Typical Conditions along SH 35 and Business SH 35

Typical Collector Street in Central Alvin

Typical Collector Street in Southern Alvin

Typical Collector Street in Rural Alvin

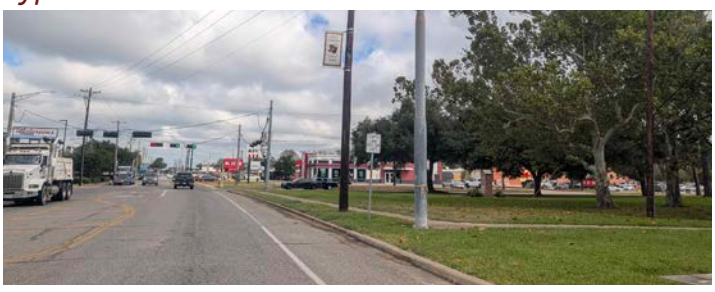
Typical Signalized Intersection in Central Alvin

Typical Intersection along SH 6 and SH 35

Typical Street without Curb and Gutter

Typical Local Street without Curb and Gutter

Typical Street with Curb and Gutter



Typical New Subdivision Street

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT Statewide Traffic Counts, Brazoria County Police, City of Alvin Police Department

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Areas Not within Alvin or Alvin's ETJ
- Municipalities
- Counties
- Water Bodies
- Alvin Interstate System
- Alvin Major Roads
- Alvin Local Roads

Existing AADT (2022 or 2023)

- Less Than 1,000
- 1,000 to 2,499
- 2,500 to 4,999
- 5,000 to 9,999
- 10,000 to 19,999
- 20,000 to 29,999
- 30,000 and over

0 miles 1 2

True North

MAP:
2022 AND 2023 ANNUAL AVERAGE DAILY TRAFFIC (AADT)

November 2025

BAXTER & WOODMAN

CRASH DATA

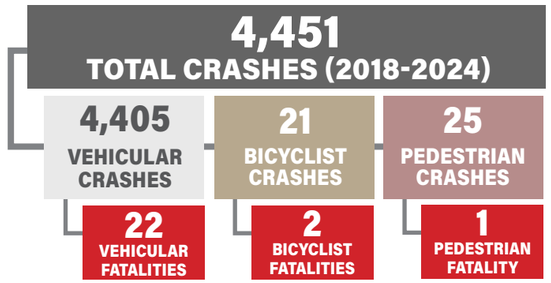
The map on the following page depicts all crash occurrences in Alvin from January 2018 to October 10th 2024. Data was collected from the City of Alvin Police Department, Brazoria County, and TxDOT databases. Crashes depicted include all vehicular, pedestrian, and bicyclist-related crashes, including occurrences of a fatality. While the Crash Map depicts crashes within Brazoria County and neighboring municipalities, the numbers provided within this assessment are for all crashes that have taken space within Alvin City Limits.

Of the 6,161 recorded incidents, 99 percent were vehicle-related, while bicyclist- and pedestrian-related accidents accounted for one percent (1%) of the remaining crashes. 59 percent (59%) of crashes occurred on TxDOT thoroughfares, while 41 percent (41%) occurred on City of Alvin thoroughfares. Most notably, SH 6 and SH 35 experienced the most crashes, while major FM thoroughfares and Gordon Street experienced the second-most crash occurrences. Crash hot-spots, where crashes occur most frequently, are at signalized intersections along SH 6 and SH 35.

Trends in Fatalities

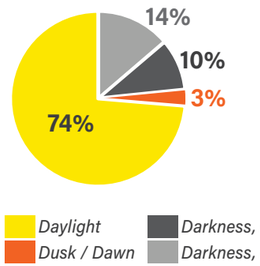
Since 2018 Alvin has had 25 crashes resulting in fatality; which accounts for 0.5 percent (0.5%) of total crashes. Notably, only one percent (1%) of total crashes are pedestrian or bicyclist related, while 12 percent (12%) of fatal crashes involve a bicyclist or pedestrian; Meaning that in Alvin a pedestrian or bicyclists is 12-times more likely to die from a crash. The majority of fatal crashes have occurred along SH 6, SH 35, and major FM thoroughfares particularly at intersections. There are several fatalities which have occurred along local thoroughfares, such as David Bend Road and FM 424, which were the result of a lack of visibility and driver inattention along SH 35.

Crash Breakdown (2018-2022)

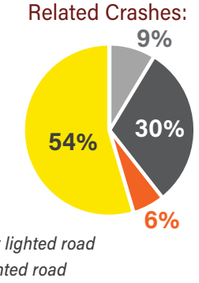


Crashes Based on the Amount of Light:

Vehicular Crashes:



Pedestrian- and Bicyclist-Related Crashes:



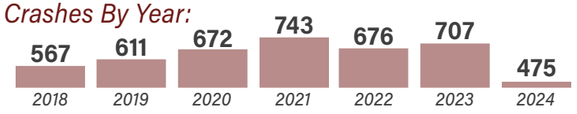
Primary Cause of Vehicular Crashes:

1. **#1** Failed to Control Speed
2. **#2** Driver Inattention
3. **#3** Failed to Yield Right-of-Way at Intersection
4. **#4** Slowing / Stopping Unsafely
5. **#5** Failed to Yield Right-of-Way at Private Drive

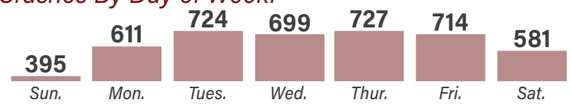
Primary Cause of Pedestrian and Bicyclist Crashes:

1. **#1** Pedestrian Failed to Yield Right-of-Way to Vehicle
2. **#2** Driver Inattention
3. **#3** Distraction in Vehicle
4. **#4** Driver Failed to Yield Right-of-Way to Pedestrian
5. **#5** Failed to Yield Right-of-Way at Intersection

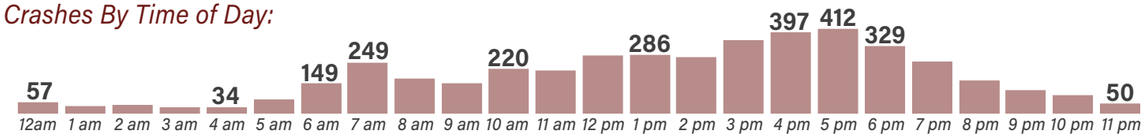
Crashes By Year:

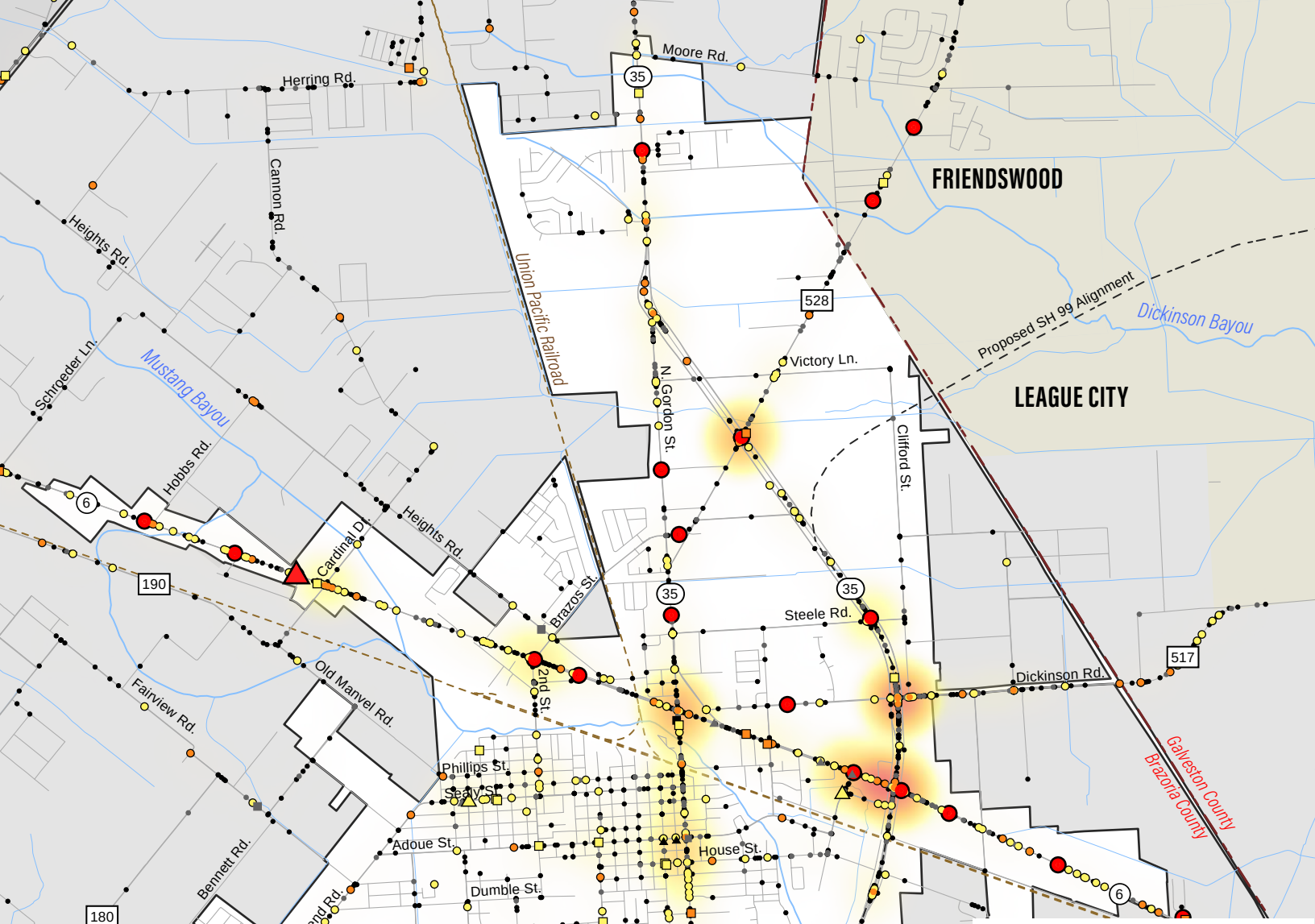


Crashes By Day of Week:



Crashes By Time of Day:





CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: TxDOT Statewide Traffic Counts, Brazoria County Police, City of Alvin Police Department

LEGEND

Vehicular Crashes
- Not Injured / Unknown
- Possible Injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatality

Pedestrian-Related Crashes
- Not Injured / Unknown
- Possible Injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatality

Cyclist-Related Crashes
- Not Injured / Unknown
- Possible Injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatality

Crash Density

low — high

0 miles 0.5 1

MAP:
Crashes (2018-2022)

November 2025

BAXTER & WOODMAN

ACTIVE TRANSPORTATON AND MICRO-MOBILITY

Context

Active Transportation refers to any form of transportation that does not involve a personal vehicle, taxi service, or public transportation. Walking, bicycling, rollerblading, running, skateboarding, and horseback riding are all considered forms of active transportation. Micro-mobility refers to forms of transportation that are not walking or utilizing vehicles (cars and buses), such as bicycles, electric scooters, electric bicycles, and skateboards. Typically, these forms of transportation takes place on sidewalks, trails, bicycle lanes, shared-use paths, and within natural areas. Active transportation facilities should feel safe and comfortable to use, provide connectivity between destinations and residential areas, and accommodate a multitude of user types and needs.

The planning of active transportation facilities considers many factors, including residents' general health and safety, personal mobility, locational demand, and quality of life. Students attending Alvin Community College or Alvin ISD Schools should have the option to safety walk or bike to school. Residential areas should have safe and connected pedestrian facilities to nearby parks, grocery stores, restaurants, and other destinations important to everyday life. Retirees and people living in independent and assisted living facilities should have safe and connected pedestrian facilites to reach parks, medical appointments, family, and grocery stores.

Lastly, active transportation is a means through which to reduce traffic congestion. Some residents may choose to walk or bike to a nearby park or destination instead of driving, if the option is available. Between the years of 2018 through 2022, the U.S. Office of Energy Efficiency and Renewable Energy found that over 50 percent (50%) of vehicle trips taken within the United States are less than a three miles distance; with 28 percent (28%) of those accounting for trips of less than one mile. Ensuring that residents have safe and convenient access to nearby destinations can help to reduce the overall strain on roadways, as some residents may occasionally choose to take an alternative transportation mode rather than driving a vehicle.

Existing Facilities Inventory

Existing 5.57 miles

Bicycle Lanes:

- Dedicated painted / striped on-street lanes for bicycles only
- Typically, four- to five-feet-wide
- Adjacent to a thoroughfare's outside travel lane and following the direction of vehicle traffic
- Can be buffered and protected from vehicle traffic with a wider painted strip, bollards, armadillos, and / or concrete curbs

Existing 0 miles

Shared Lanes (Sharrows):

- Shared lanes are locations where a bicycle and vehicle use the same marked, on-street lane
- Bicycles typically have the authority to use the full width of the lane

Existing unknown miles

Sidewalks:

- Four-to six-foot wide pavement parallel to thoroughfares and intended for walking in addition to slower forms of travel which include the use of mobility aids

Existing 2.30 miles

Bicycle Shoulders:

- Three to 12 feet of roadway pavement width dedicated for bicycle users, between the edge of pavement and a driving lane
- Typically, only on rural thoroughfares without curb and gutter

Existing 0 miles

Shared-Use Trails / Paths:

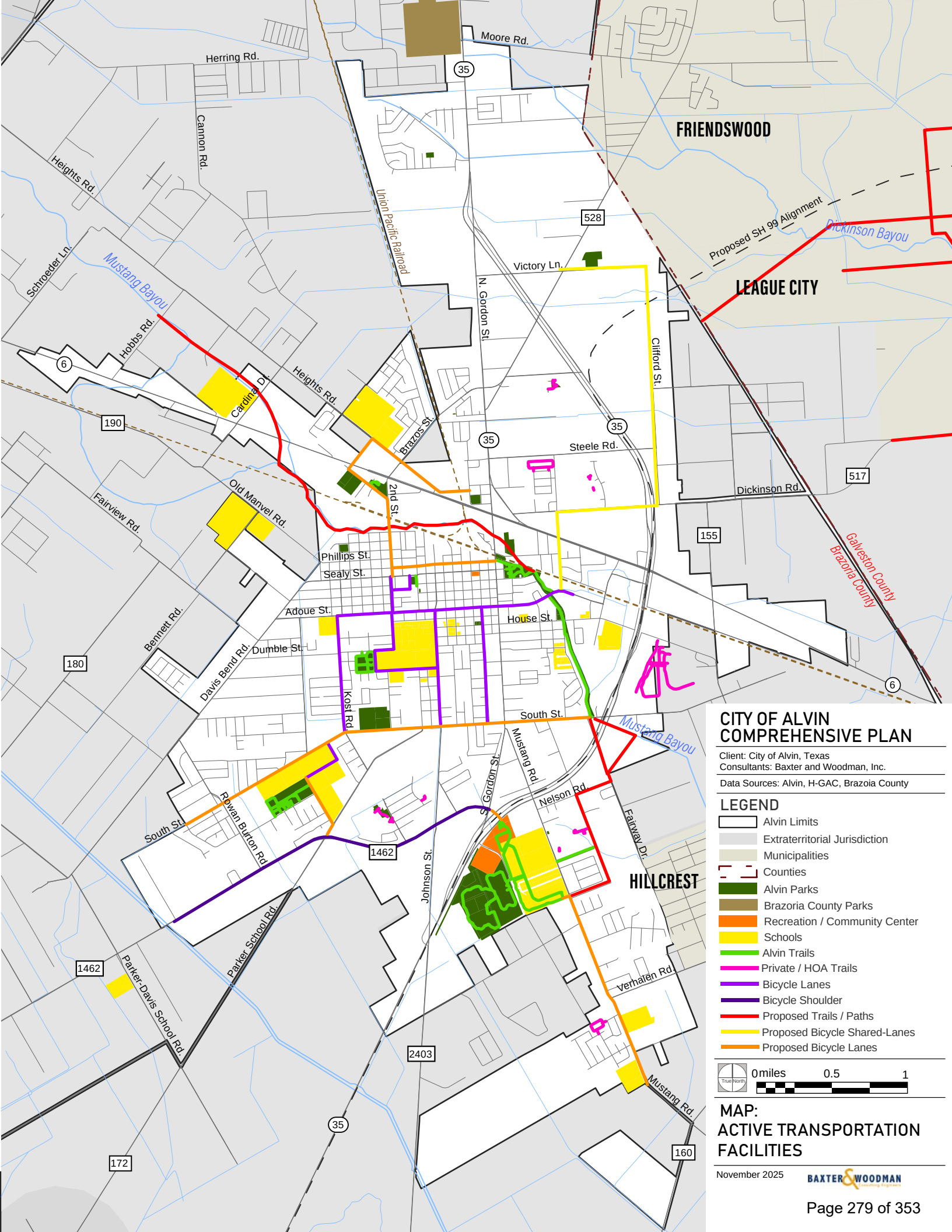
- Six to 12 foot wide pavement adjacent to a thoroughfare ("a wider sidewalk") intended to facilitate bicycle and pedestrian traffic
- Used where there is a high user demand and where on-street bicycle facilities are not possible or practical

City Existing 2.31 miles

HOA Existing 3.05 miles

Recreational Trails:

- Six to 12 foot wide pavement, not along a thoroughfare, intended to facilitate bicycle and pedestrian traffic
- Typically located within utility easements, adjacent to drainage channels, or within parks



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, H-GAC, Brazoia County

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Alvin Parks
- Brazoria County Parks
- Recreation / Community Center
- Schools
- Alvin Trails
- Private / HOA Trails
- Bicycle Lanes
- Bicycle Shoulder
- Proposed Trails / Paths
- Proposed Bicycle Shared-Lanes
- Proposed Bicycle Lanes

0 miles 0.5 1

MAP: ACTIVE TRANSPORTATION FACILITIES

November 2025

BAXTER & WOODMAN

Sidewalk Connectivity

The majority of existing sidewalks connect residential areas along major thoroughfares to Downtown Alvin and the surrounding areas. Sidewalks are missing along the majority of streets within Alvin's central grid area and outlying "rural" areas, where thoroughfares have open ditch drainage systems and no curb or gutter. In addition, the majority of arterial and collector thoroughfares operated and owned by Alvin include sidewalks on at least one side of the street. Sidewalks are also prevalent within newer planned unit developments (PUDs) and residential subdivisions, as referenced within Alvin's Code of Ordinances.

Sidewalks have been recently added or replaced at Alvin Junior High School, G.W. Harby Junior High School, and Hood-Case Elementary, to connect new housing develops to the schools. In addition, new crosswalk markings have been painted at signalized intersections with SH 6. Notably, major commercial thoroughfares, such as SH 6, SH 35, SH 35 Business do not provide parallel sidewalks. Along major corridors with sidewalks, such as South Gordon Street and South Street, sidewalks are narrow and directly abut the roadway edge of curb or a fence line. In particular, sidewalks along South Street abut a fence and/or paved drainage channel, and provide no shade or adjacent vegetation.

Commercial areas provide the least pedestrian access and connectivity with residential areas. Currently, residents north of SH 6 have no sidewalks or trail access to Downtown or the rest of Alvin. Businesses along SH 6, SH 35, and FM 1462, do not have parallel sidewalks or sidewalk connections to adjacent residential areas. Notably, there are no sidewalk connections north or south of SH 35 connecting to Alvin Community College, Bob Brisco Park, and Alvin's Recreation Center.

Sidewalk Conditions

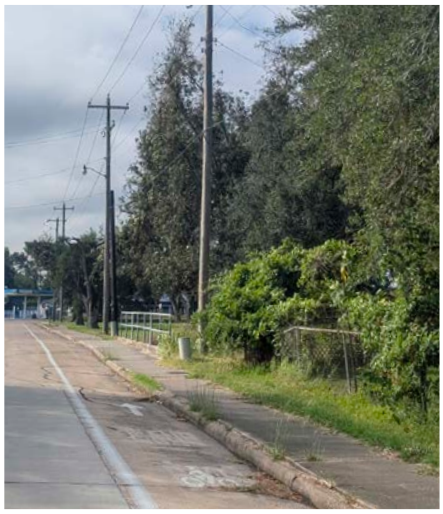
A functional and safe system of sidewalks should include curb-cut ramps, signage, crosswalk markings, and lighting, in compliance with the 1991 Americans with Disabilities Act design requirements. A majority of Alvin's crossing ramps at intersections are in fair to poor condition. Typical issues include pavement buckling / uneven slopes, a lack of red rumble pads, and a lack of crosswalk markings. Most sidewalks within Alvin are only four-feet-wide with overhead utilities directly adjacent to the edge of pavement, such as along South Gordon Avenue, Kost Road, and West Adoue Street. This narrow sidewalk width can make it difficult for users passing each other. Existing curb cut crossings typically include etched pavement, but do not meet updated standards which require a red rumble pad to indicate a crossing. Driveway cuts and access drives are observed to have the most issues with pavement quality, noting rubble in the curb, uneven and cracking pavement, and steep slopes. In addition, there are multiple locations where utility poles are located within the sidewalk right-of-way, preventing the required four-foot clearance width for sidewalks. Notable locations with utility conflicts include South Johnson Street, West Sealy Avenue, and East House Street. Sidewalks and crossings adjacent to schools and parks, along with newer developments, tend to be of a higher quality of pavement, due to recent replacements or installation, and may receive the most maintenance based on observation.

Typical Newer Sidewalks

Typical Sidewalks in Downtown Alvin

Uneven brick pavement in Downtown

Typical Sidewalks in Central and Southern Alvin



Overgrowth and brush is common

Intersection without curb ramps

Typical Curb Ramp Conditions

Steep slopes, debris, tree root conflicts, open ditch drainage drop-offs, and a lack of rumble pads is common in Alvin

Utilities Conflicts and Constraints

Utility poles, traffic signal boxes, fire hydrants, and other utilities are commonly within the path of a sidewalk or crossing

Existing Bicycle Facilities

Alvin currently has nearly eight miles of existing on-street bicycle lanes and bicycle shoulder facilities. Bicycle lanes account for 5.6 miles of the existing bicycle system. In Alvin, bicycle lanes are five- to six-feet wide and include a striped lane delineation, bicycle route signage, and lane markings (a painted diamond symbol and directional arrow). Bicycle lanes currently connect schools and parks within Central Alvin, where lanes connect at a central spine along Adoue Street. Notably, there is a 0.36-mile-long bicycle lane adjacent to Alvin Junior High School which does not connect to the other bicycle lanes in the network. In addition, bicycle lanes currently dead-end at six locations, forcing bicyclists to continue riding on-street on Sealy Street or South Street or use adjacent sidewalks. Lastly, the bicycle lane networks connects to the Tom Blakeney, Jr. Hike & Bike Trail, at Mustang Bayou, east of Downtown.

An existing bicycle shoulder is located on FM 1462, and connects South Gorden Street and Skyranch Drive. The bicycle shoulder facility connects residential land uses to Highland Square Center shopping district, but stops short of connecting to Alvin Community College and the Alvin Recreation Center. The existing shoulder width varies from eight-feet to 10-feet wide. It is unclear that as thoroughfare improvements occur, whether the bicycle shoulder will be removed and / or be replaced with a different facility type, such as a shared-use path or bicycle lanes.

Existing Bicycle Facility Conditions

Bicycle lanes in Alvin are typically well-signed, including bicycle lane signage posts at major intersections and crossings, as well as painted symbols at intersection crossings. Bicycle lane markings tend to be slightly faded and difficult to see due to general ware. There were limited on-site observations of damaged pavement, debris, or other obstructions within the bicycle lanes. Notably, there were several of the locations observed where vehicles were parking within the bicycle lanes in residential areas. Additionally, pedestrians were seen using the bicycle lanes in locations where the sidewalks are obstructed due utility poles or fire hydrants in the center of the sidewalk pavement.

Newly constructed trail bridge
connecting G.W. Harby Junior High School
and the Forest Heights subdivision
Source: Baxter & Woodman

Bicycle Shoulder on FM 1462

Bicycle shoulders lack any physical barrier protection between vehicles and bicyclists, which can be unsafe

Bicycle Lanes on 2nd Street

Existing bicycle lane connecting to Alvin High School and features crossing markings at intersections

Typical Bicycle Lane Conditions

Examples of typical bicycle lane conditions, with slightly faded roadway markings, debris and overgrowth within the gutters, and obstructions caused by parked vehicles, trash cans, or pedestrians

Proposed Bicycle Facilities

The City of Alvin Parks and Recreation Master Plan (2017) and the 2035 H-GAC Regional Bikeway Plan (2006) propose several trails, shared-use trails (paths), on-street bicycle facilities, and shared-lanes (sharrows) throughout Alvin.

An expansion of the bicycle lane network is proposed to connect three additional Alvin ISD schools along Heights Road, Old Manvel Road, and House Street. One proposed alignment follows Adoue Street, Fairview Drive, and 2nd Street to connect Fairview Junior High School to Alvin Junior High School. A second proposed alignment follows thoroughfares north of SH 6 to connect Bill Hasse Elementary School, Shirley Street, and G.W. Harby Junior High School. A third proposed bicycle lane along South Street connects Mustang Bayou to Alvin Junior High. In addition, a bicycle lane is proposed along Mustang Road south of Alvin Community College.

A shared-lane is proposed following Shirley Street, Dickinson Road, Clifford Street, and Victory Lane. The shared-lane will connect the Adoue Street bicycle lanes and Tom Blakeney, Jr. Hike & Bike Trail to Living Stones Christian School and Victory Camp.

Several shared-use paths and trails are proposed throughout the community. The proposed alignment follows major thoroughfares, including Mustang Road, South Street, Heights Road, and 2nd Street, as well as smaller streets including Nelson Road, Westpark Drive, and West Willis Street. Lastly, an extension of the Tom Blakeney, Jr. Hike & Bike Trail is proposed northwest along the Mustang Bayou to Hobbs Road. The proposed alignment crosses the BNSF Railroad tracks four separate times, which may be impractical or too expensive to construct. A southern extension is also proposed along Nelson Road, Fairway Drive, and connects to Hugh Adams Park.

Trails, Parks, and Shared-Use Paths

For a summary of Alvin's trails, shared use paths, and parklands, refer to the Parks, Trails, and Open Spaces, section of this report, on page 63.

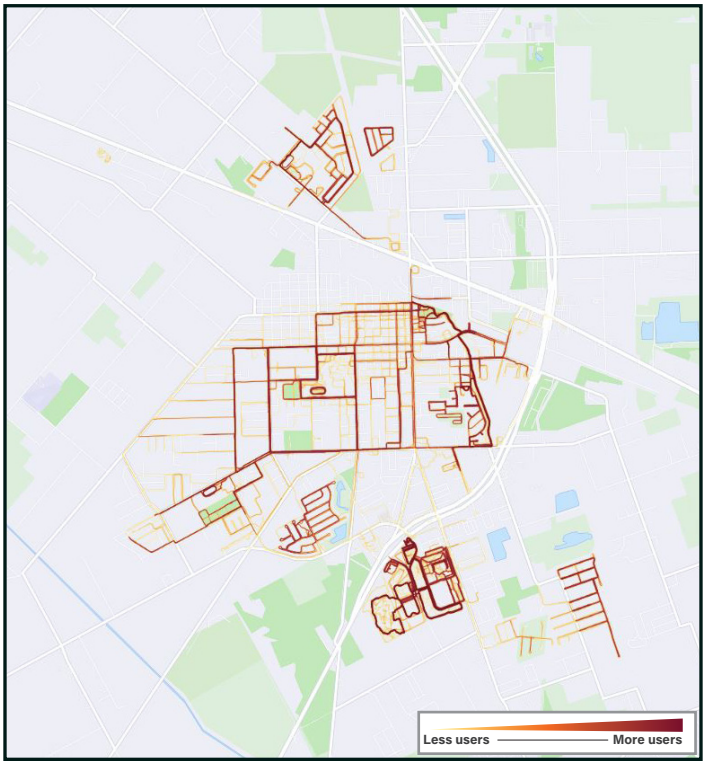
New walking trails at the Watermark subdivision
Source: D.R. Horton

Existing conditions along South Street, west of SH 35, which has no sidewalks, narrow pavement widths, and open ditch drainage. This is an example of a street, as depicted in the STRAVA Platform maps to the right, that experiences little to no pedestrian traffic and minimal bicycle traffic.
Source: Baxter & Woodman

ACTIVE TRANSPORTATION USER TRENDS: STRAVA Platform

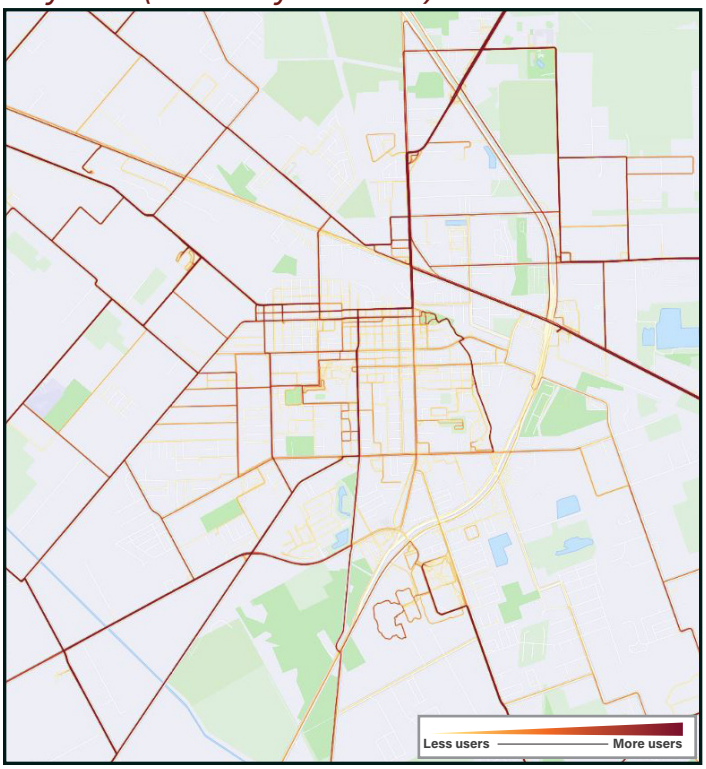
STRAVA is a very popular online and mobile active transportation platforms which allows users to track their travel routes. The STRAVA platform aggregates individual user data to develop a heatmap of the most popular routes for walking and bicycling. The data depicted helps to identify existing corridors users take to reach destinations and neighboring communities, as well as barriers to connectivity (or in other words, areas that people avoid).

Pedestrians (2024 Foot-traffic)



The map above depicts pedestrian traffic (walking, running, and jogging), and demonstrates that Alvin residents mainly walk within four distinct zones of the City with little to no connection between them. Residents north of SH 6, surrounding G.W. Harby Junior High School, rarely cross SH 6 south into downtown, potentially due to the limited number of pedestrian crossings, fast vehicle speeds, and a large amount of daily traffic. Residents in central Alvin walk primarily along major gridded streets, such as South Street, Sealy Avenue, Gordon Street, and Kost Road. Notably, there is a concentration of activity north of Alvin High School, adjacent to Alvin Jr. High School, and along the Tom Blakeney, Jr. Hike & Bike Trail leading to National Oak Park. There is also a large concentration of pedestrian activity surrounding Alvin Community College and Bob Briscoe Park. Lastly, the map demonstrates that SH 35 is a major north to south barrier between Downtown and Alvin Community College.

Bicyclists (2024 Bicycle-traffic)



The map above depicting bicycle traffic demonstrates that bicycle activity is primarily along major rural and urban thoroughfares regardless of whether a dedicated bicycle facility exists or not. Notably, many of the bicyclists who ride on rural thoroughfares without bicycle lanes may be "distance-riders" that have a greater level of confidence and lower threshold for safety than the average resident. Overall, popular corridors for bicycle activities include:

- SH 6 between Santa Fe and Gordon Street
- Gordon Street between Downtown and FM 528
- FM 528 heading northwest into Friendswood
- Mustang Road south of Alvin Community College
- FM 1462 and FM 172 heading southwest
- Sealy Street and Phillips Street from Downtown to the west along Old Manvel Road
- Tom Blakeney Jr. Hike & Bike Trail

Notably, within central Alvin, Johnson Street is the most populated north-south route, while Sealy Street and Phillips Street are the most popular east-west routes.

EXISTING LAND USE

CONTEXT

Land use planning is the strategic process of regulating the development and use of land to promote orderly growth, resource management, and improved quality of life. This process involves designating areas for residential, commercial, industrial, agricultural, and recreational purposes based on a community's needs and long-term vision. The benefits of land use planning are manifold: it promotes efficient land use, reduces urban sprawl, fosters economic growth, enhances community well-being, and protects the environment. By ensuring that development is balanced and sustainable, land use planning promotes the creation of livable, healthy, and safe environments while conserving natural and human-made resources.

Alvin's Planning Area encompasses a total of approximately 46.18 square miles (29,557.52 acres) which includes Alvin's municipal limits and its two-mile wide Extraterritorial Juridiction (ETJ). The community is composed of a blend of residential, commercial / retail, industrial, public / institutional, and agricultural land uses; all of which reflects the community's historical development, economic activities, and rural heritage. There is a diverse representation of land uses found with the City, and of those, the top three most prevalent land use designations include Residential, Agricultural, and Commercial properties.

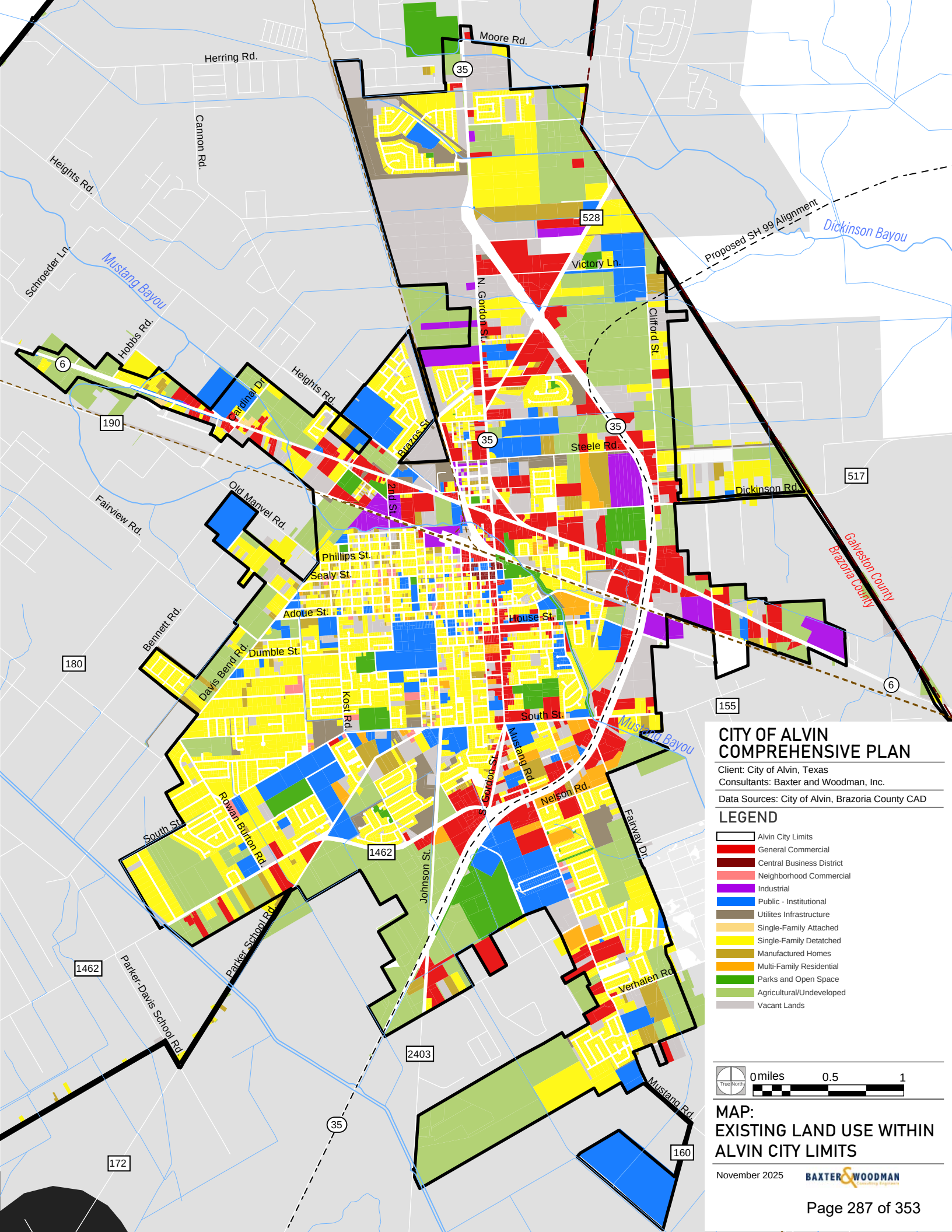
Land Use Designations

Residential land use dominates much of the city, and is characterized by a mix of single-family homes, both attached and detached, and multi-family development. Residential subdivisions and neighborhoods are primarily situated in the central and northern parts of the city, and offer a range of housing options to accommodate its population. The residential areas are interspersed with public amenities such as parks, schools, and community centers, which enhance the quality of life for residents. Additionally, within the city's core, the integration of neighborhood commercial land use and general commercial areas ensures that residents have access to essential goods and services. However, commercial land uses are rather sparse for residents outside of the core of the city, which requires additional travel for essential goods and services. Beyond residential and commercial / retail land use, industrial and public / institutional land uses further contribute to the city's economic and social infrastructure, and supports Alvin's diverse workforce and public services. As Alvin continues to grow, the preservation of open space and the development of parks will remain vital for enhancing residents' quality of life. Moving forward, land use planning will be crucial in managing future development while protecting the city's natural resources, maintaining community character, and fostering sustainable growth.

Table, ***Existing Land Use within Alvin City Limits***

Land Use Designations	Land Use per Capita (acres/ population)	Total Acreage	Square Miles	Percentage of Prevelance in the City of Alvin (%)
Agricultural/ Undeveloped Lands	0.156	4,281.50	6.69	34.51
Vacant Lands	0.042	1,156.11	1.80	9.32
Parks and Open Space	0.010	273.56	0.43	2.20
General Commercial	0.035	957.34	1.49	7.71
Neighborhood Commercial	0.001	32.69	0.05	0.26
Central Business District	0.000	6.35	0.01	0.05
Industrial	0.008	222.49	0.35	1.79
Public / Institutional	0.034	944.68	1.47	7.61
Utilities Infrastructure	0.058	1,604.03	2.51	12.93
Single Family Attached	0.000	18.82	0.03	0.15
Single Family Detached	0.091	2,491.56	3.89	20.08
Manufactured Homes	0.009	269.65	0.42	2.17
Multi-Family Residential	0.005	144.85	0.22	1.16
TOTAL		**12,403.63**	**19.36**	**100%**

Brazoria County Appraisal District.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, Brazoria County CAD

LEGEND

- Alvin City Limits
- General Commercial
- Central Business District
- Neighborhood Commercial
- Industrial
- Public - Institutional
- Utilites Infrastructure
- Single-Family Attached
- Single-Family Detatched
- Manufactured Homes
- Multi-Family Residential
- Parks and Open Space
- Agricultural/Undeveloped
- Vacant Lands

0 miles 0.5 1

MAP: EXISTING LAND USE WITHIN ALVIN CITY LIMITS

November 2025

BAXTER & WOODMAN

LAND USE DESIGNATIONS

Agricultural / Undeveloped

Agricultural and undeveloped lands in Alvin encompass large tracts of open space, agricultural fields, and natural landscapes. Property types include farms, ranches and pastures, orchards, and undeveloped parcels of land. These areas primarily support agricultural purposes, including farming activities, livestock grazing, and horticulture, with farms focusing primarily on growing crops and ranches emphasizing the raising and herding of livestock.

Development Types:

- Farms
- Ranches and Pastures
- Orchards
- Undeveloped parcels

Characteristics:

- Large tracts of open space and natural landscapes
- Primarily used for farming, livestock grazing, and crop production

Agricultural Land
Source: Baxter & Woodman

Undeveloped Land
Source: Baxter & Woodman

Residential Land Uses

Residential land uses encompass areas primarily designated for housing, where individuals and families reside. These land uses can include a variety of dwelling types, such as single-family homes, townhouses, and apartment complexes, each catering to different lifestyles.

Single Family Detached Residential

Single-family detached residential land use is characterized by stand-alone dwellings on individual parcels. This land use designation includes a variety of housing styles, each with its own yard. Neighborhood amenities may include additional land uses such as schools and parks.

Development Types:

- Stand-alone homes on individual lots

Characteristics:

- Typically between 0.2 and five acre lots with private yards; garages or carports; low-rise building height (one or two stories)

Single Family Detached Home
Source: Baxter & Woodman

Single Family Detached Home
Source: Baxter & Woodman

Manufactured Homes

Manufactured homes offer a more affordable, flexible housing option and can contribute to diverse housing needs within the community. These homes are constructed off-site and transported to the property, where they are typically installed on leased or owned land within manufactured home communities or on individual lots. Manufactured homes play an essential role in providing cost-effective housing solutions for residents.

Development Types:

- Manufactured home communities (parks)
- Individual manufactured homes on privately-owned lots

Characteristics:

- Flexible placement on leased land or privately owned lots
- Generally smaller lot sizes compared to traditional single-family residences

Single Family Attached Residential

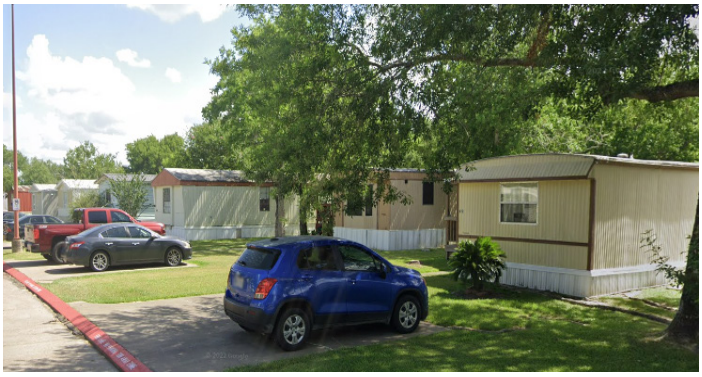
Single-family attached residential areas consist of homes that share one or more walls with neighboring units, such as townhouses, duplexes, triplexes, and quadraplexes. These properties aim to provide affordable and efficient living spaces while still offering some level of individual ownership and privacy.

Development Types:

- Townhouses
- Duplexes
- Triplexes
- Quadraplexes

Characteristics:

- Building style includes a narrow and elongated lots to maximize land effieciency
- Front and/or rear yards; common parking areas
- Uniform architectural styles with duplicated or complementary facades;front doors open directly to the street or a shared pathway



Manufactured Home Park Located Along Mesquite St.
Source: Baxter & Woodman

Manufactured Homes
Source: Baxter & Woodman

Single Family Attached Homes
Source: Baxter & Woodman

Single Family Attaced Homes
Source: Baxter & Woodman

Multi-Family Residential

Multi-family residential areas include properties such as apartment complexes, condominiums, and residential buildings with multiple units. These areas cater to a diverse population, including singles, couples, and families, and offer a variety of unit sizes and configurations. The purpose is to provide high-density housing solutions that can accommodate more residents within a smaller footprint. Defining features include shared parking, and amenities, such as swimming pools, gyms, and playgrounds. Multi-family residential developments are integral to supporting population growth and increasing density.

Development Types:

- Apartment complexes
- Condominiums

Characteristics:

- High-density housing for diverse populations
- Multi-story buildings; communal spaces (playgrounds, pools, fitness centers); designated parking lots or garages; shared hallways and stairwells, typically exterior

Multi-family Land Use: Oaks at Mustang Apartments
Source: Baxter & Woodman

Multi-family Land Use: Alvin Memorial Gardens Apartments
Source: Baxter & Woodman

Commercial Land Uses

Commercial land uses are areas designated for business activities, which play a crucial role in the economy by providing spaces for retail, services, and offices.

Neighborhood Commercial

Neighborhood commercial areas are designed to serve the daily needs of nearby residents, and include small-scale retail and service-oriented businesses. Property types include convenience stores, coffee shops, salons, and local restaurants. The purpose is to provide accessible and convenient shopping and services within walking distance of residential areas. Defining features include smaller building footprints with small parking lots, and locations often located directly adjacent to residential properties and sharing visual / design characteristics.

Development Types:

- Small-scale retail businesses (convenience stores, local restaurants)
- Service-oriented businesses (salons, dentist and doctors offices)

Characteristics:

- Located near residential areas; walkable design with sidewalks and pedestrian facilites fronting neighborhood commercial properties; minimal allocated parking spaces; smaller building footprints

Neighborhood Commercial Land Use: Family Denstistry
Source: Baxter & Woodman

Neighborhood Commercial: Chiropractic Health Care Center
Source: Baxter & Woodman

General Commercial

General commercial land use designations supports a broad range of auto-centric retail, dining, and entertainment establishments which are designed to serve both the wider community and visiting consumers. Property types include shopping centers, retail department stores, restaurants, and entertainment venues, all of which are accessible by car and cater to patrons from beyond the immediate area. These areas are strategically located along major roads and intersections to accommodate high traffic volumes and facilitate convenient access.

Development Types:

- Shopping centers
- Retail department stores
- Restaurants and entertainment venues
- Grocery stores

Characteristics:

- Large parking facilities and high traffic volumes
- Businesses focused on automobile access, such as gas stations, fast-food restaurants with drive-thrus
- Strategically located along major roads
- Limited pedestrian infrastructure; larger lot sizes

Typical Commercial Shopping Center
Source: Baxter & Woodman

First National Bank Along SH 6 and SH 35
Source: Baxter & Woodman

Downtown / Central Business District

The downtown or central business district (CBD) is the origin and core of Alvin's commercial and cultural life. Property types include a mix of office spaces, boutique shops, restaurants, cultural institutions, much of which is housed within a district of historically-significant structures. The CBD is characterized by its architectural diversity, and role as a focal point for community events and gatherings.

Development Types:

- Office Spaces
- Boutique shops, restaurants, cultural institutions

Characteristics:

- Buildings are often low-to mid rise with units having one to two stories;
- Sites within the CBD rely heavily upon on-street parking

Commercial and Office Buildings in Downtown Alvin
Source: Baxter & Woodman

Historic Downtown Building
Source: Baxter & Woodman

Industrial

Industrial land use designations within the City of Alvin are typically located along major transportation corridors, such as highways and rail lines, to facilitate the efficient movement of goods and materials. Industrial sites in Alvin include warehouses, distribution centers, and manufacturing facilities. The sites are characterized by broad building footprints, ample loading and parking areas, and minimal landscaping, often buffered from residential areas to minimize noise, traffic, and environmental impacts.

Development Types:

- Factories and Processing plants
- Transportation and logistics facilities

Characteristics:

- Large parcels with warehouses or factories; loading docks and truck access; minimal landscaping
- Located away from residential uses to decrease the impact of loud noises and harmful air quality produced by industrial buildings

Typical Industrial Land Use Typology
Source: Baxter & Woodman

Typical Industrial Land Use Typology
Source: Baxter & Woodman

Parks / Open Space

Parks and open space areas in Alvin are dedicated to recreation, conservation, and public enjoyment. The purpose is to offer recreational opportunities, and enhance the quality of life for residents. Defining features include green spaces, walking trails, sports facilities, picnic areas, and water features. These areas are essential for promoting physical activity, and community engagement.

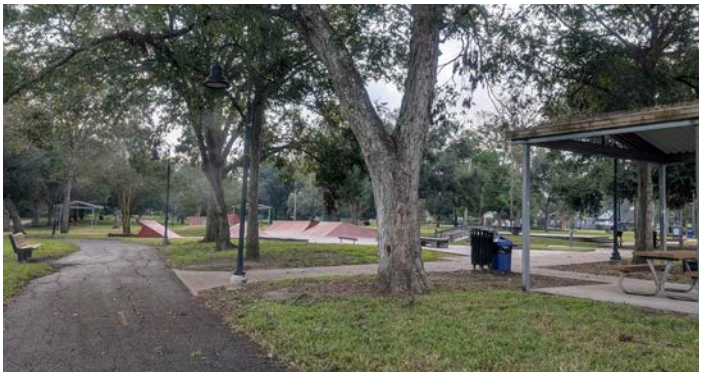
Development Types:

- Regional, Community, and Neighborhood parks
- Recreational trails / linear parks
- Historic cemeteries / civic plazas
- Sports fields and athletic complexes

Characteristics:

- Green spaces with trails, playground equipment, picnic areas; natural landscapes; facilities for sports or outdoor events; connected to pedestrian and bike networks
- Areas for recreation, and public gathering like pavilions and covered seating areas

National Oak Park
Source: Baxter & Woodman



National Oak Park
Source: Baxter & Woodman

Public / Institutional

Public and Institutional areas include properties used for government functions, education, healthcare, and community services. Property types for this land use designation include: City Hall, public libraries, schools, hospitals, community centers and places of worship. These areas are vital for supporting the overall well-being and functionality of the community.

Development Types:

- Government buildings (City Hall, libraries)
- Schools
- Hospitals and community centers
- Places of Worship

Characteristics:

- Provides essential services for residents
- Supports education, healthcare, and governance

Alvin Missionary Baptist Church
Source: Baxter & Woodman

Fairview Junior High Located
Source: Baxter & Woodman

Utilities Infrastructure and Right-of-Way

Utilities Infrastructure land uses and land within the right-of-way provide essential services and support for community development. This land use includes facilities such as water treatment plants, wastewater transmission and treatment facilities, electrical transmission substations, and telecommunications networks. This infrastructure ensures the delivery of vital systems like clean water, electricity, and internet connectivity, which are crucial for both residential and commercial areas.

The Right-of-Way (ROW) serves multiple essential functions, primarily focused on transportation infrastructure, which includes roads and highways for vehicular traffic, as well as sidewalks and pedestrian paths to ensure safe foot traffic. Within this land use, utilities play a crucial role, with underground services like water, sewage, electricity, and telecommunications, alongside above-ground poles and lines for power and communication.

Development Types:

- Water Supply and Treatment Facilities
- Wastewater transmission and treatment facilities
- Utility access easements
- Vehicular and pedestrian transportation infrastructure
- Utility Infrastructure (above ground poles and lines, access to underground pipes)

Gallon Ground Storage Tank
Source: Baxter & Woodman

Waste Water Treatment Facility
Source: Baxter & Woodman

EXISTING LAND USES IN ALVIN'S EXTRATERRITORIAL JURISDICTION

Within the City of Alvin's Planning Area, specifically within its extraterritorial jurisdiction (ETJ) there is land that spans into Brazoria County, Galveston, and Fort Bend Counties. The land uses beyond Alvin's city limits include agricultural and undeveloped lands, residential areas, and commercial and public spaces, adding an additional 17,153.89 acres to the City's total Planning Area. Land within the extraterritorial jurisdiction follow similar patterns to the lands within the city limits with a significant prevelance of agricultural / undevloped lands, followed by a high presence of single-family detached residential properties.

Table, *Existing Land Use within Alvin's Planning Area*

Land Use Designations	Land Use Per Capita (acres)	Total Acreage	Square Miles	Land Use Area Percentage (%)
Agricultural/Undeveloped Lands	0.266	13,466.45	21.04	45.56
Vacant Lands	0.045	2,255.43	3.52	7.63
Parks and Open Space	0.005	273.56	0.42	0.93
General Commercial	0.026	1,300.91	2.03	4.40
Neighborhood Commercial	0.001	32.69	0.05	0.11
Central Business District	0.000	6.35	0.01	0.02
Industrial	0.005	256.25	0.40	0.87
Public /Instirutional	0.034	1,714.79	2.67	5.80
Utilities Infrastructure	0.040	2,019.99	3.15	6.83
Single Family Attached	0.000	19.22	0.03	0.07
Single Family Detached	0.087	4,383.06	6.84	14.83
Manufactured Homes	0.013	667.57	1.04	2.26
Multi-Family Residential	0.003	144.85	0.22	0.49
Unidentified Lands	0.060	3,016.39	4.71	10.21
TOTAL		**29,557.52**	**46.18**	**100%**

Data Source: Brazoria County Appraisal District, Galvestion County Appraisal District

EXISTING LAND USE OVERVIEW

Alvin's Planning Area, which spans approximately 29,557.52 acres, or 46.18 square miles, and includes its ETJ, which covers portions of Galveston, Brazoria, and Fort Bend Counties. The city's single-family residential areas are surrounded by vast agricultural and undeveloped lands (45.56 percent), which reflects Alvin's rural heritage and which provides areas for residential development and commercial growth. Neighborhood commercial and General Commercial land uses, which account for 4.40 percent of the land, highlights the limited availability of essential goods and services for residents. Industrial and Public/Institutional land uses further support Alvin's diverse workforce and public services, which reinforces the city's economic and social infrastructure. As Alvin grows, preserving and further developing parks and open spaces will be key to enhancing quality of life, as it only accounts for one percent of the total Planning Area. Moving forward, long-term land use planning will be essential in managing future development, protecting natural resources, and fostering sustainable growth that aligns with Alvin's community character.

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: Alvin, Brazoria County CAD, Galveston County CAD

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Areas Not within Alvin or Alvin's ETJ
- Municipalities
- Counties
- Water Bodies
- Alvin Interstate System
- Alvin Major Roads
- Alvin Local Roads

Land Use Designations

- General Commercial
- Central Business District
- Neighborhood Commercial
- Industrial
- Public - Institutional
- Utilites Infrastructure
- Single-Family Attached
- Single-Family Detached
- Manufactured Homes
- Multi-Family Residential
- Parks and Open Space
- Agricultural and Undeveloped
- Vacant Lands

0 miles 1 2

True North

MAP:
EXISTING LAND USE WITHIN THE PLANNING AREA

November 2025

BAXTER & WOODMAN

PUBLIC LANDS AND INSTITUTIONAL FACILITIES

Schools, parks, community and recreation centers, museums, and libraries serve as community spaces that bolster a community's identity, quality of life, and social connectedness. Schools and parks should be located in all neighborhoods and should be accessible to all regardless of their chosen mode of travel. In addition, City offices and facilities should be somewhat concentrated within one district or along a single corridor for the ease of operations and the people using the city services. Lastly, emergency response hubs (fire stations, emergency medical services (EMS) stations, police stations), should be scattered throughout the community to geographically cover and reach all residents within a reasonable response time. Responce times are directly tied to a communities Insurance Services Office (ISO) fire rating, which impacts incurance rates for residents and the City.

City and County Offices and Services

The City of Alvin houses multiple City and Brazoria County public buildings for the purposes of providing governmental services. Alvin's central core contains City Hall, Municipal Courts, Chamber of Commerce building, Museum Society, Senior Center, and Public Library; all of which are located within a few blocks of each other, creating a district of civic services. The Alvin Police Department Headquarters, Alvin Food and Health Permits Building, Alvin Volunteer Fire Department Station #1, and the Northern Brazoria County Community Service Center, are located near the intersection of South Street ad Gordon Street. Additionally, several other public buildings, such as the Animal Control building and the Department of Public Works are located on SH 6 between 2nd Street and SH 35. Lastly, the Police Department's gun range training hub, along with the Wastewater Treatment Plant, is located in the far south of the City along FM 160 surrounded by undeveloped lands.

Alvin Independent School District and Alvin Community College

Alvin Independent School District (AISD) provides K-12 education for several regional municipalities including Alvin, Iowa Colony, Liverpool, Manvel, and portions of western Pearland (including Shadow Creek Ranch). Within Alvin City Limits there are nine AISD school properties, an administrative center on Bayou Drive, and a school bus and building servicing depot on SH 6.

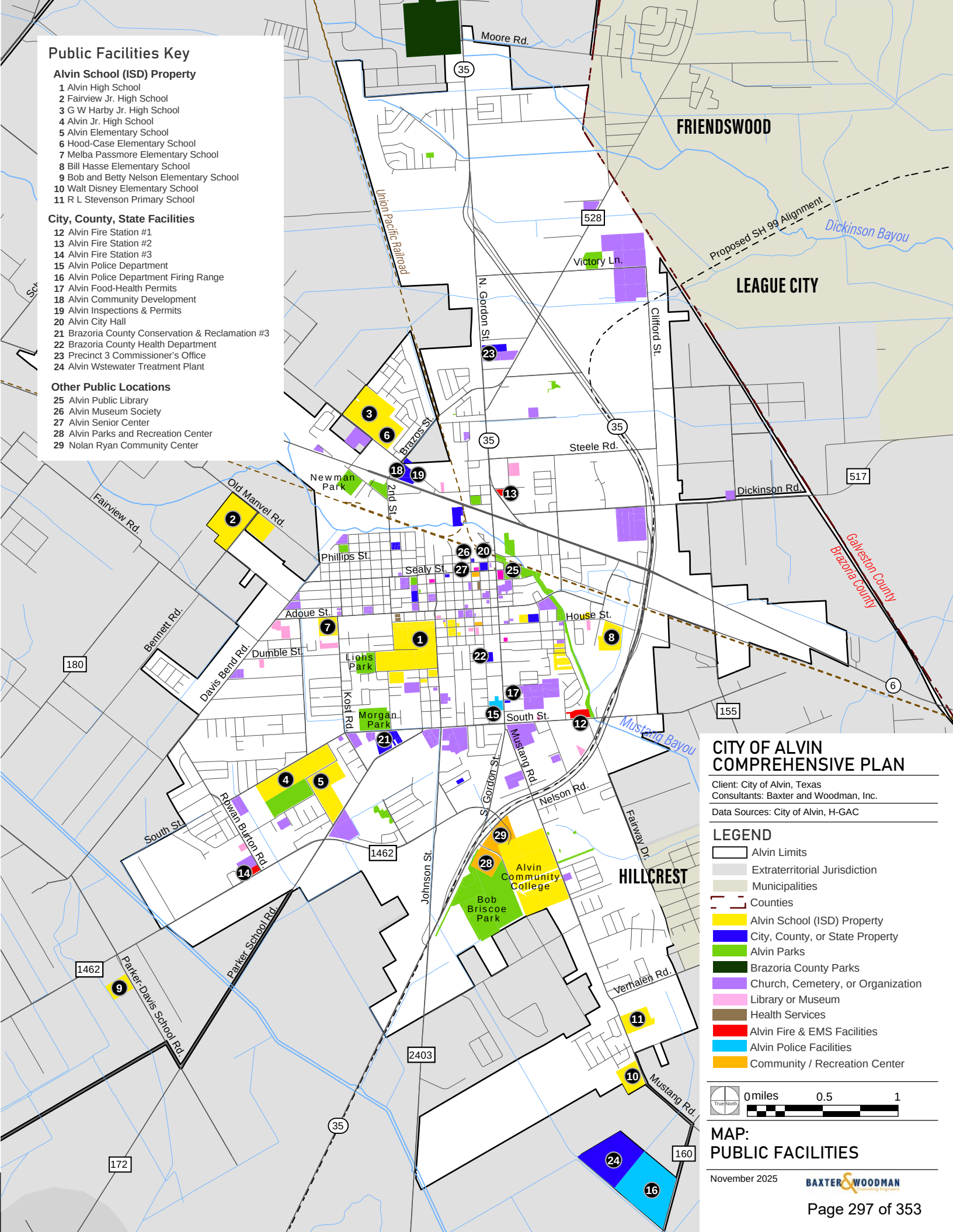
Alvin Community College (ACC) is located on Mustang Road just south of SH 35. ACC is next to Bob Briscoe Park, the Alvin Recreation Center (former YMCA building), and ACC's Nolan Ryan Community Center. As the population of the region increases, demand for this southern cluster of public services may increase.

Other Public Lands and Institutions

One of the most common institutional types within Alvin is religious institutions and buildings. Depicted in purple, on the Public Facilities map (facing page), religious institutions are scattered throughout the community. Many of these churches house park facilities, along with pre-schools, and day care facilities; where community events and community programs are facilitated

Health Services

Health Services are limited within Alvin's City Limits. A 24-hour Hospital Corporation of America (HCA) Houston Emergency Room recently opened at the corner of FM 1462 and SH 35. Adjacent to the emergency room is an Affinity Urgent Care location. Although it is not an urgent care facility, a community health center is located north of Alvin High School, at 2nd Street and Adoue Street, and provides in-home, on-site, and virtual health services. Additionally, there are several dialysis locations, dental offices, and chiropractor offices within central Alvin, on Highway 6 at SH 35, and on Fairway Drive at SH 35. Lastly, pharmacy locations within Alvin, such as CVS, Walgreens, and private pharmacies are all located in central Alvin along Gordon Street or along SH 35.


Public Facilities Key
Alvin School (ISD) Property
1 Alvin High School
2 Fairview Jr. High School
3 G W Harby Jr. High School
4 Alvin Jr. High School
5 Alvin Elementary School
6 Hood-Case Elementary School
7 Melba Passmore Elementary School
8 Bill Hasse Elementary School
9 Bob and Betty Nelson Elementary School
10 Walt Disney Elementary School
11 R L Stevenson Primary School
City, County, State Facilities
12 Alvin Fire Station #1
13 Alvin Fire Station #2
14 Alvin Fire Station #3
15 Alvin Police Department
16 Alvin Police Department Firing Range
17 Alvin Food-Health Permits
18 Alvin Community Development
19 Alvin Inspections & Permits
20 Alvin City Hall
21 Brazoria County Conservation & Reclamation #3
22 Brazoria County Health Department
23 Precinct 3 Commissioner's Office
24 Alvin Wstewater Treatment Plant
Other Public Locations
25 Alvin Public Library
26 Alvin Museum Society
27 Alvin Senior Center
28 Alvin Parks and Recreation Center
29 Nolan Ryan Community Center
FRIENDSWOOD
LEAGUE CITY
HILLCREST
Moore Rd.
Union Pacific Railroad
N. Gordon St.
Clifford St.
Victory Ln.
Proposed SH 99 Alignment
Dickinson Bayou
Steele Rd.
Brazos St.
Newman Park
2nd St.
Dickinson Rd.
Galveston County
Brazoria County
Old Manvel Rd.
Fairview Rd.
Phillips St.
Sealy St.
Adoue St.
House St.
Bennett Rd.
Davis Bend Rd.
Dumble St.
Lions Park
Kost Rd.
Morgan Park
South St.
Mustang Bayou
Mustang Rd.
S. Gordon St.
Nelson Rd.
Fairway Dr.
Rowan Burton Rd.
Johnson St.
Alvin Community College
Bob Briscoe Park
Verhalen Rd.
Parker School Rd.
Parker-Davis School Rd.
528
35
517
6
155
180
1462
2403
172
160
CITY OF ALVIN COMPREHENSIVE PLAN
Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.
Data Sources: City of Alvin, H-GAC
LEGEND
Alvin Limits
Extraterritorial Jurisdiction
Municipalities
Counties
Alvin School (ISD) Property
City, County, or State Property
Alvin Parks
Brazoria County Parks
Church, Cemetery, or Organization
Library or Museum
Health Services
Alvin Fire & EMS Facilities
Alvin Police Facilities
Community / Recreation Center
True North
0 miles
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1
MAP:
PUBLIC FACILITIES
November 2025
BAXTER & WOODMAN

BUILDING PERMITS

Commercial and Residential Permits

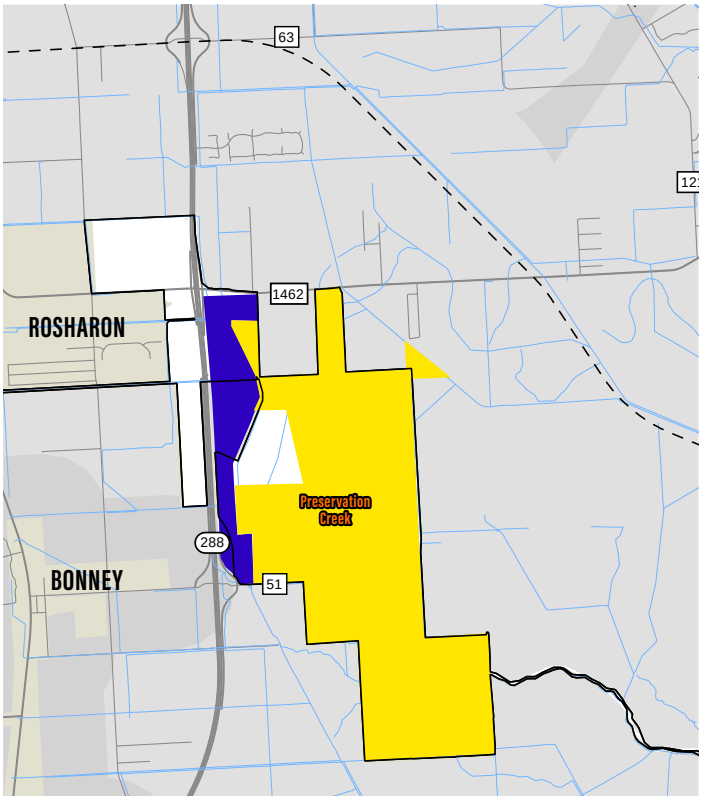
From July 2020 to August 2024, the City of Alvin approved 94 commercial building permits and 1,402 residential building permits. The majority of residential housing permits were approved within new residential planned unit developments and subdivisions, while a small number were approved as redeveloped lots within existing residential areas. Geographically, the majority of commercial and residential housing permits were approved within a quarter mile distance of SH 35, FM 1462, and SH 6.

Residential construction permits were approved for the Midtown Park, Sunset Ranch, Kendall Lakes, Martha's Vineyard, and Imperial Forest subdivisions north of SH 6, which consist of over 1,420 properties. South of SH 6, residential construction permits were approved for the Mustang Crossing and Mustang Ridge subdivisions, and consist of 460 properties. These properties were formerly undeveloped rural lands and are primarily connected to other locations in Alvin by two-lane open-ditch thoroughfares.

Additionally, several preliminary subdivision plats have been reviewed and / or approved throughout the community. These preliminary plats account for proposed residential properties. The Parkside Trails, Magnolia Trails, Martha's Vinyard, Palacio Gate, Georgetown, Watermark, and Bayou Point subdivisions consist of only single-family attached or detached residential units. The approximately 4.3 square mile (1,270 acre) Preservation Creek development proposes approximately 9,200 single-family and multi-family apartments, a new Alvin Independent School District (ISD) property, new parklands, a new Alvin Fire Department substation, EMS, and Police service station, and new retail-commercial development along the future frontage road of SH 288. Due to the development's location west of Alvin along SH 288, Preservtion Creek is located 10 miles away from the closest Emergency Service (Fire, EMS) Station in Alvin (the proposed location of which is at FM 1462 and Bowan Burton Drive).

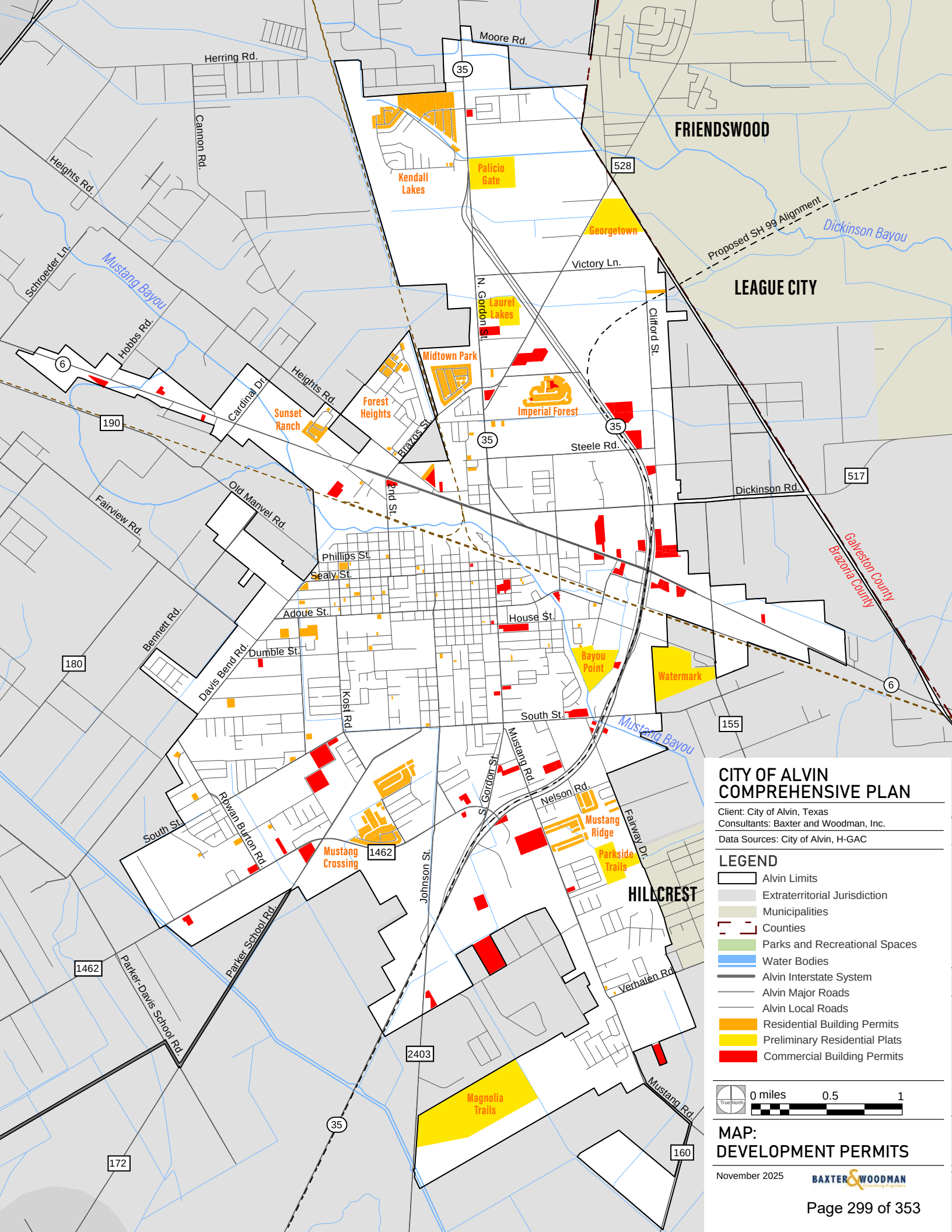
Commercial building permits were approved mainly on parcels along SH 35. Approved permits include new storage unit facilities, fast food franchises, gas stations, and one-story commercial offices. Additionally, several commercial building permits were approved for public facilities including Alvin Community College, Alvin ISD properties, and at Bob Briscoe Park.

Preservation Creek Development Area



New commercial development at SH 35 near Steele Road
Source: Baxter & Woodman

New residential development at W. Willis St. and N. 7th St.
Source: Baxter & Woodman



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, H-GAC

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Parks and Recreational Spaces
- Water Bodies
- Alvin Interstate System
- Alvin Major Roads
- Alvin Local Roads
- Residential Building Permits
- Preliminary Residential Plats
- Commercial Building Permits

0 miles 0.5 1

MAP: DEVELOPMENT PERMITS

November 2025

BAXTER & WOODMAN

HISTORIC PRESERVATION

Context

The City of Alvin is a community with a rich history, deeply intertwined with the agricultural and transportation development of the region. As the oldest incorporated city in Brazoria County, Alvin plays a crucial role in preserving its historical and cultural legacy while managing the demands of modern growth. The following narrative will summarize Alvin's municipal and organizational historic preservation guidelines, policies, and practices, and will identify and characterize significant prehistoric and historic resources within the city's Planning Area.

Regional Efforts

In addition to local ordinances and organizations, Alvin operates under state and federal historic preservation policies. The Texas Historical Commission (THC) supports Alvin in safeguarding both architectural landmarks and archaeological sites; and provides the city with resources and support for the preservation of significant historical sites. Alvin has properties listed on the National Register of Historic Places, which offers additional protection and funding opportunities for their conservation.

The partnership between the THC and the city ensures compliance with state-level preservation standards of which include cemetery preservation and historic design standards; and consequently, provides potential funding streams for the city's preservation efforts, such as grants for the restoration of historically significant buildings or the documentation of archaeological resources.

The Alvin Museum Society plays a pivotal role in documenting and preserving the history of the city. The Society is involved in educating the public, organizing historic preservation initiatives, and providing recommendations on the preservation of key historical resources. The City of Alvin collaborates with this organization to maintain up-to-date inventories of significant sites and to develop policies that protect its historic fabric. Through this collaboration, Alvin ensures that its historic preservation efforts are both community-oriented and culturally sensitive. Public engagement in the preservation process helps build a sense of pride and belonging among the city's residents, and ensures that local heritage is celebrated and maintained.

Cummings-Smith House
Source: Baxter & Woodman

Alvin Museum Society
Source: VisitAlvin

ALVIN MUSEUM SOCIETY

The Alvin Museum Society, established in 1978, is dedicated to preserving and promoting the rich history of Alvin, Texas. Housed in a renovated former U.S. Post Office, the Alvin Historical Museum features 21 permanent exhibits that chronicle the city's evolution from its origins as a railroad loading site in 1879 to its development as a diverse Gulf Coast community. The Society not only curates artifacts and documents but also engages the public through educational programs, special events, and volunteer opportunities. Additionally, the society maintains the Slover-Rogers Cottage, a restored Victorian home that provides insights into early 20th-century life. Through its efforts, the Alvin Museum Society fosters a deeper appreciation for local heritage and encourages community involvement in preserving the past for future generations.

Local Preservation Ordinances

Historic preservation ordinances in Alvin outline a process for reviewing any proposed changes to designated landmarks or buildings within a historic district, of which there are 11 properties within the City. This review process could include architectural assessments to ensure that renovations or developments adhere to the historic period the building represents. This ordinance ensures that while the city continues to grow, the architectural and cultural heritage of historically significant properties remain intact for future generations. Alvin's municipal ordinances are essential tools in preserving the city's historical identity. Alvin, like many cities with a rich history, employs a range of strategies for identifying and designating historic properties. According to the City's Code of Ordinances (Appendix A, Article 2-Definitions), a historical structure is defined as any structure that is:

Appendix A, Article 2- Definintions

(a) Listed individually on the National Register of Historic Places (a listing maintained by the U.S. Department of [the] Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;

(b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;

(c) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or

(d) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:

(1) By an approved state program as determined by the Secretary of the Interior; or
(2) Directly by the Secretary of the interior in states without approved programs.

Historic preservation is integrated into Alvin's Code of Ordinances to maintain the balance between growth and conservation. These ordinances regulate the design, and materials used in areas of historic significance. For instance, developments in or near a historic district are subject to more stringent reviews to ensure that their architectural style and scale are in harmony with the existing character of the area. Ordinances that ensure the preservation of Alvin's historic significance and integrity stated in Appendix A, Article 2- Definintions and Section D: Variance and Appeal procedures of the City's Code of Ordinances include:

Appendix A, Article 2- Definintions

"Substantial improvement means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty (50) percent of the market value of the structure before "start of construction" of the improvement. This includes structures which have incurred "substantial damage," regardless of the actual repair work performed. The term does not, however, include either:

(1) Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary conditions, or

(2) Any alteration of a "historic structure," provided that the alteration will not preclude the structure's continued designation as a "historic structure."

Section D. - Variance and Appeal Procedures.

(5) Variances may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the State Inventory of Historic Places..."

(9) Variances may be issued for the repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.

These ordinances play a key role in preventing the inappropriate alteration of historic properties. By establishing a clear framework for what can and cannot be done with historic structures, Alvin supports both growth and preservation, allowing modern infrastructure to coexist with historical landmarks.

Alvin's Past

Alvin's history as an agricultural and railroad town is evident in the structures that remain from the late 19th and early 20th centuries. Some of the city's oldest homes, churches, and commercial buildings still stand as testaments to the town's early development. Many of these structures were built using locally sourced materials such as cedar wood- and display the architectural styles that were prevalent in rural Texas at the time, including Victorian and early American vernacular architecture.

Preserving these buildings is a key part of Alvin's historic preservation efforts. These structures not only represent the city's past but also contribute to its unique aesthetic identity, attracting tourism and fostering civic pride. As Alvin grows, maintaining these historical buildings provides a tangible connection to the past.

Alvin's growth during the late 1800s was fueled by the expansion of the railroad and its impact on facilitating trade within the agriculture industry. Historic resources tied to this era include the old railroad depot, grain silos, and agricultural infrastructure. These resources are integral to understanding Alvin's traditional role as a hub for transporting goods and people across Texas. Conservation of these elements, whether through adaptive reuse or restoration, keeps Alvin's industrial heritage alive.

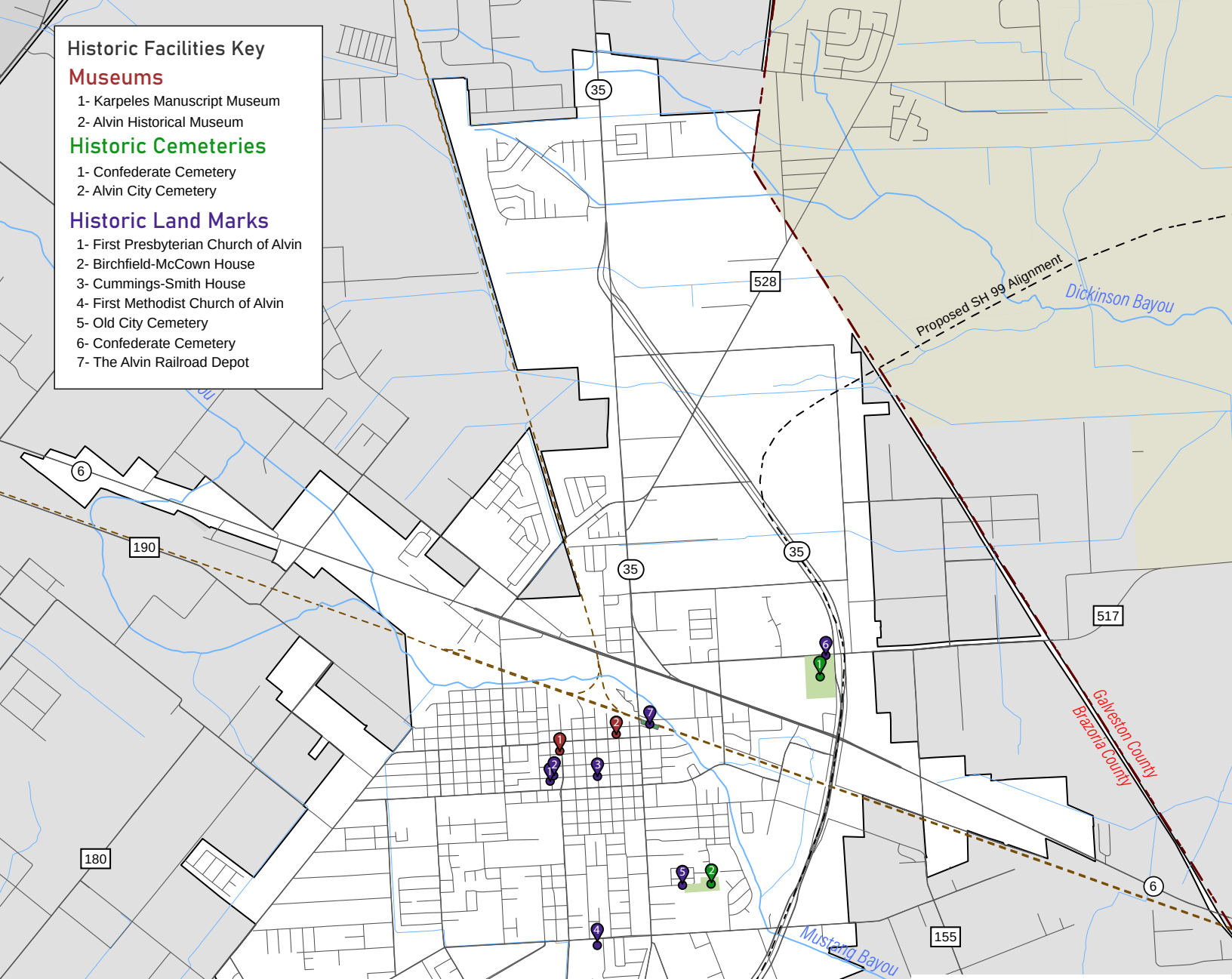
Historic Preservation within the City of Alvin

The City of Alvin's commitment to historic preservation reflects a deep understanding of the value of its cultural and historical resources in shaping the community's identity and future development. This dedication is demonstrated through a multifaceted approach involving ordinances, partnerships, and public engagement.

Alvin enforces specific ordinances designed to protect its historic resources, such as regulations governing the preservation of designated historic sites and buildings. These ordinances establish clear guidelines for the alteration, restoration, or demolition of structures with historical significance, ensuring that any changes are consistent with preserving the city's heritage.

Alvin works closely with the Alvin Historical Society, a local organization that plays a key role in identifying, documenting, and promoting the city's historic landmarks. This partnership includes educational initiatives, heritage tourism programs, and community events that highlight Alvin's rich history. The city also collaborates with the Texas Historical Commission (THC), leveraging state resources and expertise to support preservation efforts of which include conducting Historic Reource Surveys, Disaster Resilience Planning, and Cultural Heritage Programs.

The City contains several noteworthy historic resources that reflect its unique heritage. The 19th-century railroad depot, a symbol of Alvin's origins as a railroad hub, is one such landmark. Other significant sites include historic homes, churches, and commercial buildings that embody the architectural styles and community values of earlier generations.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: National Register of Historic Places

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Alvin Interstate System
- Alvin Major Roads
- Alvin Local Roads
- Museums
- Historic Cemeteries
- Historical Landmarks

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MAP: HISTORICALLY SIGNIFICANT PROPERTIES

November 2025

BAXTER & WOODMAN

PARKS, TRAILS, AND OPEN SPACE

CONTEXT

Alvin is located within the Gulf Coast Prairie and Marsh ecoregion featuring coastal tall grass prairies, post oak forests, shrublands, and a variety of coastal species of birds and fish. Alvin is within a 30-mile driving distance to multiple protected state and federal lands including the Brazos Bend State Park, Brazoria National Wildlife Refuge, the Armand Bayou Nature Center, and Galveston Island State Park. Alvin is also within an hour's drive to Galveston Island Beach, Memorial Park in Houston, and multiple municipal beaches along Galveston Bay. In addition, Alvin features multiple private or semi-public parklands including Victory Camp (an amusement park operated by the Living Stones Christian School), Bayou Wildlife Zoo, and multiple campgrounds and recreational vehicle (RV) parks. Within Alvin specifically, parklands and recreational offerings range from small civic plaza spaces to large regional parks. Alvin maintains and operates multiple sports fields, playgrounds, a dog park, and ball courts, along with a Senior Center, Community Center, and Recreation Center. Lastly, multiple private or semi-public entities operate sports facilities and parklands within Alvin, including the Alvin Independent School District (AISD), local churches, Homeowners Associations (HOAs), Alvin Community College (ACC), and Brazoria County.

FACILITIES OVERVIEW

City of Alvin

The Alvin Parks and Recreation Department operates and maintains 128.6 acres of park lands within the City of Alvin. The Department also operates the Alvin Recreation Center (former Thelma Lay Anderson Family YMCA), and the Alvin Senior Center. Parks within Alvin typically include at least one playground, one ball field, and one ball court, with an internal or perimeter walking trail. In addition to the multiple City parks, Alvin also has multiple special use parks and facilities. The Tom Blakeney, Jr. Hike & Bike Trail is a 1.4-mile-long trail located along the Mustang Bayou and connects National Oak Park to East South Street. The Bob S. Owen Pool is a community pool, adjacent to the Tom Blakeney, Jr. Hike & Bike Trail, and provides residents with paid swimming access and pool rentals. National Oak Park, in Downtown, adjacent to the Alvin Public Library, features the Alvin Station and Depot historical site, the Alvin Skatepark, a tree sculpture park, and multiple pavilions and playgrounds. The Alvin Senior Center, located along West Sealy Street, offers senior activities and recreational programs for residents over 50 years of age. Lastly, located north of Bob Briscoe Park and Hugh Adams Park, and adjacent to Alvin Community College (ACC), is the Alvin Recreation Center, and the ACC-owned and operated Nolan Ryan Community Center offer indoor recreational spaces (including a pool and gymnasium) and community / youth programs. Programming at parks and the Recreation Center include youth summer camps, lifeguard and safety training, music lessons, arts activities, sports lessons, and more. Notably, Alvin does not have any public splashpads, amphitheater or performance space, pickleball courts, or full-sized indoor gymnasium.

Tom Blakeney, Jr. Hike & Bike Trail *Source: Baxter & Woodman*

Parks Key
1 Resoft Park (County)
2 Kendall Lakes (Private HOA)
3 Forest Heights (Private HOA)
4 Forest Heights (Private HOA)
5 Victory Camp / Living Stones (Private)
6 Newman Park (City)
7 Ruben Adame Park (City)
8 Marina Park (City)
9 Talmadge Park (City)
10 Sealy Park (City)
11 National Oak Park / Alvin Depot (City)
12 Tom Blackeney, Jr. Hike and Bike Trail (City)
13 Praire Dog Park (City)
14 Watermark (Private HOA)
15 Former Recreation Center (City) [closed]
16 Lions Park (City)
17 Morgan Park (City)
18 Pearson Park (City)
19 Mustang Crossing and Splashpad (Private HOA)
20 Mustang Ridge Trails and Parks (Private HOA)
21 Nolan Ryan Community Center (Alvin Comm. College)
22 Alvin Recreation Center (City)
23 Hugh Adams Park (City / Alvin Comm. College)
24 Bob Briscoe Park / Dog Park (City)
FRIENDSWOOD
LEAGUE CITY
HILLCREST
Moore Rd.
Union Pacific Railroad
Victory Ln.
N. Gordon St.
Clifford St.
Proposed SH 99 Alignment
Dickinson Bayou
Steele Rd.
Dickinson Rd.
Galveston County
Brazoria County
Cardinal Dr.
Heights Rd.
Brazos St.
2nd St.
Old Manvel Rd.
Fairview Rd.
Phillips St.
Sealy St.
Adoue St.
House St.
Bennett Rd.
Davis Bend Rd.
Dumble St.
Kost Rd.
South St.
Mustang Bayou
Mustang Rd.
S. Gordon St.
Nelson Rd.
Fairway Dr.
Rowan Burton Rd.
Johnson St.
Parker School Rd.
Parker-Davis School Rd.
Verhalen Rd.
Mustang Rd.
528
35
190
180
6
517
155
1462
2403
172
160
CITY OF ALVIN
COMPREHENSIVE PLAN
Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.
Data Sources: Alvin, H-GAC, Brazoria County
LEGEND
Alvin Limits
Extraterritorial Jurisdiction
Municipalities
Counties
Alvin Parks
Brazoria County Parks
Recreation / Community Center
Schools
1/4 Mile Walk From a Park
1/2 Mile Walk From a Park
Alvin Trails
Private / HOA Trails
0 miles
0.5
1
MAP:
PARKS AND TRAILS
November 2025
BAXTER & WOODMAN

Brazoria County

The Brazoria County Parks Department operates and maintains two parks within the Planning Area. The 80-acre Resoft County Park is located partially within Alvin's northern city limits, along SH 35 and Cornett Road. The park features multiple lighted soccer/football sports fields, along with an extensive walking trail system. The park also has four major pavilions, a large fishing pond, piers / docks, forested playground facilities, and multiple pedestrian bridges. Within Alvins' ETJ, at SH 35 and Chocolate Bayou, southwest of Alvin, the 55-acre Camp Mohawk County Park offers multiple natural wildlife opportunities. The park includes an extensive walking trail system along the Chocolate Bayou, fishing piers, cabin rentals, primitive camp sites, and multiple sports fields.

Homeowners Associations and Residential Parks

Many of Alvin's new residential subdivisions include amenities operated by a Homeowners Association (HOA). These private recreational spaces help to supplement the need for local neighborhood parks within portions of Alvin. The HOA parks, as dictated by the City of Alvin Parkland Dedication Ordinance, typically include walking trails, a playground, and a community pool. Other amenities are also provided, such as a splashpad at Mustang Crossing and a soccer field at Marina Bay. Apartment and condominium complexes also often feature their own private playgrounds, walking trails, and swimming pools.

Alvin Community College

Alvin Community College (ACC) owns and operates the Nolan Ryan Community Center and Hugh Adams Park, along with an indoor gymnasium. Hugh Adams Park features multiple diamond fields, tennis courts, soccer fields, and a playground complex. The Nolan Ryan Community Center offers meeting and conference rooms along with a catering kitchen.

Alvin Independent School District Properties

Alvin Independent School District (AISD) school properties feature sports fields and playground facilities. The Alvin Memorial Stadium, located at Alvin High School, is the main football stadium for Alvin. The High School also features the Lenny Garcia Natatorium, a baseball diamond, and a soccer field. AISD Elementary schools typically have a fenced-in playground area and an open field sports area. Junior High Schools typically have a running track, football / soccer field, fenced-in tennis courts, and a baseball diamond. The City of Alvin and AISD do not have any shared-use or interlocal agreements for the use of sports facilities and properties.

Other Private Parks

Other private recreation and parkland opportunities are provided through private organization and commercial enterprises. The Living Rock Christian Church owns and operates a small amusement park, a swimming pool, pavilions, a baseball diamond, soccer fields, and walking trails at Victory Camp. Other community churches in Alvin also typically include a playground area and an open field for recreational activities. Private elementary schools and day care centers also feature small fenced-in private playground areas. The Alvin Golf and Country Club is a private golf club with a nine-hole course, scenic views, open space, and preserved forested lands.

PARKLAND ACCESS

The National Recreation and Park Association recommends that residents should have access to a park within a one-half-mile distance from their home, or about a 10-minute walk. The majority of existing residential areas in Alvin are within a one-half-mile walking distance to a public City, County, or private HOA park. Central Alvin, near Alvin High School and City Hall, have the greatest access to park lands, although the parks tend to be smaller with less recreational facilities. Residential areas not within a one-half-mile distance of a park are scattered throughout the community, particularly at the following locations:

- Western Central Alvin along Davis Bend Road and Rowan Burton Road
- South Central Alvin near the intersections of South Street at Gordon Street and Johnson Street
- Far South Alvin at Mustang Road and Verhalen Road
- North Central Avin at Brazos Street and Midtown Parkway

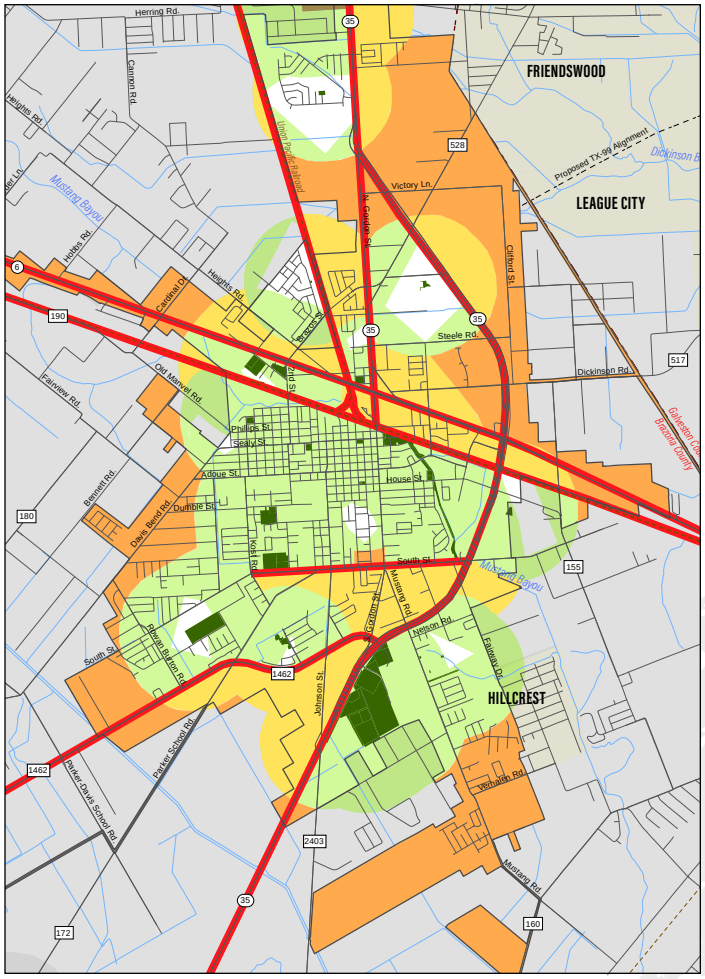
Additionally, residential areas adjacent to the Tom Blakeney, Jr. Hike and Bike Trail have limited access to parklands and facilities, but have a direct trail link north to reach facilities at National Oak Park. Lastly, residents within Alvin's ETJ or living directly along SH 6 do not have the ability to walk to parklands due to a lack of sidewalks along rural thoroughfares and SH 6.

Barriers

Although a resident may be within a 5-minute or 10-minute walk or bicycle ride to a park or trail, this does not mean that they have safe, convenient, or efficient access to the park or trail. As depicted in the figure below, many barriers to connectivity or undesirable conditions may exist that prevent safe access to the recreational areas. Major thoroughfares, such as Highway 6, South Street, and Business SH 35, may feel unsafe for pedestrians and bicyclists, due to fast moving traffic, noise, a lack of sidewalk facilities, wide intersections, or limited visibility at crosswalks.

In addition, as SH 35 is developed into SH 99, the controlled access type of thoroughfare will only provide a few locations, underpasses and overpasses, for bicycle and pedestrian access to parks. Notably, SH 99 may pose a significant barrier to residents trying to access Bob Briscoe Park and Alvin Community College south of SH 35. In addition, railroad crossings may be a barrier for some due to a lack of sidewalks crossing the railroads and the common occurrence of blocked street crossings.

Figure, Parkland Access and Barriers



Park and one-half-mile radius

Barriers

Areas within a one-half-mile radius of a park, but with significant barriers or access limitations

Areas without access to a park within a one-half-mile distance

2017 PARKS AND RECREATION MASTER PLAN

The 2017 Alvin Parks and Recreation Master Plan highlights parkland and recreation needs and the existing conditions of facilities. The lists below provides a summary of findings and recommendations from the master plan.

Key Concerns / Assessment Findings:

- Need for soccer fields, tennis courts, volleyball courts, and a neighborhood center
- A lack of sidewalk, trails, and paths internal to parks that connect facilities
- Alvin lacks the recommended acreage of parkland per capita for all parkland types
- Residents along Davis Bend Road, Dilling Street, Dickinson Road, and southern Mustang Road lack access to parkland within a half-mile distance to their homes
- The Community Survey found that residents most want water-based recreation, trails, and playgrounds

Key Recommendations:

- Add facilities into parks which do not already have them - ensure access to facility types for all
- Update facilities to meet current standards and quality - need for facility replacements
- Add parkland along Davis Bend Road, Dickinson Road, and southern Mustang Road
- Renovate the Alvin Senior Center
- Expand the bicycle lanes, paths, and trails in Alvin

PARK CLASSIFICATIONS

The National Recreation and Park Association (NRPA) categorizes parks into classifications based on a park's acreage, facilities, and location. As described within Alvin's 2017 Parks and Recreation Master Plan, the classifications help identify broad facility needs or recommendations based on the serviced population. For example, a small neighborhood park may have a playground and sports court, while a large regional park may have a music pavilion, disc-golf course, fishing piers, or a swimming pool.

As identified in the table below, Alvin's population is served by multiple park classification types. The two Regional Parks within Alvin (Bob Brisco Park and Resoft County Park) include multiple sports fields, a disc-golf course, a wildlife walking trail, and multiple pavilions. Community Parks, such as Pearson Park, include multiple sports courts, pavilions, playgrounds and ball fields. Neighborhood Parks, such as Newman Park and Sealy Park typically include small walking trail loops and playground facilities. Pocket or Civic parks, such as Citizens Park (near City Hall), typically includes either a statue or plaque with landscaping and decorative pavers, or a playground facility with a small picnic area.

Table, ***Park Classifications and Inventory***

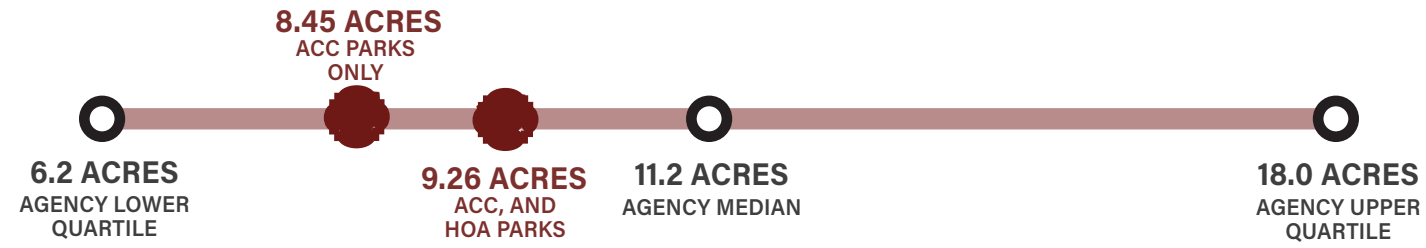
ITEM*	REGIONAL PARKS	COMMUNITY PARKS	NEIGHBORHOOD PARKS	POCKET PARKS / CIVIC PARKS	LINEAR PARKS	SPECIAL USE PARKS	TOTAL ACREAGE
City of Alvin Parks Department and Alvin Community College	Bob Briscoe Park, Hugh Adams Park	Pearson Park, Morgan Park, National Oak Park	Newman Park, Ruben Adame Park, Sealy Park, Talmadge Park	Citizens Park, Hugh Adams Park (playground), Prairie Dog Park	Tom Blakeney, Jr. Hike and Bike Trail	Alvin Skate Park, Alvin Dog Park, Lions Park, Bob S. Owen Pool, The Historic Depot, Alvin Senior Center, Alvin Recreation Center	231.1 (128.6 City of Alvin Only)
Brazoria County (within Alvin City Limits)	Resoft County Park	None	None	None	None	None	7.5
Residential / HOA	None	None	Mustang Crossing, Mustang Ridge, Imperial Forest, Huntington Oaks, The Kenton Apartments, Fairview Square, Hillcrest Village, Marina Bay, Kendall Lakes, Martha's Vineyard, Tranquility Village, Stone Gate, Sunset Ranch, Westwood Park, Highland Square, Melbourne 55, Meadow Park, Parkview Terrace, Morgan Oaks, Newport Oaks, Oak Hollow	None	None	None	35.5
Alvin ISD Schools (within City Limits)	None	None	None	None	None	Sports Facilities, Playgrounds	236.6

RECREATIONAL LEVEL OF SERVICE

The NRPA's publication, 2024 Agency Performance Review, provides standards through which to identify park land and recreational facility needs. On an annual basis, the NRPA assesses multiple municipalities and park service entities ("Agencies") to identify a national recommended standard of service per 1,000 population.

Within the 2024 Report, the NRPA recommends that for a city with a population between 20,000 to 49,999, such as Alvin (at 27,325 residents within the City Limits), should have 6.2 acres of park land per 1,000 residents (Agency lower quartile). As depicted in the sliding-bar-graphic below, which only accounts for the City of Alvin Parks and Alvin Community College parks, Alvin has 8.45 acres of parkland per 1,000 residents, which falls short of the median recommendation of 11.2 acres. If HOA-owned and maintained parks are included, Alvin has 9.26 acres of park land, which is still below the agency median.

Parkland Acres Per 1,000 Residents - Recomended Standard



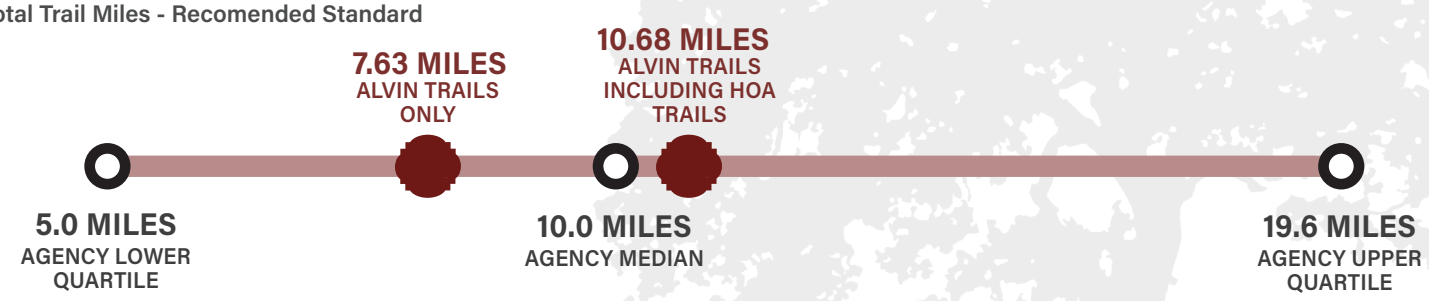
The NRPA also recommends one recreation center per 32,786 residents, one community center per 31,569 residents, and one senior center per 62,201 residents. Alvin meets the recommended standard for all community and recreation center types.

In addition, the NRPA recommends that for an entity with a population of 20,000 to 49,999 there is on average one public swimming pool per 27,081 residents. Alvin meets this recommended standard for swimming pool provisions with the Bob S. Owen Pool and the indoor pool at the Alvin Recreation Center. When accounting for private HOA neighborhood swimming pools Alvin residents are serviced beyond the recommended standard.

One splashpad or spray ground is recommended per 30,629 residents. Currently, Alvin does not have a public splashpad or spray ground.

Lastly, the NRPA recommends that there should be 10.0 miles of trails for a city with a population of 20,000 to 49,999. Accounting for only Alvin Park trails and recreational trails, Alvin has 7.63 miles of trails, which falls between the median and lower quartile score of service. If HOA maintained and operated trails are included with the Alvin trails, Alvin has 10.68 miles of trails, which exceeds the recommended median level of service of 10.0 miles.

Total Trail Miles - Recomended Standard



SUSTAINABILITY

WHAT IS SUSTAINABILITIY?

Commonly defined as the ability to meet the needs of the present without compromising the ability of future generations to meet their needs, sustainability is a growing priority for local governments. As today's cities set out to build healthy, prosperous communities where all residents can thrive, they must also prepare for future challenges. Addressing climate change, inequality, aging infrastructure and an increasingly globalized economy requires innovation, collaboration and careful planning.[1]

SUSTAINABILITY IN COMPREHENSIVE PLANS

As summarized in the American Planning Association's (APA) Planning Advisory Service (PAS) Report No. 578, *Sustaining Places: Best Practices for Comprehensive Plans*, planning for sustainability is the defining challenge of the 21st century. Overcoming deeply ingrained economic and cultural patterns that result in resource depletion, climate instability, and economic and social stress requires holistic problem solving that blends the best scientific understanding of existing conditions and available technologies with the public resolve to act. Planning processes allow communities to look past immediate concerns, evaluate options for how best to proceed, and to move towards a better future. A comprehensive plan has the legal authority to act as the vehicle for guiding community development, the scope to cover the necessary functions and facilities, and the history of practice to inspire public acceptance of its policies. One of the primary ways that communities prepare for the future is through planning. During the planning process, communities can look beyond immediate concerns to address root causes, evaluate courses of actions, and chart a path toward a better future. By incorporating sustainability principles into their plans, a community can transition from talking about sustainability in the abstract to identifying best practices and designing and implementing solutions.[3] Planning can provide the necessary analysis, the requisite communitywide reflection and education, and the momentum required to respond to these monumental challenges.[4]

The City of Alvin's Code of Ordinances currently does not provide any regulations or incentives geared toward advancing sustainable development principles or best practices. Indeed, embracing and implementing sustainable and resilient procedures and practices is not readily evident in Alvin's municipal operations.

1. *USGBC, 2021. LEED for Cities: Guide to Integrating Sustainability into Planning. https://www.usgbc.org/sites/default/files/2021-09/LEED%20for%20Cities%20Planning%20Guide.pdf*
2. *Godschalk and Anderson, 2012, Sustaining Places: Best Practices for Comprehensive Plans. American Planning Association's (APA) Planning Advisory Service (PAS) Report No. 578.*
3. *USGBC, 2021, page 3.*
4. *Godschalk and Anderson, 2012, page 7.*

Principles of Sustainability

The following principles and processes outlined within American Planning Association's (APA) PAS Report No. 578 (as previously described) and elsewhere will be used as a foundation, upon which the city can adopt and implement sustainable practices:

1. Livable Built Environment - Ensure that all elements of the built environment, including land use, transportation, housing, energy, and infrastructure, work together to provide sustainable, green places for living, working, and recreation, with a high quality of life.

2. Harmony with Nature - Ensure that the contributions of natural resources to human well-being are explicitly recognized and valued and that maintaining their health is a primary objective.

3. Interwoven Equity - Ensure fairness and equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups.

4. Healthy Community - Ensure that public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice, and safe neighborhoods.

5. Responsible Regionalism - Ensure that all local proposals account for, connect with, and support the plans of adjacent jurisdictions and the surrounding region.

6. Authentic Participation - Ensure that the planning process actively involves all segments of the community in analyzing issues, generating visions, developing plans, and monitoring outcomes.

7. Accountable Implementation - Ensure that responsibilities for carrying out the plan are clearly stated, along with metrics for evaluating progress in achieving desired outcomes.

8. Consistent Content - Ensure that the plan contains consistent set of visions, goals, policies, objectives, and actions that are based on evidence about community conditions, major issues, and impacts.

9. Integrative Process - Encourage the design, construction, and retrofit of buildings using high performance, green building practices.

FLOODPLAINS IN ALVIN

A a substantial portion of Alvin's lands and associated population is within floodplains and floodways. Mustang Bayou, which runs northwest to southwest, and Dickinson Bayou, are the major contributors of floodway and floodplain zones within Alvin.

100-year floodplains cover the most significant portion of flood zones within Alvin. A significant portion of Downtown lies within the 100-year floodplain, most notably in far east Downtown near National Oak Park, and western Downtown areas along 2nd Street. Additionally, major areas, currently undeveloped, along Victory Lane and northern SH 35 are within the 100-year floodplain. Regional detention and other means of mitigating flooding will need to be constructed as these lands are further covered with impervious surface. The 500-year floodplain covers areas surrounding the 100-year floodplain.

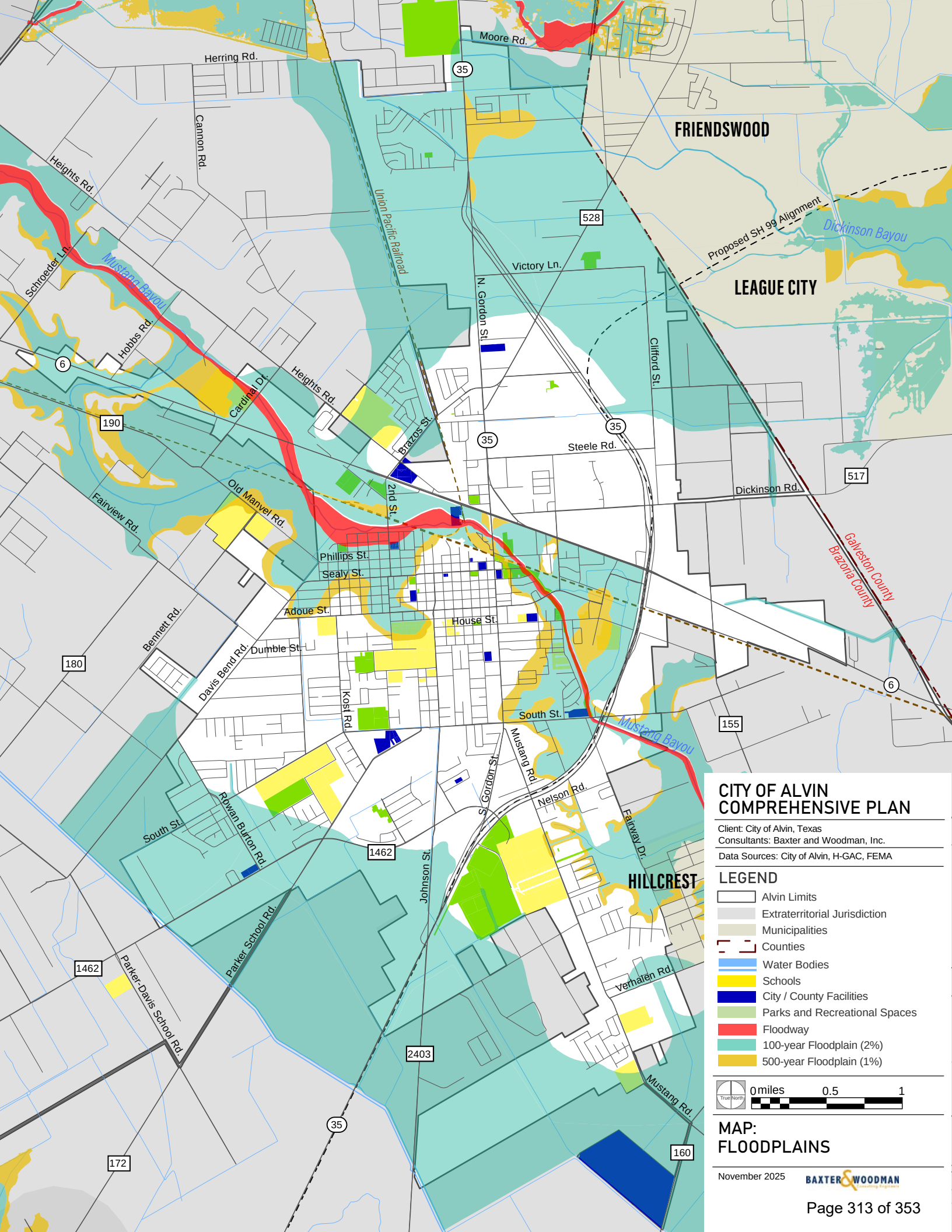
Floodways cover the least significant portion of flood zones with Alvin. For the most part, the floodways within Alvin comprise preserved retention areas, channel berms, and forested buffers. Notably, there are several residential areas that lie within the floodway, such as along Lobitt Street and Talmage Street (west of Downtown), along the east side of Bayou Drive, and residences at the dead ends of Snyder Street and Park Drive near National Oak Park.

Many residential areas have been developed within floodplains in Alvin. New subdivisions, such as Kendall Lakes, North Pointe Trails, Mustang Ridge, and Marina Bay have detention ponds / basins to mitigate flooding. Some newer subdivisions have been developed within floodplains without major detention areas, such as Forest Heights (which does have a small basin), Dear Tail subdivision (at Rowan Burton Road and South Street), and the Bellaire Boulevard neighborhood.

Some schools and public facilities are also located in floodplains, such as Alvin EMS Station #1 on South Street, GW Harby Junior High School on Heights Road, National Oak Park, Alvin Library, and portions of Alvin High School and Fairview Junior High School.

Lastly, major berms and bridges can function as barriers to flowing water during periods of flooding. Water can become trapped upstream behind berms and walls, preventing the efficient draining of flooded lands upstream of the barrier. Notably, Highway 6 blocks flooding impacts to the north, potentially creating less desirable conditions south of Highway 6. Two unnamed drainage channels, east of Parker-David School Road, blocks floodplain expansion to the south. Additionally, as Mustang Bayou runs under many Highway 6 bridges and railroad bridges, potentially increasing the chances for blockages, or other conditions which may impede water flow.

BNSF Bridge over Mustang Bayou *Source: Patrick Feller*



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, H-GAC, FEMA

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Schools
- City / County Facilities
- Parks and Recreational Spaces
- Floodway
- 100-year Floodplain (2%)
- 500-year Floodplain (1%)

0 miles 0.5 1

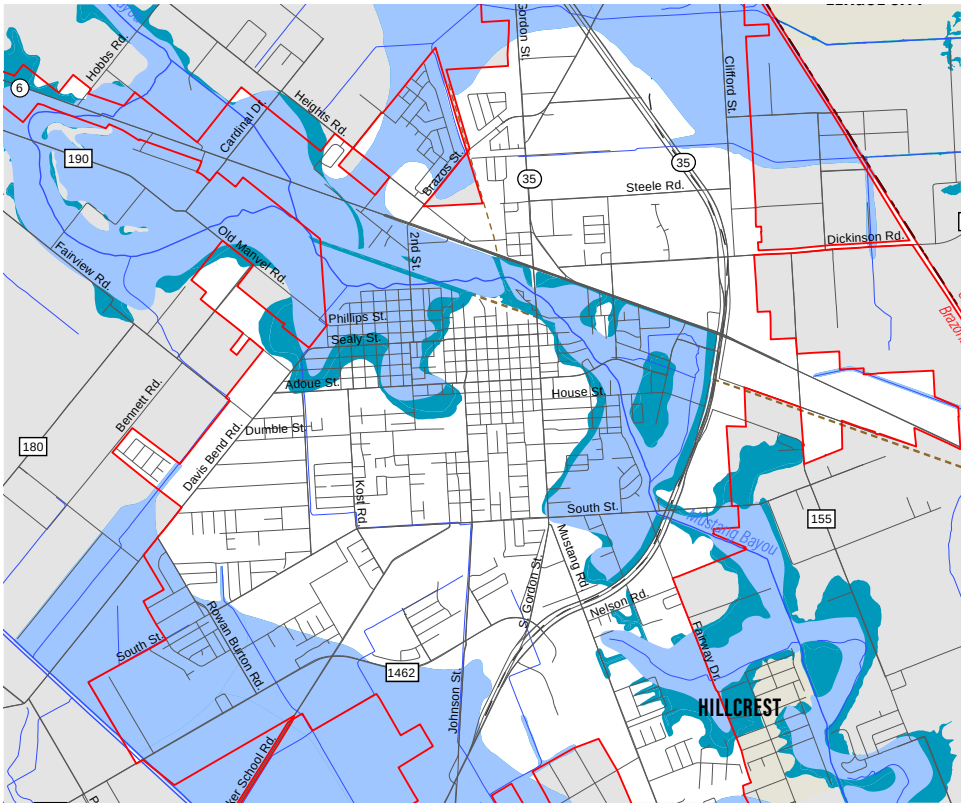
MAP: FLOODPLAINS

November 2025

BAXTER & WOODMAN

1989 vs. 2020 Floodplains

FEMA periodically updates their floodplain zones based on changes to drainage patterns, new development, and other natural factors which may impact the floodwater flow and base flood elevation (BFE). The figure to the right depicts the differences between the official 1989 flood zones and the most recent 2020 flood zones. As depicted, the flood zones over the last 30 years have expanded to include additional residential land and drainage corridors in central Alvin. The growth in the floodplain zones has occurred most along the Mustang Bayou east of TX 35. Additionally, portions of central Alvin have witnessed floodplain growth to the south along Adoue Street and near Alvin High School, and to the west along Douglas Street. Notably, there are no locations where the floodplain has shrunk or decreased.



1889/2018 FEMA Flood Zones

2020 FEMA Flood Zone Additions

Regional Floodplains

A significant amount of land within Alvin's ETJ is covered by floodplains and floodways. Primarily along Mustang Bayou, Chocolate Bayou, and Austin Bayou, the lands within the floodplains are either undeveloped or are rural residential lands. As development in the region increases, particularly north of Alvin, flooding impacts downstream and within developed areas will require additional retention areas and flood mitigation methods.

CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin, FEMA

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Areas Not within Alvin or Alvin's ETJ
- Municipalities
- Counties
- Water Bodies
- Alvin Interstate System
- Alvin Major Roads
- Alvin Local Roads
- Schools
- City / County Facilities
- Parks and Recreational Spaces
- Floodway
- 100-year Floodplain (2%)
- 500-year Floodplain (1%)

True North

0 miles 1 2

MAP: FLOODPLAINS

November 2025

BAXTER & WOODMAN

HOUSING AND NEIGHBORHOODS

HOUSING AND NEIGHBORHOODS

The housing stock in Alvin is composed of a diverse range of residential typologies, which cater to various family sizes, lifestyles, and economic situations. This narrative provides an in-depth analysis of housing types, price ranges, and key features, along with notable market trends which affect the community. The methodolgy used for this compilation of housing data consists of listings from HAR, Zillow, and correspondence with local realtors, which resulted in the inventory and compilation of housing square footages, preferences regarding the number of beds and bathrooms, and monthly mortgages for over 100 identified neighborhoods, manufactured home parks, and subdivisions within the city. With this collection of data, square footage averages, lot size, price points, and monthly costs were calculated to provide an in-depth snapshot of housing stock within the City of Alvin and Planning Area.

Newer Single-Family Detached Home
Source: Baxter & Woodman

Older Single-Family Detached Home
Source: Baxter & Woodman

Single-Family Attached Homes
Source: Baxter & Woodman

Single-Family Attached Homes
Source: Baxter & Woodman

Multi-familty residential
Source: Baxter & Woodman

Manufactured Homes
Source: Baxter & Woodman

Housing Types

Single-Family Homes

Single-family homes are stand-alone residences typically characterized by private yards, making them suitable for family living. In Alvin, these homes have a price range between $200,000 and $600,000, with the average price being $350,000. The typical living space falls between 2,000 and 2,500 sq ft, situated on lots ranging from 0.25 to 0.5 acres. These homes generally feature three to four bedrooms and two to three bathrooms and may have one to two stories. Based on HAR listings, monthly costs for single family detached residential units, including mortgage, taxes, and insurance, range from $1,700 to $2,200.

Manufactured Homes

Manufactured homes are a more affordable housing option, with prices ranging from $100,000 to $200,000 and an average price of $150,000. These prefabricated homes offer 1,000 to 1,500 sq ft of living space, situated on 0.1 to 0.5 acres of land. Manufactured homes typically have two to three bedrooms and two bathrooms, with single-story layouts. Monthly costs range from $800 to $1,200.

Townhomes

Townhomes, or multi-family units with shared walls but separate entrances, are more compact than single-family homes but offer individual ownership. Prices range from $150,000 to $250,000, with an average cost of $200,000. Townhomes in Alvin typically have 1,500 to 2,000 sq ft of living space, spread over two floors, with two to three bedrooms and two to two and a half bathrooms. Monthly costs are between $1,200 and $1,500.

Duplexes

Duplexes are a versatile housing option with prices ranging from $200,000 to $450,000. These properties typically offer between 2,000 and 3,000 sq ft of living space and are situated on lots ranging from 0.1 to 0.25 acres. Each unit generally features two to three bedrooms and one to two bathrooms, designed to accommodate families or tenants seeking independent living arrangements within a shared structure. Monthly costs for duplexes vary from $1,200 to $2,000 per unit, influenced by property size and market conditions

Triplexes

Triplexes, another multi-family housing option, are usually priced from $300,000 to $550,000. These properties provide approximately 2,500 to 3,500 sq ft of living space on similar lot sizes of 0.1 to 0.25 acres. They are designed to include three separate units, each with two to four bedrooms and one to two bathrooms. Triplexes offer a practical solution for property investors or extended families, with monthly costs ranging from $1,500 to $2,200 per unit.

Quadraplexes

Quadraplexes, or four-unit properties, represent a higher-density housing option, and are typically priced between $400,000 and $650,000. These structures offer 3,000 to 4,000 sq ft of living space and are built on similarly sized lots as duplexes and triplexes. Each unit in a quadraplex typically has two to three bedrooms and one to two full bathrooms, making them ideal for rental income or multi-generational housing. Monthly costs per unit generally range from $1,800 to $2,500, depending on the property's condition and market demand.

Multi-Family Residential (Apartments & Condominiums)

Multi-family residential properties within the City include apartment complexes and condominums. From a development and land use standpoint these properties serve the same purpose with the differentiating factor being that apartments provide rental housing options with shared amenities while condominums provide the opportunity for occupants to own a unit within a larger shared building or complex. Apartments in Alvin have rental prices which vary between $900 and $2,000 per month, with an average monthly cost of $1,400. Apartment units range in size from 800 to 1,200 sq ft, and offer one to three bedrooms and one to three bathrooms. Apartment complexes are typically two to four stories and appeal to those seeking affordability and convenience. Condominiums (Condos) within the city have prices that range from $180,000 to $300,000, with an average price of $220,000. Condominiums offer 1,200 to 1,800 sq ft of living space and typically have two to three bedrooms and 2 bathrooms. These units range from one to three stories, with mortgages range from $1,400 to $1,800.

Table, ***Existing Housing Typologies in Alvin City Limits***

Housing Typology	Number of Units	Acres	Percentage of Alvin's Land Use (%)
Single Family Detached	6,053	2,314.48	19.90
Single Family Attached	194	7.74	0.064
Manufactured Homes	1,463	252.15	2.17
Multi-family Residential	**2,834**	141.38	1.21
TOTAL	**10,544**	**2726.40**	**23.34**

Source: U.S. Census Bureau

HOUSING MARKET TRENDS

Based on data gathered from local realtors and housing data bases such as Zillow and HAR, and the incorporation of data from ESRI demographic and psychographic analysis, Alvin has witnessed several key trends that have shaped its housing market:

Rising Home Prices: The city has experienced steady price increases due to strong demand, favorable mortgage interest rates, and the ongoing development of new housing.

High Demand for Single-Family Homes: Families looking for more space and private yards are driving a strong preference for single-family homes.

Growth in the Rental Market: With the influx of single-family detached subdivisions, a need for affordable housing, and an increase in young professionals moving to the area, Alvin is experiencing a notable rise in the number of home renters.

HOUSING IN ALVIN

Alvin's housing landscape is a reflection of its evolving identity, that balances historic charm with modern growth. While the city has witnessed significant suburban expansion, it is imperative to address the existing conditions and opportunities for revitalization within the city's core, particularly Downtown Alvin. The core of Alvin contains a mix of historic homes and older neighborhoods that are rich in character, but face challenges related to aging infrastructure, and deferred maintenance. These areas present a prime opportunity for infill development and thoughtful redevelopment to enhance the community's fabric and provide diverse housing options.

Many homes within the core exhibit traditional architectural styles that reflect Alvin's heritage. Revitalization efforts can emphasize preserving this unique character while modernizing interiors and utilities to meet contemporary standards. Encouraging mixed-use developments in and around Downtown Alvin can provide residents with walkable access to shops, restaurants, and services, reducing dependence on single-use subdivisions and fostering a more sustainable, connected community. Providing alternatives to single-family detached homes, such as townhomes, and apartments, can cater to various demographics, including young professionals, retirees, and smaller households seeking affordability and convenience.

To make Alvin a more vibrant and desirable place to live, the city can prioritize strengthening infrastructure through upgrading utilities, streetscapes, and public spaces to enhance functionality and aesthetics; and encourage community engagement by collaborating with residents and stakeholders to align redevelopment efforts with the community's vision and values. While redevelopment of the core is crucial, Alvin's suburban areas also contribute significantly to the housing market by offering contemporary homes that meet the needs of growing families. However, these neighborhoods should evolve to integrate connectivity by designing subdivisions that promote walkability and connect residents to parks, schools, and commercial hubs. By addressing the challenges within its core neighborhoods and aligning suburban development with principles of connectivity and sustainability, Alvin can offer a balanced housing market that meets the needs of all residents.

Typical single-family homes in new Alvin subdivisons such as Kendall Lakes, Imperial Forest, and Mustang Crossing
Source: Mustang Ridge

UTILITIES INFRASTRUCTURE

Utilities Introduction

Utilities are fundamental to the growth and sustainability of the City of Alvin and provide essential services that support residential, commercial, and industrial activities. The city's utility infrastructure encompasses three primary sectors: potable water, sanitary sewer, and stormwater management. These systems collectively ensure the delivery of clean water, efficient wastewater treatment, and effective stormwater drainage, which serve as the backbone of Alvin's public health, environmental protection, and community development.

The potable water system comprises groundwater wells, storage facilities, and an extensive distribution network designed to supply high-quality drinking water reliably. The city's proactive water conservation measures and planned infrastructure improvements aim to address challenges such as aging materials, dead-end water lines, and the need for expanded capacity to support future growth.

The sanitary sewer system is anchored by a wastewater treatment plant with a significant capacity to handle current and projected wastewater demands. However, inflow and infiltration (I/I) issues and undersized gravity lines highlight the need for targeted upgrades and system expansion to accommodate anticipated population increases and mitigate the risk of overflows.

Stormwater management is particularly critical in Alvin due to its flat terrain and increasing development, which intensify flooding risks. The city employs a combination of open ditches, engineered detention and retention facilities, and regional collaboration to manage stormwater effectively and safeguard its community against flood hazards.

The City of Alvin is actively addressing the challenges posed by aging infrastructure, rapid development, and environmental sustainability. Long-term planning, capital improvement projects, and regulatory oversight will ensure that Alvin's utility systems remain resilient and capable of supporting the city's growth while preserving public health and environmental integrity.

Source: Baxter & Woodman

Potable Water

The City of Alvin's potable water system is a critical component of the community's infrastructure, and ensures a reliable supply of clean and safe drinking water for residents, businesses, and future development. This section of the Comprehensive Plan's Community Snapshot report provides a detailed overview of the city's existing potable water infrastructure, including distribution networks, storage facilities, and treatment processes. It also examines the current condition and capacity of the system; outlines planned capital improvements and highlights key challenges and opportunities associated with maintaining and enhancing the city's water supply to meet the demands of a growing population.

Facilities and Distribution

The City of Alvin's potable water infrastructure relies on a combination of water plants, groundwater wells, and storage facilities to meet the needs of its residents. The utility's distribution system consists of three water plants that administer groundwater throughout the city. Supporting this system are six ground storage tanks and two active elevated storage tanks. Ground storage and elevated facilities are crucial to the city's water storage and distribution. The ground storage tanks, elevated storage tanks, and groundwater wells continue to support the system's ability to maintain adequate water reserves and pressure across the service area. Additionally, there is one emergency interconnection with the neighboring City of Hillcrest Village to provide redundancy in case of critical shortages or emergencies.

Alvin's water distribution network consists of approximately 146 miles of subsurface pipelines, with diameters ranging from one-inch to 12-inches. The breakdown of pipeline sizes includes:

- 27 percent are 6-inch pipes
- 45 percent are 8-inch pipes
- 12 percent are 10-inch pipes
- 11 percent are 12-inch pipes

In terms of materials, the system is composed primarily of PVC piping (71.5 percent), followed by Asbestos Cement (21.4 percent), Cast Iron (5 percent), and an additional two percent comprised of unknown materials. The water system operates under a single pressure plane, with ground surface elevations varying between 25 feet and 82 feet asl (Above Sea Level). This pressure plane is managed with a static hydraulic gradient of 178.3 feet, established by the Northside and Verhalen Elevated Storage Tanks (ESTs). Water pressure and flow are regulated through this consistent pressure system, ensuring stable delivery of potable water across the service area, which includes all regions within the city limits and extends into parts of the extraterritorial jurisdiction (ETJ). In terms of materials, the potable water system is composed primarily of PVC piping (71.5 percent), followed by Asbestos Cement (21.4 percent), Cast Iron (5 percent), and an additional two percent comprised of unknown materials. The water system operates under a single pressure plane, with ground surface elevations varying between 25 feet and 82 feet above sea level (ASL). This pressure plane is managed with a static hydraulic gradient of 178.3 feet, which is established by the Northside and Verhalen Elevated Storage Tanks (ESTs). Water pressure and flow are regulated through this consistent pressure system, which ensures stable delivery of potable water across the service area, and includes all areas within the city limits and extends into parts of the extraterritorial jurisdiction (ETJ).

The City of Alvin employs several water conservation measures to delay the development of additional water wells. The city's Automated Meter Infrastructure (AMI), which is relatively new, ensures high accuracy in measuring water usage and billing. With timely leak repairs conducted by city staff, overall water loss is minimized. Most water loss is attributed to regular waterline flushing, which is essential for maintaining water quality. These combined efforts ensure efficient use of the city's water resources and reduces unnecessary waste.

The City of Alvin's potable water transmission system is undergoing improvements to address dead end water lines and reduce water stagnation. Currently, there are dead end water lines in the system that require periodic flushing. Flushing is performed monthly or more frequently, as mandated by the Texas Commission on Environmental Quality (TCEQ), to ensure that stagnant water is replaced with fresh water. These efforts maintain water quality across the distribution network.

To address these challenges, the city's ongoing Water Line Improvement Projects are designed to eliminate dead end water lines by creating additional loops in the system. These enhancements will reduce the frequency of required flushing, improve water circulation, and ensure consistent delivery of fresh water throughout the network.

Fire Suppression System

The City of Alvin has adequate water capacity for its fire suppression system, including fire hydrants. The 2016 Utility Master Plan identified areas lacking fire protection or experiencing inadequate water pressure for fire protection. To address these issues, a series of seven water line improvement phases were developed.

- To date, three phases have been completed, and the city is currently working on Phase 4.
- These improvements are ongoing and will be further guided by the upcoming Water Master Plan, which will identify new projects to enhance the system.

Condition

The City of Alvin's water infrastructure is in operational condition, but the age and type of materials used in the network may pose concerns for future maintenance. The significant reliance on PVC piping (71.5 percent) is beneficial for longevity and low maintenance. However, the presence of asbestos cement pipes, which make up over one-fifth of the network (21.4 percent), is an area of potential vulnerability due to the degradation and health risks associated with asbestos materials. Cast iron, although only five percent of the network, may also be prone to corrosion over time, which may impact water quality and system integrity. While there are no current concerns regarding inadequate water pressure across the system, the Water Master Plan has identified areas where fire protection improvements are needed. These areas are being addressed through the Water Line Improvement Projects, which focus on increasing the sizes of water mains and adding fire hydrants. These enhancements not only reinforce fire protection but also strengthen the overall resilience and reliability of the water distribution network, to ensure consistent pressure and flow throughout the city.

Capacity

Water demands were projected for the years 2015, 2020, 2025, and 2035, based on historical usage data. Over the last 11 years, average water use ranged from 90 to 118 gallons per capita per day (gpcd), with an average of 100 gpcd. To plan for dry years and minimal water restrictions, it is recommended that a conservative average daily demand of 130 gpcd be used for future projections according to the City's Water Master Plan of 2016. Additionally, a maximum average day peaking factor of 1.6 was established based on historical trends, with a peak hour to maximum day peaking factor of 1.8 used for future peak hour demand projections. According to the City Engineer, the current water system can serve a population of around 40,000. In the next ten years, an additional water well will be needed. Additionally, within the next 20 years, an additional groundwater storage tank and booter service pumps will be needed to allow the City to serve a higher population.

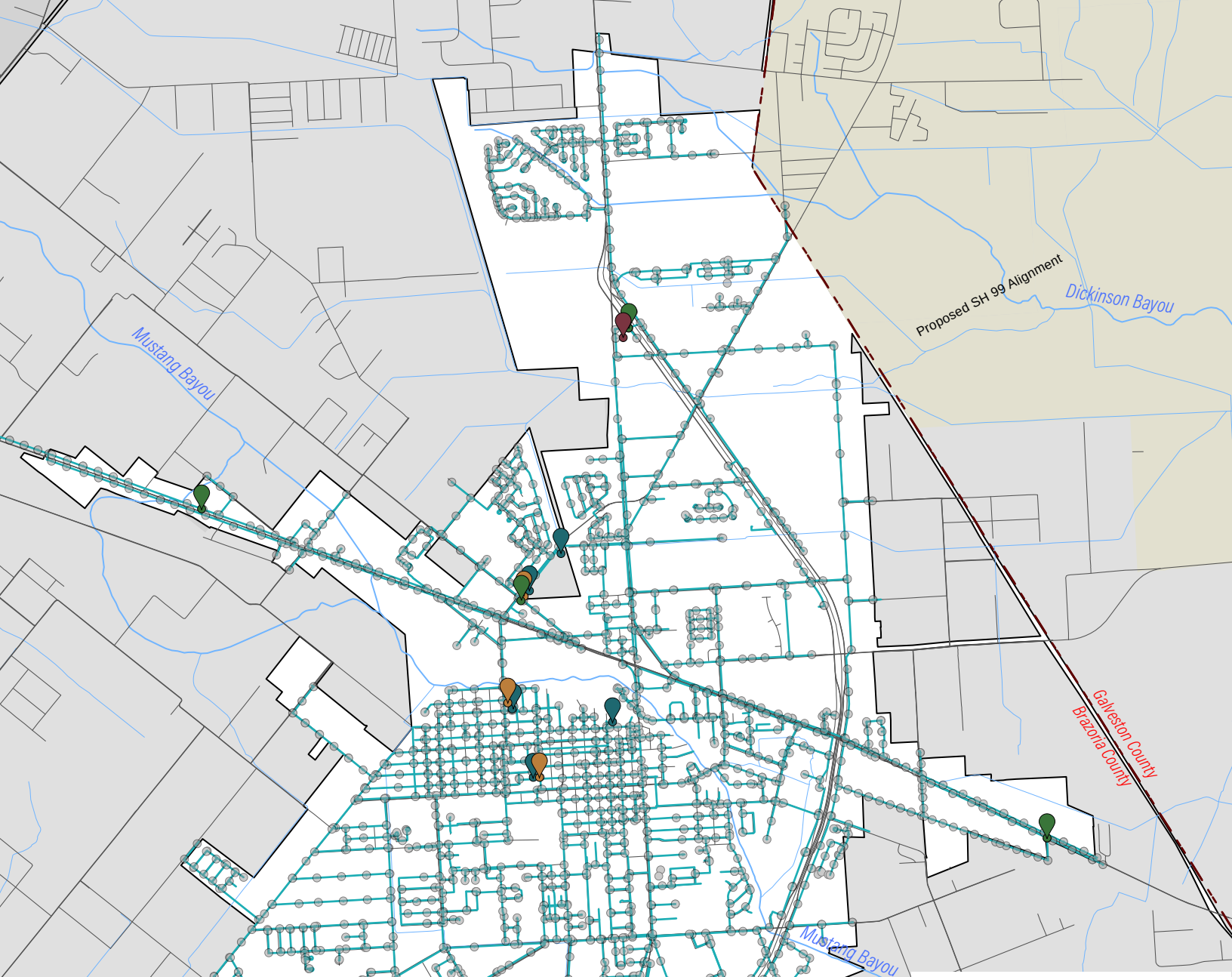
Capital Improvement Projects

In the coming years, the City of Alvin will need to address the aging components of its potable water infrastructure. Key capital improvement projects may focus on replacing the older sections of the distribution network, particularly the pipes made of asbestos cement and cast iron, to reduce the risk of leaks, contamination, and system failures; continuing the water line improvement projects to address areas lacking fire protection by increasing main sizes and adding hydrants; implementing infrastructure expansion to support new developments, which will be primarily funded by developers in areas where utilities are currently unavailable; and expanding the storage capacity and exploring opportunities to diversify the water sources, such as introducing more wells or exploring surface water options, may also be necessary to accommodate future growth.

Potable Water Overview

Alvin's potable water infrastructure is currently able to meet the demands of its population through a well-established network of groundwater wells, storage tanks, and distribution lines. However, proactive planning and investment in capital improvements will be essential to ensure the system can continue to meet future demand, as the city's population grows. The city's reliance on a single pressure plane and the presence of aging pipe materials are key areas to address in future updates to the water system to ensure long-term sustainability and water quality.

Water use data and projections provide a strong foundation for future planning, to ensure that Alvin's water system remains resilient and capable of supporting the needs of its residents and businesses under various growth and climate scenarios.



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Waterlines
- Water Valves

Potable Water Facilities

- Elevated Storage Tanks
- Water Wells
- Water Plants
- Water Pressure Recorders

0 miles 0.5 1

MAP: POTABLE WATER

November 2025

BAXTER & WOODMAN

Sanitary Sewer

The City of Alvin's sanitary sewer utilities play a crucial role in maintaining public health and environmental quality. This section provides an overview of the existing wastewater infrastructure, summarizes key findings from the 2022 Wastewater Master Plan, and outlines future capital improvement projects required to ensure the system's capacity and reliability as the city continues to grow.

Distribution and Facilities

The City of Alvin's wastewater treatment infrastructure is anchored by the system's Wastewater Treatment Plant (WWTP), which is located at 7100 County Road 160. This facility services the entire system within the city limits and the Martha's Vineyard development. Operating under the Texas Pollutant Discharge Elimination System (TPDES) permit WQ0010005001, the WWTP has a capacity of five million gallons per day (MGD) of average daily flow and can manage peak flows up to 15 MGD.

The city's gravity sewer network encompasses approximately 128 miles of transmission lines, ranging in diameter from four to 33 inches. Currently, a significant project is underway to construct approximately three miles of 54-inch diameter gravity interceptor, which will enhance the system's capacity. Additionally, the city maintains 43 lift stations and approximately 15 miles of force mains, varying from three to 20 inches in diameter. Near-term plans include consolidating five lift stations, which will streamline operations and reduce maintenance costs.

After treatment, the effluent is discharged into Chocolate Bayou, in accordance with the TPDES permit. This discharge process is closely monitored to ensure compliance with environmental standards and regulations, thereby protecting the surrounding environment and maintaining water quality.

Condition

The condition of Alvin's sanitary sewer infrastructure is critical for effective wastewater management. Inflow and infiltration (I/I) issues are prevalent, particularly in six out of nine flow monitors located within the seven planning basins, which have an I/I rank over 4.0 based on gallons of I/I per linear foot per inch of pipe diameter. This high level of I/I indicates areas that require immediate attention and rehabilitation. In addition, there are areas in Alvin that do not have access to urban-level services, which requires residents to rely on septic tanks and fields. The prevalence of I/I issues, especially in areas with high I/I rankings, points to significant challenges in wastewater management. Furthermore, the infrastructure's age and material composition pose challenges. 60 percent of the gravity lines are less than eight inches in diameter, which is inadequate for current and projected flows. These undersized lines are more susceptible to blockages and overflows, which necessitates upgrades and replacements. As a result, certain areas may not be adequately served by the city's sewer system, which exacerbates the need for improved infrastructure and the use of septic systems in underserved regions.

Residential homesite drainage and waterline improvements
Source: Drain Xperts

Well maintained open ditch drainage and culverts
Source: Baxter & Woodman

Capacity

The capacity of the current sanitary sewer system is approaching its limits. As of February 2022, the average daily flow has reached 90 percent of the permitted capacity. Geographically, most of the new development is occurring in the northeast area of the city. This trend underscores the need for targeted infrastructure improvements to support growth and prevent overloading the existing system. The city's gravity lines, many of which are currently undersized, will not be able to manage the projected increases in wastewater flow. Projections indicate that the Southern planning basin will exceed its capacity by 2027, and the Northwest planning basin will exceed its capacity by 2042. These capacity constraints highlight the urgency for expanding the WWTP and upgrading undersized pipes. It is essential to address these capacity issues to prevent overflows and ensure the system's reliability.

If the I/I issues were resolved, the current WWTP would have additional capacity by eliminating the excess storm water inflow that strains the system. This could delay or mitigate the need for further expansion and provide the necessary time for infrastructure upgrades to meet the demands of the growing population. The 2022 Wastewater Master Plan does not directly quantify the total recoverable capacity accrued after resolving I/I across the system. Additional hydraulic modeling is necessary to determine the exact increase in available capacity. Considering peak flows and excess water burdening the system during wet weather events, the recovery would align with reduced peak flows observed in high-I/I basins such as NW-01, NE-01, and others ranked high in I/I impact.

Water pumps and utilities adjacent to existing thoroughfares may limit potential future roadway expansions and improvements
Source: Baxter & Woodman

Thoroughfare with curb and gutter facilities and updated corner storm drains
Source: Baxter & Woodman

Capital Improvements

To address these challenges, the city has outlined a comprehensive Capital Improvements Plan (CIP) for system improvements. The plan includes significant maintenance and upgrade projects, supported by substantial funding. Based on 2021 estimates, $95 million has been allocated for phased projects over five years, $16.9 million for phased projects over a 10-year timeframe, and nearly $4 million for 20-year projects. These projects will be funded through a combination of enterprise funds, impact fees, and bonds.

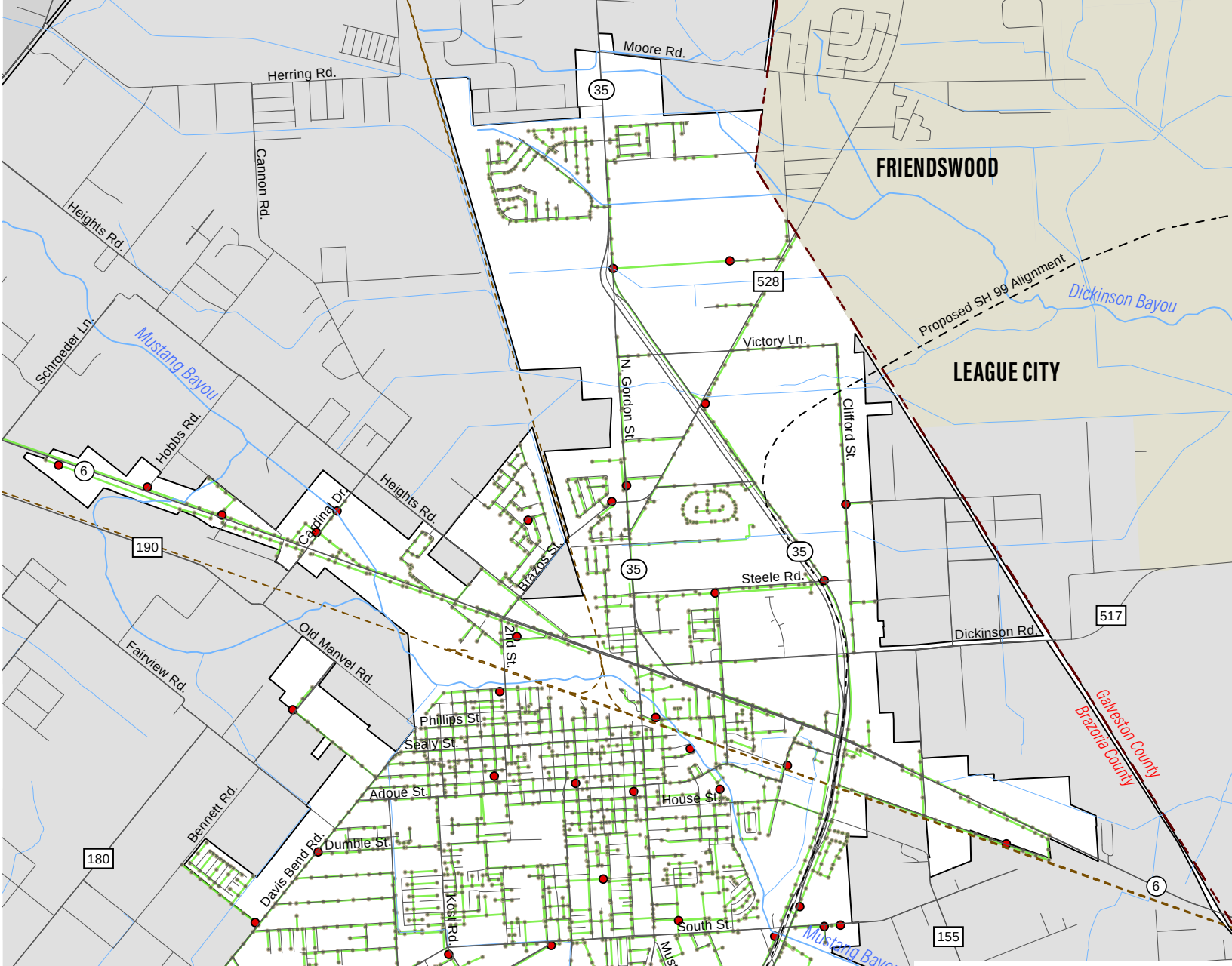
Key projects under design or construction include the expansion of the WWTP, improvements to lift stations, consolidation studies, and the installation of a Supervisory Control and Data Acquisition (SCADA) system. In the short term (current to 2027), these projects will focus on critical upgrades and expansions. In the mid-term (2028 to 2032), continued lift station improvements and new station construction projects are planned. Long-term projects (2033 to 2042) will involve the construction of new lift stations and extensive rehabilitation efforts.

Maintenance and upgrade projects will also target areas identified through Sanitary Sewer Evaluation Studies (SSES), which prioritize areas within the system with high I/I rankings. This proactive approach will ensure that the city's sanitary sewer system remains robust and capable of supporting future growth.

Sanitary Sewer Overview

The 2022 Wastewater Master Plan for the City of Alvin summarizes important maintenance and upgrades to the city's sanitary sewer system. With approximately 128 miles of gravity lines, 44 lift stations, and seven planning basins, and nine flow monitors, Alvin's infrastructure is robust but must keep pace with growing demands. The WWTP, which serves the entire city and the Martha's Vineyard subdivision, is currently permitted for five MGD with a peak capacity of 15 MGD. Significant portions of the system are aging, and many lines are undersized, which leads to challenges with inflow and infiltration (I/I). Proactive capital improvements, supported by substantial funding, are essential to expand capacity, consolidate lift stations, and address high I/I areas. By implementing these projects, Alvin can ensure its wastewater system supports sustainable growth and maintains high standards of public health and environmental protection.

Bridge, culvert, concrete wall, and pedestrian improvements to the major drainage channel on the north side of South Street
Source: Google Imagery



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Alvin Interstate System
- Alvin Major Roads
- Alvin Local Roads
- Sanitary Sewer Lines
- Manholes
- Lift Stations
- Wastewater Treatment Plant

0 miles 0.5 1

MAP: SANITARY SEWER UTILITIES

November 2025

BAXTER & WOODMAN

Storm Water and Drainage

Effective drainage infrastructure is essential for managing stormwater in the City of Alvin, particularly given the flat terrain that poses significant challenges for water collection and removal. The city's drainage system is a combination of open ditches, curb and gutter systems, and engineered stormwater detention and retention facilities. These systems work together to collect, convey, and manage stormwater, in order to reduce the risk of flooding and erosion while adhering to local, state, and federal water quality regulations. In collaboration with the Brazoria County Conservation and Reclamation District Number 3 (BCC&RD3), Alvin's drainage infrastructure plays a crucial role in protecting both urbanized and rural areas, to ensure that stormwater is efficiently removed and directed to regional waterways. This section provides a detailed overview of Alvin's drainage infrastructure, including the design, capacity, and regulatory framework that supports the city's stormwater management efforts.

Storm Water Management System

Alvin's open ditch drainage system serves as a key collection and transmission component of its stormwater management infrastructure. These earthen channels are typically located alongside roadways, within easements, or across private properties. Designed with specific slopes and profiles, the ditches promote natural water flow and prevent water accumulation in low-lying areas. Given the city's notably flat terrain, removing stormwater is a challenging effort, making efficient stormwater management critical to prevent flooding.

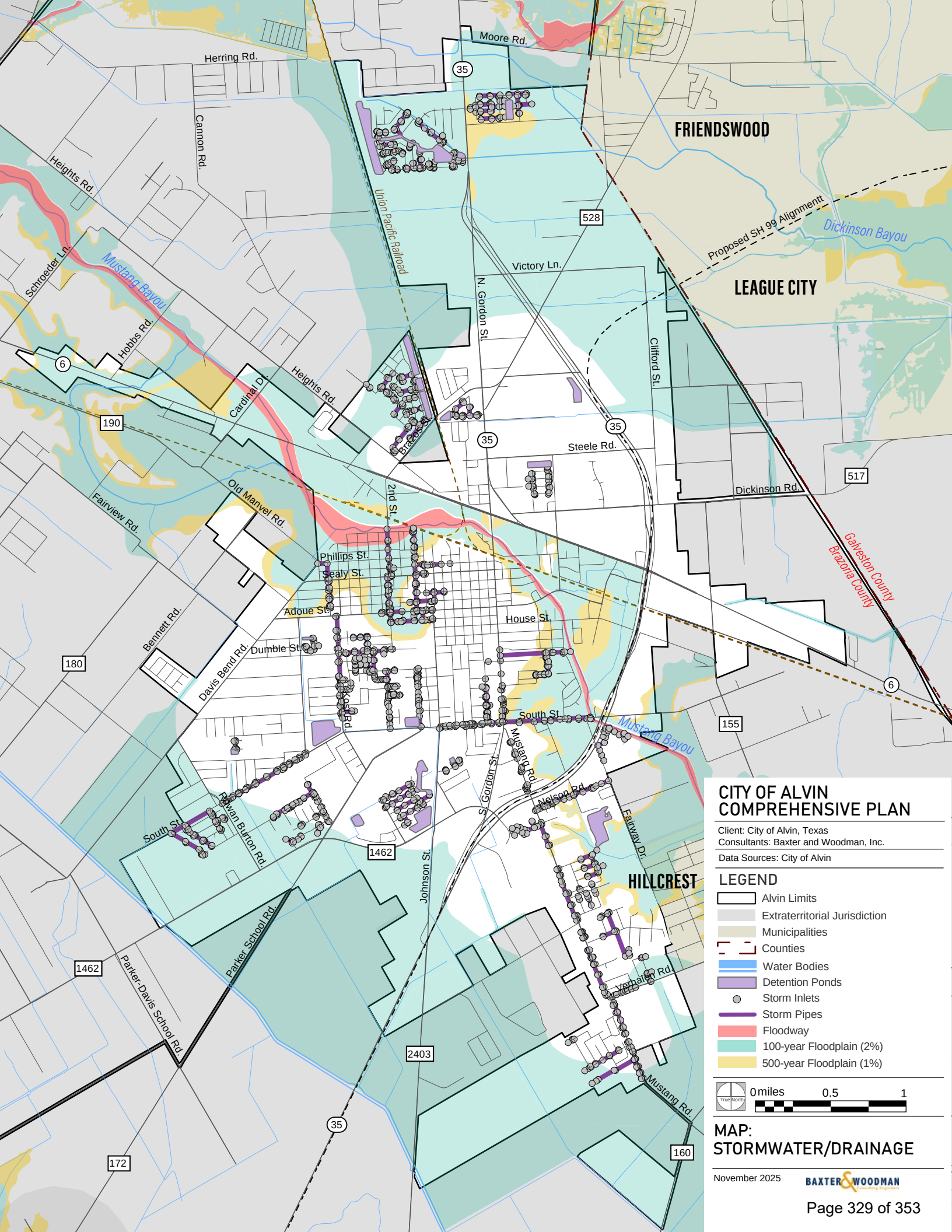
BCC&RD3 operates and maintains the major stormwater systems that remove stormwater from the city. However, the City of Alvin is responsible for collecting stormwater from streets and properties, using a network of ditches and pipes to convey water to the Conservation and Reclamation District ditches. This collaborative system helps ensure that stormwater is efficiently managed throughout the city's drainage network.

In terms of regional stormwater management, BCC&RD3 is actively involved in efforts to address stormwater detention along Mustang Bayou and Chocolate Bayou, both of which are key tributaries that affect Alvin's drainage system. The district has been exploring regional detention solutions to help mitigate flooding in upstream areas, which can have downstream impacts on Alvin. These efforts may include the construction of detention ponds or retention basins designed to capture and slowly release stormwater, reducing the burden on Alvin's local drainage systems.

Additionally, BCC&RD3 encourages the use of low impact development (LID) strategies within the region. These strategies aim to reduce the amount of impervious surfaces and manage stormwater at the source through techniques like rain gardens, permeable pavements, and green roofs. LID tools help reduce the volume of runoff, improve water quality, and mitigate the risk of flooding. Incorporating LID practices into new developments and retrofitting existing areas with these solutions can be an effective way to reduce the impacts of flooding, especially as the city continues to grow and the impervious surface area increases.

In the more densely developed urban areas of Alvin, a curb and gutter drainage system is used to manage stormwater runoff from impervious surfaces such as roads, rooftops, and parking lots. This system collects stormwater through roadside inlets and directs it into storm sewer pipes, which are composed of concrete and PVC piping. The water is then conveyed to downstream outlets, such as drainage ditches, detention ponds, or natural watercourses.

Water and sanitary sewer lines parallel to an existing bridge crossing a bayou storm channel
Source: Baxter & Woodman



CITY OF ALVIN COMPREHENSIVE PLAN

Client: City of Alvin, Texas
Consultants: Baxter and Woodman, Inc.

Data Sources: City of Alvin

LEGEND

- Alvin Limits
- Extraterritorial Jurisdiction
- Municipalities
- Counties
- Water Bodies
- Detention Ponds
- Storm Inlets
- Storm Pipes
- Floodway
- 100-year Floodplain (2%)
- 500-year Floodplain (1%)

0 miles 0.5 1

MAP: STORMWATER/DRAINAGE

November 2025

BAXTER & WOODMAN

Floodplain Management

As depicted in the Stormwater / Drainage map, significant portions of Alvin lie within both the 100-year and 500-year floodplains, areas with a one percent and 0.2 percent chance of flooding in any given year, respectively. It is important to note that the boundaries of these floodplains have increased over time, due in part to the expansion of impervious surfaces within the City limits, which exacerbate stormwater runoff and contribute to a higher flood risk. This shift underscores the growing need for enhanced floodplain management practices.

In response to this trend, floodplain management remains critical to mitigating the risks associated with flooding. The city's drainage infrastructure is designed to manage stormwater in these flood-prone areas through a combination of retention basins, levees, and other flood control structures. These systems are particularly important in low-lying areas, where the risk of water accumulation is high, and the potential impact of increased floodplain areas is most pronounced.

Development within floodplain zones is tightly regulated to ensure compliance with local, state, and federal floodplain management standards, minimizing the potential impact of new development on flood risk. This regulation is essential as Alvin works to balance development needs with flood risk reduction, particularly as the extent of floodplains continues to evolve with urban growth.

Flooding within the City of Alvin

Flooding is a significant concern in the City of Alvin, particularly in areas with low-lying terrain, where stormwater accumulation is more likely. While flooding can occur throughout the city, certain regions are more prone due to their proximity to floodplains, poor drainage capacity, or other factors that intensify runoff.

One of the most notable areas affected by flooding is Downtown Alvin. This area is particularly vulnerable due to its central location within the city's drainage network. The flat topography, along with limited natural drainage features, often leads to significant water accumulation during heavy rainfall events. Streets in and around Downtown Alvin, including portions of Highway 35, can experience localized flooding, which disrupts traffic and creates hazards for pedestrians and drivers alike. The combination of the high volume of impervious surfaces and the aging drainage infrastructure in this area contributes to the difficulty of managing stormwater efficiently, particularly during prolonged or intense storm events.

Other areas of concern within Alvin include regions near Mustang Bayou and Chocolate Bayou, where rising water levels can overwhelm neighborhoods, particularly when regional detention systems are overloaded. These areas are subject to frequent flooding during periods of heavy rainfall, increasing the city's flood risk and placing additional stress on its drainage systems.

Street run off culvert and detention pond at Barras Street
Source: Baxter & Woodman

Typical drainage conditions in older neighborhoods and on older streets in Alvin
Source: Baxter & Woodman

Stormwater Detention and Retention Facilities

Alvin employs a combination of stormwater detention and retention facilities to manage runoff from both natural and urbanized areas. Detention ponds are designed to remain dry during periods of low rainfall and fill with stormwater during heavy rain events. These ponds are engineered to release water gradually, to minimize the risk of sudden flooding downstream. In contrast, retention ponds are designed to hold water permanently, supporting local ecosystems while also providing stormwater management.

The size and volume of these ponds are determined based on the watershed area they serve and projected runoff from a given rainfall event. Key design considerations include runoff coefficients, time of concentration, and peak flow rates. This ensures that each facility has sufficient capacity to manage stormwater effectively.

Development Regulations

The City of Alvin enforces strict drainage design criteria for new residential subdivisions and commercial developments. These standards require developers to assess stormwater impacts and implement stormwater management plans that include on-site detention or retention systems to manage runoff.

Regional Waterways

Alvin's drainage infrastructure ultimately connects to regional waterways, including Mustang Bayou and smaller creeks and streams that flow into Chocolate Bayou. Managing stormwater effectively in this context requires coordination with regional water authorities to ensure that the city's drainage system does not overload these waterways during peak storm events.

Conclusion

The City of Alvin's drainage infrastructure is a critical component of the city's stormwater management strategy, designed to address the challenges posed by the region's flat terrain and the increasing development of its landscape. The integration of open ditches, curb and gutter systems, and engineered stormwater detention and retention facilities plays a crucial role in managing runoff, reducing flood risks, and ensuring compliance with regulatory standards. The collaborative efforts with the Brazoria County Conservation and Reclamation District Number 3 (BCC&RD3) enhance the city's ability to effectively manage regional stormwater flows and mitigate flooding risks, particularly along Mustang Bayou and Chocolate Bayou.

Floodplain management remains a key priority, as expanding residential and commercial development increases impervious surfaces, contributing to higher flood risks. To combat this, the city's regulatory framework ensures that new developments adhere to strict drainage design criteria, incorporating detention and retention systems to manage stormwater impacts. The continued use of low impact development strategies, along with ongoing efforts to improve floodplain management, will be essential in reducing the city's vulnerability to flooding.

Despite these efforts, localized flooding remains a concern, particularly in low-lying areas and regions with outdated infrastructure, such as Downtown Alvin and neighborhoods near Mustang and Chocolate Bayous. As the city grows, maintaining and enhancing the capacity of stormwater management systems, alongside regional coordination, will be important to ensuring the city can accommodate future development while minimizing flood risks. Strategic investments in stormwater detention, retention, and low impact development will continue to be essential in managing Alvin's drainage challenges and improving long-term flood resilience.

REGULATORY REVIEW

INTRODUCTION

The purpose of this assessment is to provide a high-level analysis of existing zoning, subdivision, and other land development-related regulations for the City of Alvin, to identify areas of the Code of Ordinances that may require strengthening to ensure high-quality and orderly growth and development.

Alvins's current Code of Ordinances (hereafter referred to as "Code" or "the Code") was adopted circa 1962 and has been amended and updated periodically as needed. The Code periodically mentioned and referenced regulations in the Texas Local Government Code (TxLGC), which may be more up to date or more detailed in allowances and restrictions than the Alvin City Code may detail. The Code Critique for the Alvin Comprehensive Plan includes a detailed review of existing Code of Ordinances, City policies and programs, development regulations and standards, and other controls used to regulate and enforce, construction, development, and public safety. Not every Chapter with the City's Code of Ordinances or Ordinance adopted/passed by City Council will be review or mentioned within this code critique. A high-level view is provided in the following sections, along with a summary table of detailed information to provide an overview of what Alvin currently regulates and includes in the Code and what is not included or what is missing within Alvin's Code.

Review Structure: This document is divided into 10 principal sections:

1. Introduction
2. Table Overview Authorities
3. Authorities
4. Permitting and Process Procedures
5. Assessment of Subdivision and Design Criteria Manual and Land Use
6. Assessment of Engineering Standards
7. Assessment of Thoroughfare Standards and Multi-modal Transportation Standards
9. Assessment of Environmental and Regulatory Enactments
10. Miscellaneous

Table, *Regulatory Review*

Code Does Exist	Partial or Imcomplete Code	No Existing Code	CODE
LAND USE AND CONSTRUCTION			
Yes			Commercial Sidewalk Requirements
Yes			Resdiential Sidewalk Requirements
Yes			Commercial Landscaping / Plan Requirements
Yes			Residential Landscaping / Plan Requirements
Yes			Lighting Standards / Requirements
Yes			Sign and Display Standards / Regulations
Yes			Residential Mowing and Junk Requriements
		No	Brewery, Brew Pub, and Distillery Allowances
		No	Accessory Dwelling Units (ADU) Code
Yes			Animal Husbandry in City (fowl, pigs, dogs, etc.)
Yes			Warehousing Standards
		No	Consolidated Permitting Step-By-Step Manual
MOBILITY			
Yes			Thoroughfare Classifications (Cross-sections)
Yes			Sidewalk Standards (4')
		No	Crosswalk Standards
		No	Trail / Path Standards
Yes			Commercial Truck Routes
	Part		Bicycle / E-Bike Regulations
	Part		Scooter / Golf Cart / Horse / Micro-mobility
Yes			Recreational Vehicle Resorts and Park Regulations
Yes			Heliport and Airplane Regulations
		No	Drone and Air Delivery Regulations
Yes			Mobile Food Unit Requirements / Permitting
Yes	Part		Thoroughfare Impact Fees
	Part		Access Management Standards
PUBLIC FACILITIES AND SERVICES			
Yes			Water and Sewer Impact Fees
Yes			Water Conservation Methods
Yes	Part		HOA - New PUD Requirement
Yes			Wastewater Collection and Design Requirements
Yes			Waterline Distribution Design Requirements
Yes			Storm Drainage Design Requirements
Yes			Dumpster and Shared / Public Trash Requirements
Yes			Curb and Gutter Requirements
Yes			Open-Ditich Drainage Requirements
Yes			Water and Sewer Line Extension Requirements
Yes			Fire Prevention and Protected Regulations
Yes			Mowing and Landscaping Standards
Yes			Recycling Program and Bin Standards

Code Does Exist	Partial or Imcomplete Code	No Existing Code	CODE
ENVIRONMENT			
Yes	Part		Tree Planting Requirements
Yes			Tree Destruction Permits / Regulations
		No	Low-Impact Development Applications / Standards
	Part		Solar Generation Requirements / Standards
		No	Wind Generation Requirements / Standards
	Part		Battery / Lithium Facility Requirements
Yes	Part		Natural Gas/Fuel Storage and Transport
		No	Electric Vehcle Charging Station Standards
		No	Energy Efficiency Standards
Yes			Industrial Waste Discharge Regulations
Yes	Part		Flood Damage Prevention Standards
Yes			Drought Contigency Plan
		No	Railroad Quiet Zones
		No	Emissions / Particulate Emissions Regulations
		No	Private Electrical Generator Standards
		No	Dark Sky Ordinance
Yes			Septic Tank and Release Standards
Yes			RV Wastewater Elimination System Standards
Yes			Lead+Copper Pipe Compliance / Review Program
		No	Light Trespass / DarkSky Ordinance
ORDINANCES, PROCESSES, AND FUNDS			
Yes			Emergency Evaculation Plans / Policies / Rules
Yes			Hotel Occupancy Tax Ordinance
		No	Percent For the Arts Ordinance
		No	Complete Streets Ordinance
Yes			Right-of-Way Management Ordinance
Yes			Tree Preservation Ordinance
		No	Wetland Preservation/Protection Ordinance
		No	Historical Preservation Ordinance
Yes			Parkland/Common Area Requirements Dedication
Yes			Annexation Standards and Processes
Yes			Sidewalk Fund
	Part	No	Development Review Committee - Building Permits Review between Departments
		No	Thoroughfare Reconstruction Schedule
		No	Utilities Replacement Program
Yes			Capital Improvement Plan
Yes			Utilities Impact Fees (Extension services)
Yes			Code of Ordinances: Frequently Asked Questions and Public Summary doucments

AUTHORITIES

Within and surrounding the City of Alvin, multiple State, regional, County, and local entities have authority over different geographic areas and jurisdictions. Entities in charge of overall policy development, thoroughfare planning, and land use, includes the City of Alvin, Brazoria County, and the Texas Department of Transportation (TxDOT). Entities in charge of specific utilities and service-related activities include the Alvin Independent School District (ISD), Brazoria County Drainage District #4, Brazoria County Conservation & Reclamation District #3. Entities in charge of public safety and enforcement within Alvin's City Limits include the Alvin Police Department, Alvin Emergency Medical Services (EMS), and the Alvin Volunteer Fire Department.

It is important to note that the City of Alvin has different authorities and powers within the City of Alvin's City Limits (incorporated lands) and Alvin's Extraterritorial Jurisdiction (ETJ). Within City limits, Alvin has full authority of land use regulations, emergency services and enforcement, code and regulation development, water and wastewater services, City taxation, and governmental representation through a City Council and Voting Precincts. Within Alvin's ETJ (a two-mile buffer surrounding City limits), residents do not have City voting powers, but have County Precinct voting powers. In addition, within Alvin's ETJ, the City has the authority to plat the subdivision of properties, plan future thoroughfare expansions and thoroughfare standards, regulate signage, regulate water quality, and regulate rendering plants (public safety), as dictated in the Texas Local Government Code, Chapter 42, Section 021. The City of Avin does not have land use and taxation authorities within their ETJ. Residents and properties within the ETJ and outside of City limits are serviced by multiple utilities and emergency services districts along with Alvin ISD, which may have separate taxing districts, bonds, and other regulations in place for public safety purposes.

Homeowners Associations (HOA) are dictated by the Code as a requirement for all new Planned Unit Developments (PUD). Homeowners' associations are required under Chapter 21, Article 6, Section 21-110. The HOA are granted rights to levy fees for parkland and landscaping improvements as overseen by an elected board / body. The City of Alvin is not responsible for maintenance of HOA parks as dedicated under the Parkland Dedication Ordinance (Chapter 21, Article 6, Section 21-128).

Locations within Alvin's City Limits are fully serviced by the Alvin Police Department, Alvin Volunteer Fire Department, Alvin EMS Department, and Alvin City Utilities. Locations within Alvin's ETJ and in Brazoria County are serviced by Brazoria County Emergency Services District #3, Brazoria County Conservation and Reclamation District #3, and Brazoria County Sheriff's Department.

In addition, thoroughfares are maintained, operated, and planned for by numerous entities within and outside of Alvin's City limits. Thoroughfares which are located within Brazoria County and outside of Alvin's ETJ are under full control of the County. Farm to Market (FM) roads are also under the authority of Brazoria County. State Routes, such as State Highway 6, SH 35, SH 288, and future SH 99 (Grand Parkway) are under the authority of TxDOT.

PERMITTING AND APPROVAL PROCEDURES

The City of Alvin has a standard municipal permitting and approval process for new development, replatting, redevelopment, and building permitting. Development and redevelopment must be reviewed and approved by the City of Alvin City Council, Code Compliance Department, Engineering Department, Permits and Inspections Department, and Planning Commission. Submittal reports, maps, and studies are required for development including, but not limited to, drainage plans and impact studies, construction documents, utilities (water and electricity) impact studies, impact fee assessments, traffic impact studies, engineering plan sheets, parkland dedication, and more. In addition, depending on the location of development within Alvin or in Alvin's ETJ, submittals may be required to the County and associated Drainage District for the utilization of County drainage, wastewater treatment, other utilities servicing, and emergency response. The City of Alvin also provides Mixed Beverage Permits to sell alcohol, under Chapter 3, Article 2, License to Sell Alcoholic Beverage. The sale of liquor and alcoholic beverages is only allowed for retailers and restaurants who also have a Food and Beverage Permit. The City of Alvin falls under, and adheres, Brazoria County's alcohol laws and restrictions. Brazoria County is a "damp" county, which means that bars and liquor stores are prohibited, the sale of any alcohol is prohibited on Sundays, and only beer and wine can be sold at retail stores. Brazoria County's liquor laws are found within Brazoria County Code of Ordinances, Chapter 4, Article 2 Alcoholic Beverages.

SUBDIVISON AND DESIGN CRTIERIA MANUAL AND LAND USE

Chapter 21 of Alvin's City Code of Ordinances, Subdivision and Design Criteria Manual (revised January 9th, 2024), details utility, thoroughfare, land use, and design regulations and requirements for development and redevelopment of residential and commercial properties. Chapter 21 also includes a description of the permitting and approval process detailed in the previous section above. In addition, the Manual includes five other Sections; Wastewater Collection System Design Requirements, Waterline Distribution System Design Requirements, Street Paving Design Requirements, Storm Drainage Design Requirements, and Site Plans and Additional Subdivision Design Requirements. As detailed in the Design Criteria Manual table below, each existing land use category includes different sets of dimensional requirements in regard to transportation, building construction, and utility services.

Table, *Subdivisoon / Land Use Requirements*

	Modular Home Subdivisions	Manufactured Homes	General Residential (Subdivison or Resubdivison)	Planned Unit Developments / Subdivisions	Townhomes	Condominiums	Apartments	Commercial	Industrial (Light and Heavy)	RV Resort	Pulic Storage Faclities / Mini-Warehouses
Curb and Gutter	Required	N/A	N/A	Required	Required	Required	Required	N/A	N/A	N/A	N/A
Min. R.O.W.	60 ft.	N/A	N/A	60 ft.	60 ft.	60 ft.	60 ft.-50 ft.	N/A	N/A	N/A	N/A
Min. Street Width	28 ft.	20 ft.	N/A	N/A	N/A	28 ft.	28 ft.	N/A	N/A	N/A	28 ft.
Max. Homes per Acre	7	N/A	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Min. Lot Size (sq. ft.)	4,500	N/A	8,000	5,500	3,000	1 acre	1 acre	N/A	N/A	950	5 acres
Min. Lot Width	40-50 ft.	N/A	N/A	50 ft.-60 ft.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Min. Lot Depth	100 ft.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Min. Front Setback	15 ft.	25 ft.	25 ft.	25 ft.	15 ft.	25 ft.	25 ft.	N/A	N/A	N/A	50 ft.
Min. Side Setback	3 ft. from eave drop	5 ft.	10 ft.	15 ft.	15 ft.	N/A	10 ft.-12 ft.	N/A	N/A	N/A	N/A
Min. Rear Setback	5 ft.	17.5 ft.	15 ft.	N/A	10 ft.	10 ft.	25 ft.	N/A	N/A	N/A	N/A
Max. Lot Coverage	40%	N/A	50%	N/A	50%	N/A	N/A	N/A	N/A	N/A	50%
Min. Square Footage of Structure (sq. ft.)	860	N/A	N/A	N/A	3,000	N/A	N/A	N/A	N/A	N/A	N/A
Height Maximums	N/A	N/A	N/A	N/A	35 ft. (2.5 stories)	60 ft. (5 stories)	35 ft. (3 stories)	N/A	N/A	N/A	20 ft.
Parking Spaces Required per lot/unit	2	2	N/A	N/A	2.5	1.5-2.5	2	N/A	N/A	1	1 per 400 sq. ft. of building, plus 2 spaces for employees
Rear and Side Utility Easement	15 ft.-20 ft.	N/A	N/A	N/A	N/A	Required	Required	N/A	N/A	N/A	N/A
Min. Commercial – Residential Buffer	N/A	6 ft. Perim. Fence, within 300 feet of residential or major road	N/A	N/A	N/A	N/A	Cannot be constructed within 300 ft. of single-family residential dwellings	N/A	N/A	Required landscape and / or berm buffering, or 6 ft. fence	Cannot be constructed within 500 ft. of single-family residential dwellings, Requires a minimum 8 ft. tall perimiter fence
Min. Sidewalk Width	N/A	3 ft.	N/A	N/A	N/A	N/A	5 ft.	N/A	N/A	N/A	4 ft. required along street frontages
City Water and Sewer Connection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

About Land Use and Zoning

Land use designations refer to the existing use or type of structure that exists on a property. Example land uses include residential, industrial, and commercial designations. Currently, a Future Land Use (FLU) Plan is legally enforceable, but provides guidance for planners to indicate where those types of uses are desired within a community for future development. Municipalities use zoning regulations and restrictions to control and direct property development. Zoning districts, when established, categorize and regulate land uses into more specific types allowed by law for each property. If the future land use map lists residential, the zoning district is more specific and clarifies the types of residential land uses allowed, such as single-family, multi-family, and mixed-use. In addition, zoning regulates the size and height of buildings, number of rooms per square feet and parking spaces, building type and placement, minimum lot sizes, setbacks, and the distance requirement between land uses for each property citywide. The City of Alvin currently does not have zoning districts.

Land Use and Zoning in Alvin

Currently Alvin regulates development through land use and not through zoning. Alvin does not have any zoning districts, zoning laws, or zoning enforcements. Pertaining to the Subdivision and Design Criteria Manual, there is no mention of townhomes or condominiums within the Planned Unit Developments (PUD) section. In additon the PUD section only mentions duplex residential structures within the replatting section of the PUD standards. If different housing typologies, other than single family residential homes, are desired to be constructed with PUD this may make it difficult, discourage the addition of housng types, or require variances for developers.

Utilities

Open ditch roadside drainage is allowed for new subdivisions if the lots are one-acre or more, a minimum lot width of 80-feet, and the right-of-way containing the open ditch drainage is at least 70-feet wide. Run Off Ratio calculations are required for all development and must comply with the standards and calculations set forth within Section 5, Storm Drainage Design Requirements. Water and wastewater line upgrades and replacement, in order to service and accommodate new development, is contingent on the Utilities Master Plan. If a waterline dictated in the Utilities Master Plan requires a larger size to accommodate development the City will pay the difference in cost between the Utilities Master Plan pipe size and the required pipe size for the development. In Addition, developers are required to install and construct all required drainage improvements as set forth in the Utilities Master Plan, Section 2 (Wastewater Collection System Design Requirements) and Section 3 (of the Subdivision and Design Criteria Manual). Easements for utilities within all subdivisions and resubdivisions are required and must meet a minimum 15-feet width of easement between two properties. A stormwater easement or drainage right-of-way is required when a waterway, channel, or stream traverses a subdivision. Width standards are not provided and may be determined based on exiting waterflow and waterway dimensions.

Traffic Controls and Streets

The Alvin Subdivision and Design Criteria Manual utilizes the Texas Manual on Uniform Traffic Control Devices as a shared standard for traffic control devices, such as traffic lights, signage, stop signs, signalization, and roadway markings. Street lighting is required along all constructed or reconstructed thoroughfares at no more than a 300-foot spacing distance. In addition, a developer is required to upgrade roadways, curb, and gutter facilities directly adjacent to the development only on the associated side of the street.

THOROUGHFARE STANDARDS

As described and depicted in the 2016 Alvin Master Thoroughfare Plan (amended in 2023) and the Subdivision and Design Criteria Manual, Alvin has multiple thoroughfare classifications and design standards for roadways. The Thoroughfare Plan includes typical street cross sections of each thoroughfare classification, noting typical right-of-way widths and facilities therein. All newly constructed or reconstructed thoroughfares are required to include six-foot wide sidewalks and grass buffers. The required number of lanes, lane widths, and other dimensions vary and are detailed in the table below.

Table, *Thoroughfare Standards*

	Major Arterial	Minor Arterial	Major Collector	Minor Collector with Center Lane	Minor Collector with On-Street Parking	Local
Right-of-Way Width	180 ft.	120 ft.	100 ft.	80 ft.	80 ft.	60 ft.
Roadway Pavement Width	82 ft.-95 ft.	60 ft.-80 ft.	60	40 ft.	40 ft.	28 ft.
Number of Lanes	6	4	4	2	2	N/A
Lane Width	12 ft.-16 ft.	14 ft.-16 ft.	11 ft.-13 ft.	14 ft.	12 ft.	N/A
Median Width	28 ft.	20 ft.	N/A	N/A	N/A	N/A
Center Turn Lane Width	N/A	N/A	12 ft.	12 ft.	N/A	N/A
Sidewalk Width	6 ft.	6 ft.	6 ft.	6 ft.	6 ft.	4 ft.
On Street Parking Width	N/A	N/A	N/A	N/A	8 ft.	N/A
Right-Of-Way Buffer	4 ft.	4 ft.	4 ft.	4 ft.	4 ft.	2 ft.
Sidewalk to Curb Buffer (with curb)	21 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Curb, Gutter, and Drainage	Yes	Yes	Yes	Yes	Yes	Yes
Street Trees	Yes	Yes	Yes	Yes	Yes	Yes
Street Lighting	Yes	Yes	Yes	Yes	Yes	Yes

MULTI-MODAL TRANSPORTATION STANDARDS

Multi-modal transportation refers to any form of transportation that is not conducted by a personal vehicle. Multi-modal Transportation can include public transportation, taxis, walking, bicycling, roller blading, golf carting, skateboarding, and scootering. Many municipalities include multi-modal transportation regulations to ensure user safety as multiple user types and user speeds interact. Below is a bullet pointed list of what the Alvin Code of Ordinances includes and does not include regarding multi-modal forms of transportation.

Sidewalks

- Sidewalks at least 5-feet wide, are required along the street frontage perimeter for all new development / redevelopment
- Sidewalks are required along all roadways in Planned Unit Developments (PUD)
- Curb cut ramps, that are Americans with Disabilities Act (ADA) compliant are required where sidewalks cross a thoroughfare

Bicycles and Bicycle Lanes

- Within Chapter 24, Traffic, "bicycles" are considered "vehicles."
- Bicycles can be driven on both sidewalks and streets, according to Ordinance Number 22-BB Amendment.
- Bicycle lanes are not mentioned within the Code. Dimensional standards and striping standards are not set. Safety, enforcement, and blocking of bicycle lanes is not mentioned.

Electric Bikes (E-bikes)

- Electric bicycles are not mentioned with the Code. E-bike regulations can be helpful to ensuring safety for roadway and sidewalk users, due to e-bikes ability to obtain higher speeds than typical bicycles.

Scooters

- Scooters are not mentioned within the Code. See the E-scooter section below.

Electric Scooters (E-scooters)

- Electric scooters are not explicitly mentioned within the Code, but may be categorized under "motorcycle, motor scooter, motor vehicle, motorcycle, go-cart, or similar motor-driven vehicle" as described within Chapter 16 ½, Parks and Recreation, Article 2. The operation of electric scooters outside of park property, on sidewalks, or on roadways is not mentioned.

Motorcycles / Go-carts

- Motorcycles and go-carts are not allowed on trails, in parks, on sidewalks, or on other pedestrian traffic ways. The operation of go-carts outside of park property, on sidewalks, or on roadways is not mentioned.

Golf Carts

- Golf Carts may only be used on streets carrying vehicular traffic with a posted speed limit of 35 miles per hour or less. Golf carts are not allowed on trails, sidewalks, or other pedestrian traffic ways. Parking, permitting, and the operation of golf carts is detailed under Chapter 24, Traffic, Article Four, Golf Carts.

Rollerblades / Skateboards

- Rollerblades and skateboards are not mentioned within Alvin's Code of Ordinances, beyond the restriction of a golf cart to pull or tow a skateboard.

Drones

- Drones used for recreational aviation purposes, and commercial delivery or surveying purposes, are not mentioned or regulated within Alvin's Code of Ordinances

Trails and Recreational Paths

- Trails / Recreational Paths / Recreational Trails are not mentioned within the Code of Ordinances, beyond the mention of a trail system meeting the requirement for seven percent Parkland Dedication and require depiction on submittal Plans. The 2016 Parks and Recreation Master Plan Appendix E, *Park Standards Manual*, notes that recreational trails should be at minimum 10-feet wide.

Electric Vehicle Charging

- The Code does not mention electric vehicle charging regulations, facilities, or standards for private or commercial charging facilities.

MISCELLANEOUS STANDARDS

Public facilities and Space Requirements

- The Parkland Dedication Ordinance (PDO) [Chapter 21, Article 7] requires that all new PUD and residential subdivisions dedicate seven percent of the developed land for public common space and parkland. The PDO includes standards for what constitutes parklands and public spaces, as well as what amenities are required to be included to meet the required standards.
- Developers may also opt for cash in lieu of land to decrease or eliminate the seven percent parkland requirement.
- All retail, commercial, and industrial structure are required to provide a loading and drop off location space on a private drive.

Screening and Buffering Standards

- Screening and buffering is required for all heavy or light industrial uses and warehousing uses along the perimeter of the property if it is within 300 feet of a residential property or within 300 feet of a thoroughfare. This may include a landscaped berm and/or a minimum 6-foot-tall fence.
- Trash enclosures, for dumpsters and waste receptacles, must be screened with a fence or masonry from public view. This is often not enforced and/or compliance issues have been observed where dumpsters are within view and proximity to the public right-of-way.
- Natural gas, oil, and gasoline storage tank facilities must be located at least 200 feet from residential building or at least 250 feet from any public institutional building.

Safety and Environmental Standards

- Smoking (cigarettes, e-cigarettes, nicotine products) is not allowed in a public building or facility. According to Chapter 34, Public Storage Facilities / Mini-Warehouses, it is unlawful to store flammable materials (including gas, liquids, explosives, insect sprays, fireworks, ammunition, etc.) in storage facilities.
- Dumping of contaminants, feed, stock pen fill, sewage, septic tank sludge, and trash is illegal, unless a drain field, absorption bed, and other required mitigating factors are taken.
- Hauling of waste and waste discharge is detailed under Chapter 25, Article 8, and requires a City approved permit. All buildings must be constructed one foot above base flood elevation to prevent flooding impacts.
- No structure or construct may take place within the designated Floodway, unless otherwise proven to not impact future flooding.
- Along all thoroughfares, outside of PUD, one canopy tree is required in the streetscape buffer for each 50 feet of adjacent lot width.
- A tree replacement fund is established under Article 9, Section 15-115, which states that monies acquired can be utilized for public landscaping streetscape enhancements and plantings. In addition, any public tree cannot be damages or removed without a tree destruction permit. Any construction or storage activities within or effecting the dripline of a tree may be subject to penalties and fees. Larger trees are required to be replaced with five trees as long as the circumference total of replacement trees equals the circumference of the tree removed.

Quality of Life Standards

- Mobile Food Units, such as food trucks and food stalls, are allowed contingent on a Property Agreement Letter from the property owner and cannot be set up within 25 feet of a roadway or public right of way. The code does not state a required property land use type for Mobile Food Units.
- It is unlawful for grass or weeds on private property to exceed nine-inches in height.
- Street trees, within the public right-of-way sidewalk buffer, are required at a 50 ft. maximum distances for abutting commercial properties, and at a minimum 30 ft. distance for abutting residential properties. Parking lots require tree plantings (landscape islands and diamond islands) at at-least two trees per 15 parking spaces.
- The City does not have a Complete Streets Ordinance, Pedestrian First Policy, or other designated provisions for pedestrian and cyclist safety.

2024 CITY STRATEGIC PLAN SUMMARY

CONTEXT

The 2024 City Strategic Plan was developed by the City of Alvin as a guiding document created during city brainstorming sessions. The document helps to determine the direction of city services, staffing, and community focus projects. The end results identifies a series of focus topics, ideas, and strategies to increase the efficiency of city operations.

Community Vision:

*"Alvin in a city where **A**ccessibility, **L**ivability, **V**ision, **I**ntegrity, and **N**eighborliness converge to create a tapestry of opportunity and belonging for all who call Alvin home."*

Total of 5 components highlight the City's community enhancement priorities:

- *Governance*
- *Organizational Excellence*
- *Economic Development*
- *Community Appeal and Image*
- *Infrastructure, Mobility and Transportation*

ENHANCEMENT PRIORITIES

1. Community Appeal and Image

Downtown Revitalization: Focus on creating a more walkable, vibrant, and attractive downtown area, with infill development and preservation of historic buildings. Enhancing the downtown core will draw regional visitors and create a sense of place for residents.

Cultural and Family-Oriented Amenities: The City will invest in family-friendly activities, parks, and recreational areas to strengthen community ties and foster local pride. This will also involve supporting cultural initiatives and events that highlight the City's unique history and identity.

Historic Preservation: Preserving older buildings and incorporating local history into street names and public spaces is key to maintaining Alvin's character and heritage, as the city grows.

Communications Strategy: Establish full-time communications staff to tell Alvin's story, combat misinformation, and improve the image of the city.

Beautification Initiatives: Coordinate with TxDOT to develop and implement programs for entryway signage, corridor improvements, and highway aesthetics. Implement community clean-up events and public art programs for enhancing traffic control infrastructure.

Code and Ordinance Updates: Update, review, and enforce code compliance. Consider adopting additional land use or zoning regulations, and educate the public on the importance of beautification and quality of life regulations.

Improving Perception: Combat Alvin's negative stigma through public information campaigns. Engage property owners, and pursue beautification grants.

2. Economic Development

Business Retention and Attraction: The city aims to retain long-standing businesses and attract new ones by offering tax incentives and removing barriers to entry. This is essential for sustaining economic growth and preventing "leakage" of consumer spending to neighboring cities.

Medical and Retail Expansion: With population growth, Alvin sees opportunities in the expansion of medical services (e.g., Memorial Hermann E.R.) and the development of higher-end retail stores (such as a higher-end grocery franchise, like H.E.B.)

Development Standards: Review and improve permitting processes and ordinances to enhance development standards and consider the potential implementation of zoning regulations.

Citywide Development and Redevelopment: Encourage development while preserving Alvin's historic character, including exploring options like a permitting coordinator and voter approval for liquor sales.

Business Recruitment and Retention: Strengthen programs to attract and retain businesses, including hiring economic development staff and exploring the creation of quasi-governmental Economic Development Corporation (EDC).

Grant Funding: Hire a grant writer to help secure additional funding for city initiatives.

Community Education and Incentives: Develop educational programs on city development standards and create incentive programs to attract targeted businesses, particularly those offering "career" opportunities.

3. Organizational Excellence

Improved Services: The City aims to deliver high-quality municipal services to meet the needs of a growing population. This includes upgrading municipal infrastructure, ensuring responsive public safety services, and improving customer service in departments like Permitting and City Administration.

Transparency and Accountability: To maintain trust, the City will emphasize transparency in decision-making processes and be accountable to the community for the outcomes of the Strategic Plan. This includes clear communication about city initiatives and regular updates on progress.

Staff Training and Development: To ensure effective service delivery, Alvin plans to invest in its workforce by providing ongoing training and development opportunities for city staff.

Customer Service Improvement: Enhance customer service by focusing on code enforcement and building officials, fostering a culture of hospitality, and eliminating the "no" mentality.

Staff Development: Implement a continuing education program for all employees and explore the feasibility of a call center to improve service continuity.

Staffing Priorities: Establish staff expansion priorities by assessing immediate and long-term needs for all departments. Employee Retention and Recruitment: Emphasize recruitment and retention strategies, review compensation and benefits for competitiveness, and update Human Resources policies and processes.

Financial Reporting: Improve financial transparency by issuing monthly reports within 15 days of the month's end and pursuing excellence in financial reporting awards.

4. Infrastructure, Mobility, and Transportation

Utility Upgrades: Alvin's outdated utility systems (water, wastewater, etc.) need significant improvements to sustain long-term population growth and development. Infrastructure investments will focus on modernizing these systems to prevent service disruptions.

Road Improvements: Alvin's thoroughfares are a growing concern due to deteriorating pavement conditions and increasing congestion on major routes like Highway 6. The Plan calls for street quality improvements and congestion management to accommodate future traffic growth.

Sidewalks and ADA Compliance: Improving sidewalk conditions and ensuring ADA compliance are important elements to increase mobility, particularly for those with disabilities, and to create a more pedestrian-friendly environment.

Public Transportation: Recognizing the current lack of public transportation, the Plan proposes exploring mobility solutions such as bus services or other transit options to reduce dependence on personal vehicles, improve accessibility, and ease congestion.

Facilities Master Plan: Develop a Comprehensive Plan for city facilities, prioritize needs, and explore consolidating city services in one area while reinvesting in existing structures.

City Hall Revitalization: Decide whether to renovate or rebuild the current City Hall or construct a new one in a different location, and secure an architect for the project.

Permitting and Development Services: Improve permitting processes and software to streamline submissions and approvals, enhancing efficiency in development services.

Mobility and Transportation: Seek funding for street maintenance, expand road repair programs, advocate for state highway improvements, and explore public transportation options.

5. Governance

Governance in Alvin's 2024 Strategic Plan focuses on creating a forward-thinking, collaborative, and effective leadership environment;

Community Engagement: The Plan emphasizes the need for greater community involvement in decision-making processes, ensuring that residents' voices are heard and integrated into the city's long-term vision.

Forward-Thinking Leadership: Alvin's leadership will be encouraged to embrace progressive policies that address future needs and challenges, rather than only reacting to current issues. This involves setting a clear vision for growth and sustainability while balancing the needs of new and long-term residents.

Equitable Resource Distribution: As western Alvin continues to grow, there is concern that resources might become disproportionately allocated. The City's governance strategy calls for equitable distribution of resources and services across all neighborhoods to avoid creating divisions between eastern and western Alvin.

Decision-Making Framework: Alvin's governance will focus on making data-driven decisions based on community needs assessments, ensuring that policies and projects are aligned with both short-term needs and long-term goals.

AGENDA COMMENTARY

Meeting Date: 11/20/2025

Department: City Secretary

Contact: Dixie Roberts, Asst. City Manager/City Secretary

Agenda Item: Consider Resolution 25-R-28, casting votes for the Board of Directors of the Brazoria County Appraisal District.

Type of Item: Resolution

Summary: This Resolution is to cast votes for candidates to serve on the Board of Directors of the Brazoria County Appraisal District. This board of directors is an authoritative body of individuals that govern our local appraisal district and serves as part of the local property tax system equation of checks and balances. The board of directors hires the chief appraiser, and approves the annual budget.

The directors have no authority to set values or appraisal methods. The chief appraiser is appointed by and serves at the pleasure of the appraisal district board of directors. It is the responsibility of the chief appraiser to carry out the appraisal district's legal duties, hire staff, administer the annual appraisal process, and operate the appraisal office.

Every other year, each governing body within Brazoria County is allotted a certain number of votes to cast for the nominated candidates on the ballot. The City of Alvin is allotted 32 votes. City Council may cast all 32 votes for one candidate or distribute the votes among any number of the nominated candidates. Each governing body must vote by written resolution and submitted to the Chief Appraiser before December 15, 2025.

Candidates: Nina Harrison, Eric Hayes, Wayman Hutchings, Chelsey Lay, Marinell Music, Gail Robinson, Susan Spoor, and Michelle Wetzel.

Current Board:

Chairperson	Tommy King	Appointed
Vice-Chairperson	Susan Spoor	Appointed
Secretary	George Sandars	Appointed
Tax Assessor-Collector	Kristin Bulanek	Tax A/C BC Tax Office
Member	Gail Robinson	Appointed
Member	Patrick O'Day	Appointed
Member	Robert York-Westbrook	Elected
Member	John Luquette	Elected

Member	Elizabeth Day	Elected

Staff reached out to the Brazoria County Appraisal District for biographies of the applicants. Included in your packet are responses received from Susan Spoor and Gail Robinson.

Funding Expected: Revenue _ Expenditure _ N/A X **Budgeted Item:** Yes __ No _ N/A X

Funding Acount: ___ **Amount:** ____ **1295 Form Required?** Yes __ No X

Legal Review Required: N/A __ Required X **Date Completed:** 11/13/2025 SLH

Finance Review Required: N/A X Required __ **Date Completed:** _____

Supporting documents attached:

1. Res 25-R-28; Casting BCAD Votes
2. BCAD Letter with Ballot
3. BCAD Board Directors Responsibilities
4. Gail Robinson
5. Susan Spoor

Recommendation: Move to approve Resolution 25-R-28, casting _____ (# votes) for _____ (person[s]) to serve on the Board of Directors of the Brazoria County Appraisal District Board.

Reviewed by Department Head, if applicable: _ Reviewed by Chief Financial Officer, if applicable: _

Reviewed by City Attorney, if applicable: X Reviewed by City Manager, if applicable: X

RESOLUTION 25-R-28

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS, CASTING VOTES FOR CANDIDATES FOR THE BOARD OF DIRECTORS OF THE BRAZORIA COUNTY APPRAISAL DISTRICT.

WHEREAS, the official ballot containing the names of the duly nominated candidates for the Board of Directors of the Brazoria County Appraisal District has been received from the Chief Appraiser of the Brazoria County Appraisal District; and

WHEREAS, the City Council may cast all of its votes for one candidate or distribute the votes among any number of candidates; and

WHEREAS, the City Council of the City of Alvin, Texas, must provide official notification to the Brazoria County Appraisal District of both the distribution of its votes and the total number of votes cast.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS:

Section 1. That the City Council hereby casts a total of 32 votes to be allocated as follows:

Nominations/Candidates	**Vote(s) Cast**
1. Nina Harrison	1.
2. Eric Hayes	2.
3. Wayman Hutchings	3.
4. Chelsey Lay	4.
5. Marinell Music	5.
6. Gail Robinson	6.
7. Susan Spoor	7.
8. Michelle Wetzel	8.

Section 2. That the official Ballot of the Brazoria County Appraisal District Board of Directors Election 2025-2026, a copy of which is attached as Exhibit "A," shall be completed in accordance with the action taken by the City Council.

Section 3. That the Official Ballot shall be returned to the Brazoria County Appraisal District before December 15, 2025.

PASSED AND APPROVED on this the 20th day of November 2025.

CITY OF ALVIN, TEXAS **ATTEST**

By: _____ By: _____
Gabe Adame, Mayor Dixie Roberts, City Secretary

BRAZORIA COUNTY APPRAISAL DISTRICT

MEMBERS OF THE BOARD
Kristin Bulanek
Elizabeth Day
Tommy King
John Luquette
Patrick O'Day
Gail Robinson
George Sandars
Susan Spoor
Robert York-Westbrook

Rec'd 10/27/25

CHIEF APPRAISER
Marcel Pierel III
500 N. Chenango
Angleton, Texas 77515
979-849-7792
Fax 979-849-7984

October 23, 2025

Honorable Gabe Adame
Mayor of Alvin
216 W. Sealy
Alvin, TX 77511

Dear Honorable Gabe Adame,

Thirty-four voting taxing units were entitled to submit by written resolution, nominations to appoint two members to the board of directors of the Brazoria County Appraisal District for a four-year term beginning January 1, 2026. **Attached is the official ballot with the nominations we received.**

CITY OF ALVIN IS ENTITLED TO CAST **32** VOTE(S).

Each voting unit must vote by **Written Resolution** and submit it to the chief appraiser before **December 15, 2025**. The governing body of the taxing unit may cast all its votes for one candidate or distribute the votes among the candidates. Your total number of votes should not be greater than your allotted number.

Votes must be cast for a person, or persons nominated and named on the ballot. There is no provision for write-in candidates. The chief appraiser may not count votes cast for someone not listed on the official ballot.

Please complete the ballot and submit it to Marcel Pierel III, Chief Appraiser, by mail to 500 North Chenango, Angleton, Texas 77515, email mpierel@brazoriacad.org or fax to 979-849-7984 with a Written Resolution before December 15, 2025. If you have any questions about the format of your resolution or any other matter, give me a call immediately.

It is important that your **Ballot and Resolution** be submitted to the chief appraiser before **December 15, 2025**, so that we may count the votes, declare the winners, and notify all taxing units and candidates of the results.

Sincerely,

Marcel Pierel III
Chief Appraiser

MP/td
Enclosure

BRAZORIA COUNTY APPRAISAL DISTRICT
BOARD OF DIRECTORS ELECTION 2025

OFFICIAL BALLOT

NOMINATIONS/CANDIDATES	VOTE(S) CAST
1. Nina Harrison	1. _____
2. Eric Hayes	2. _____
3. Wayman Hutchings	3. _____
4. Chelsey Lay	4. _____
5. Marinell Music	5. _____
6. Gail Robinson	6. _____
7. Susan Spoor	7. _____
8. Michelle Wetzel	8. _____

PLEASE ATTACH YOUR RESOLUTION TO THIS FORM

SUBMITTED BY: _____

VOTES ENTITLED TO: _____

VOTES CAST: _____

The following is a nonexclusive list of the primary responsibilities of the board of directors under the Property Tax Code:

- Establish the CAD's appraisal office;
- Hire a chief appraiser;
- Adopt the CAD's annual operating budget before Sept. 15 after fulfilling notice requirements and holding a public hearing;
- Select a chairman and a secretary from among ARB members;
- Notify taxing units of any vacancy on the board and elect by majority vote of members one of the submitted nominees;
- Elect from members a chair and secretary at the first meeting of the calendar year;
- Have board meetings at least once each calendar quarter;
- Develop and implement policies regarding reasonable access to the board;
- Prepare information describing the board's functions and complaint procedures; the information must be made available to the public and the appropriate taxing units;
- Notify those party to a complaint filed with the board of the status of the complaint unless otherwise provided;
- Appoint a taxpayer liaison officer (in counties having a population of over 125,000);
- Biennially develop a written plan for the periodic reappraisal of all property in the CAD's boundaries, hold a public hearing with the required notice, approve a plan by Sept. 15 of each even-numbered year, and distribute copies to participating taxing units and to the Comptroller as required;
- Make an agreement with newly formed taxing unit's governing body on an estimated budget allocation for the new taxing unit;
- Have prepared an annual financial audit conducted by an independent certified public accountant and deliver a copy of the audit to each voting taxing unit and made available for inspection at the CAD office;
- Designate the CAD depository at least once every two years;
- Receive taxing units'resolutions disapproving board actions;

- Adhere to requirements regarding purchasing and contracting under Local Government Code Chapter 252;
- Provide advice and consent to the chief appraiser concerning the appointment of an agricultural appraisal advisory board and determine the number of members on that advisory board;
- Adhere to laws concerning the preservation, microfilming, destruction or other disposition of records

Name: Gail Robinson
Title: REALTOR at Coldwell Banker Ultimate, Lake Jackson, Texas
Board Membership: Member, Board of Directors, Brazoria Central Appraisal District

Professional Profile:
Gail Robinson brings nearly two decades of full-time real estate experience serving Brazoria County and the surrounding region. Based in Lake Jackson, she has built a distinguished career with Coldwell Banker Ultimate, providing dedicated service to home buyers, sellers, and investors.
Her local roots run deep—Gail has lived and worked in the Lake Jackson area for over 35 years, giving her a first-hand understanding of market trends, neighborhood dynamics, and the evolving needs of homeowners in the county.

Why Gail Is a Valuable Board Member:

- **Local Market Insight:** Gail's extensive real-estate background equips her with up-to-date knowledge of property values, transaction trends, and community housing shifts—essential for the Appraisal District's mission of fair and equitable property valuations.
- **Stakeholder Engagement:** Her frontline experience with buyers and sellers positions her to effectively translate taxpayer concerns into actionable perspective for the Board.
- **Commitment to Community Service:** Having built her career on service and integrity, Gail brings the professionalism and ethic that align with the Appraisal District's standards.

Contact:
Office: 106 N. Parking Place, Lake Jackson, TX 77566
Phone: (979) 297-1226

Board Member Bio – Susan Spoor

Brazoria Central Appraisal District – Board of Directors

Profile
Susan Spoor is a voting member of the Brazoria Central Appraisal District Board of Directors. A lifelong resident of Brazoria County, she brings decades of community service, business experience, and property-tax system familiarity to her role.

Qualifications & Background
Mrs. Spoor meets all statutory qualifications to serve on the Board of Directors, including:

- Resident of Brazoria County
- Registered voter
- Person of strong character and public service

She previously served **three two-year terms on the Appraisal Review Board**, giving her meaningful insight into the protest and appeals process before joining the Board of Directors.

Susan has been deeply involved in the community, including many years with the Brazoria County Fair Association where she served as treasurer. She has also managed bookkeeping for her family farming business, strengthening her understanding of local industry and the agricultural community.

Role & Responsibilities
During her service on the Board of Directors, Mrs. Spoor has helped support the administrative and policy-related duties of the Appraisal District, which include:

- Establishing and maintaining the Appraisal District office
- Hiring and evaluating the Chief Appraiser
- Approving the annual budget (due by September 15)
- Appointing a Taxpayer Liaison Officer
- Appointing members of the Appraisal Review Board

Clarification of Authority
The Board of Directors **does not**:

- Set property values
- Determine appraisal methods

Appraised values and methodology are governed by Texas law and overseen by the State Comptroller.

Commitment to Excellence
The Texas Comptroller's Office regularly reviews appraisal districts on governance, taxpayer assistance, operating procedures, and appraisal standards. During Mrs. Spoor's tenure, Brazoria Central Appraisal District has consistently received top marks in these areas, reflecting strong leadership and operational compliance.