



ANGLETON COMPREHENSIVE PLAN UPDATE

City of Angleton, Texas

Heart of Brazoria County
ANGLETON



*Where the
Heart is!*



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Chapter 1 Introduction

The City of Angleton is located thirty miles south of Houston on State Highway 288 and enjoys the amenities of a large city, while still retaining the “small town” charm and allure of days gone by. In addition, residents of the city have access to the nearby town of Lake Jackson and the warm waters of the Gulf of Mexico.

The City is rich in history, as Brazoria County was the heart of Stephen F. Austin’s colony back when Texas was just beginning. Brazoria County was the birthplace of Texas as an independent nation when the first 300 of Austin’s settlers arrived in the area back in 1821. Because the county is home to many of the events that occurred during the Texas Revolution, a sense of history remains the foundation for Angleton.

In 1896, Angleton was named the home to the county seat of Brazoria County and still retains that honor to this day. The city was originally a trading center for agriculture, but has since evolved to follow the industrial trends of Brazoria County. Because of its role in Texas history, charm and location, the City of Angleton truly is at the heart of it all!

The Angleton Comprehensive Plan

The Comprehensive Plan for the City of Angleton is an official public document that will serve as a blueprint for future development in the community. The plan will be a tool, utilized by the community,

to guide future growth in an appropriate and desired manner and improve the quality of life of local residents. The plan will serve as a basis for policy decisions relating to the physical growth and economic development of Angleton. In addition to providing a vision, goals and objectives to work toward over the next 20 years, the plan assesses the opportunities and challenges facing the City, identifies important policies and strategies, and establishes priorities for an aggressive implementation program that emphasizes specific actions and practical results.

The City of Angleton’s Planning History

Planning in the City of Angleton dates back to the early 1970’s and started a tradition that continues to this day. The City’s first Comprehensive Plan, adopted on January 1, 1971, produced five main elements: (1) Major Thoroughfare Plan, (2) Parking and Thoroughfare Design Standards, (3) Central Business District, Civic Center, and Public Building Plans, (4) Water, Drainage and Sanitary Sewer Plans, and (5) School and Park Plans. The 1971 Comprehensive Plan was intended to guide the City of Angleton to 1993 and set forth a framework to direct growth and development in the community.

Construction of an offshore terminal (Superport) at Freeport, the completion of the Brazosport Expressway (State Highway 288) and the Federal Flood Insurance Program were anticipated to



have profound effects on the City of Angleton in the mid 1970's. In response to the changes occurring in and around the Angleton community, a Land Use and Housing Report updated the City's Comprehensive Plan of 1971.

From the early 1990's through present the City has been involved with both a Comprehensive Master Plan and a Parks and Open Space Plan. As with previous comprehensive plans, the 1991 Comprehensive Master Plan was to be a long term framework for the City – in this case until 2010. However, this plan focused actions on the first 10 years and the remaining 10 year horizon was conceptual in nature. The Parks plan, evaluated the community's needs for parks and recreation activities in the City. The City produced inventories of existing facilities and recommendations for improvements were made. Other surveys were conducted in order to gain citizen input on the future of parks and recreation activities in the City of Angleton.

City officials, business owners and citizens of Angleton recognized early on the importance of visualizing the future of the community and formulating a plan to achieve that vision. The Comprehensive Plan of 2003 represents the City of Angleton's continued commitment to the community and its citizens by establishing a vision for roughly the next two decades.

This Comprehensive Plan is designed to acquaint the reader with the City by highlighting existing conditions and characteristics while identifying the area's goals, expectations and priorities as well as specific action plans for achieving these goals. The plan addresses the

physical aspects of planning such as land use and development; transportation facilities and improvements, and housing and neighborhoods. In addition, it addresses long-term policies that will guide shorter term decisions regarding development review and approval, budgeting and fiscal management, and capital improvements programming. The Comprehensive Plan also sets the stage for more focused planning efforts, providing long-term perspective and highlighting how actions in one area can have implications in other areas, such as development patterns, adequate public facilities and preservation of area heritage.

Comprehensive Planning Authority

While cities in Texas are not required to maintain long-range development plans as in some other states, the Texas Legislature provided the following guidance to cities through Chapter 213 of the Texas Local Government Code related to Municipal Comprehensive Plans:

The powers granted under this chapter are for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare.

State statutes enabling long-range urban planning by Texas cities also leave it up to these municipalities to determine what topics will be covered in their plans. Chapter 213 advises that a comprehensive plan may:

1. *include but is not limited to provisions on land use,*



- transportation, and public facilities;*
2. *consist of a single plan or a coordinated set of plans organized by subject and geographic area; and,*
3. *be used to coordinate and guide the establishment of development regulations.*

Why Should Angleton Plan?

Local planning allows the City of Angleton to have control over its destiny rather than simply reacting to change. Planning enables the City to proactively manage future growth and development as opposed to responding to development proposals on a case-by-case basis without adequate and necessary consideration of community-wide issues. With more conservative growth occurring in Angleton and with ample vacant land, the City has an opportunity to take a proactive approach in determining the extent and type of development to occur in their community and to integrate local qualities and values into new development.

The process required to create and maintain the Angleton Comprehensive Plan may be more valuable to the community than the plan itself since the plan is ultimately only a snapshot in time. The planning process involves major community decisions about where and how much growth will occur, the nature of future growth, and whether the community can afford to provide the necessary public services and facilities to support this growth. This leads to pivotal discussions about what is "best" for the community and how everything from taxes to "quality of life" will be affected.

The Angleton Comprehensive Plan provides an opportunity for elected and appointed officials to step back from pressing, day-to-day issues and clarify their ideas on the kind of community they are trying to create. The plan development process provides a chance to look broadly at programs for neighborhoods, housing, economic development and provision of public infrastructure and how these concerns may relate to one another. The Angleton Comprehensive Plan represents a "big picture" of the City, one that can be related to the trends and interests of the broader region as well as the State of Texas.

Local planning is often the most direct and efficient way to involve members of the general public in describing the type of community they desire. The process of plan preparation provides a rare opportunity for two-way communication between citizens and local government officials as to their vision of the community and the details of how that vision is to be achieved. The plan results in a series of goals and policies that, ideally, will guide the City in administering development regulations; in determining the location, financing, and sequencing of public improvements; and, in overseeing reinvestment and redevelopment efforts. The plan also provides a means of coordinating the actions of many different departments and divisions within the City.

Reasons for planning in Angleton include:

- ♦ To ensure adequate facilities to meet the demands of future growth and development;



- ◆ To develop an efficient and effective growth pattern that reflects the values and desires of the community;
- ◆ To ensure the long-term conservation and protection of the visual image and appearance of the community;
- ◆ To ensure appropriate development along key corridors including SH 288 and FM 523;
- ◆ To maintain the community's local heritage and culture;
- ◆ To preserve and integrate natural amenities into community planning;
- ◆ To involve local citizens in the decision-making process and reach consensus on the future vision of Angleton and on how and where to develop; and,
- ◆ To develop an annual work program and prioritize improvements.

Intended Use of the Angleton Plan

The Angleton Plan belongs to the community and its citizens who generously offered their time and talents to create it. The ability to implement the plan is directly related to the amount of citizen participation and the sense of ownership derived from the process. The plan contains many components and serves numerous functions such as providing information, identifying existing conditions and characteristics, and establishing local governmental policies and strategies. By its nature, the plan is intended to serve all interests of the community and thus offers the following benefits:

- ◆ It states the intentions of City government regarding the area's physical development and infrastructure investment, which

creates a level of certainty for landowners and developers.

- ◆ It establishes local policy and provides guidance for future growth and development, which can be utilized by City leaders in their decision-making.
- ◆ It identifies programs and initiatives in the form of specific action statements, which provide the basis for a coordinated work program among City departments.
- ◆ It identifies capital improvement needs and priorities, which can be utilized by City management in annual budgeting and capital programming.
- ◆ It indicates the type, scale and density of future development and coordinates improvements, which notifies citizens of the anticipated pattern of development and its influence on private property.
- ◆ It serves as a blueprint for the area's future economic and physical development, which is useful to other local, State and Federal agencies engaged in the provision of programs, services and facilities.

Development of the Angleton Comprehensive Plan

Citizen involvement is the cornerstone of the Angleton Comprehensive Plan. A successful plan is identified not just with the elected and appointed officials of the City who adopt it, but with the entire community and its residents who helped draft it and want to see it followed and maintained. Effective mechanisms for citizen involvement and debate were an essential part of the Angleton planning process. Through this community involvement, the plan incorporated the



community's values in terms of quality of life, character and scale of development, aesthetic appeal, and how new development should be integrated with the existing and future urban and rural fabric. Citizen participation in the planning study was accomplished through a variety of activities for community involvement and public information, including:

- ◆ The **Mayor and City Council** are the ultimate decision making body and were involved as major participants in the plan development process. Draft submittals were forwarded to City Council for their review. City staff provided City Council with briefings at regular intervals throughout the process.
- ◆ The **Angleton Planning and Zoning Commission** was involved as participants in the plan development process through their representatives on the Comprehensive Plan Advisory Committee (CPAC) as well as through regular briefings from City staff.
- ◆ Numerous meetings were held with a **Comprehensive Plan Advisory Committee (CPAC)**, made up of the Chamber of Commerce, Keep Angleton Beautiful, the Angleton Parks Board, ABLC, residents, and others who provided local insight and perspective into the plan development process by identifying the community's strengths and weaknesses, reviewing each plan element, and providing input and suggestions to ensure the plan reflected local values and the community's vision for the future.
- ◆ **Key Person Interviews** were conducted on July 1, 2003, with small groups that included members of the City Council and Planning and Zoning Commission, other key community figures such as business and industry leaders and major landowners and developers, and representatives of neighborhood and civic groups and community service organizations. The purpose of these small-group interviews was to solicit the direct input of local residents concerning common perceptions, issues, problems, opportunities, constraints, assets and challenges in the City. This input was invaluable toward understanding the underlying issues and needs of the community and, specifically, the values and priorities of those who know best – citizens.
- ◆ A citywide **Community Forum** was held on July 10, 2003, during the early stages of the planning process. The purpose of the forum was to inform citizens about the comprehensive planning process and to solicit their input on current issues, improvement needs and future priorities for implementation of the Comprehensive Plan Update.
- ◆ An **Open House** was conducted at the draft plan stage to share with the community the planning results and recommended plan prior to formal public hearings and official consideration. The Open House was intended to provide the public with an opportunity to comment on the draft plan as it moved forward from the Comprehensive Plan Advisory Committee.



- ♦ The final stage of the citizen participation process included formal **Public Hearings** prior to consideration of the recommended Comprehensive Plan by the Planning and Zoning Commission and City Council.

A Continuous Planning Process

The Angleton Comprehensive Plan is a principal part of the overall, ongoing planning process of the City. The plan will serve as the basis for decisions regarding long-range development of the community, including necessary guidance for the City's development ordinances, which are the primary tools to implement the plan.

The Angleton Comprehensive Plan should not be considered a static document but rather the result of a continuous process to gather and evaluate information and make informed decisions based upon constantly changing conditions. The plan is intended to be reviewed on a regular basis and updated as needed to maintain its applicability to current conditions and priorities of the City. At a minimum, the entire plan should be revisited every five years and revised as needed to ensure that it still reflects the true values and direction of the community. However, while the plan must be flexible to respond to changing needs, the community should remain steadfast in its vision and support for the core goals and objectives contained in the plan.

Essential Aspects of a Comprehensive Plan

The Angleton Comprehensive Plan is a definitive source of information regarding the existing and future conditions and

characteristics of the community. A thorough understanding of the community's past, present and future is needed to identify key issues and trends and formulate realistic goals, viable objectives, workable policies, and effective action plans. Ultimately the plan provides a solid foundation for making informed, sound and fiscally responsible decisions regarding the community's future growth and development and the adequate provision of facilities and services.

The plan is "comprehensive" in two ways: (1) geographically, since it considers the entire city and its surrounding growth areas, and (2) through the variety of issues and elements that are evaluated simultaneously to determine the best future course. For these same reasons, the plan is general since it cannot provide definitive answers in so many individual situations and with circumstances sure to change over time. Instead, the plan provides an overall policy framework to guide numerous public and private decisions.

Some elements of the plan are especially long-term and will become permanent factors in the ongoing development of the City, such as where roads and infrastructure will be extended, where various types of development will occur, and where property will be set aside in perpetuity as public lands.

The plan is optimistic and even inspirational—enough to challenge the community about its future. But it also provides clear direction through statements of action that indicate how to achieve the community's desired vision. The sign of an effective plan is when it is frequently cited at Planning and Zoning



Commission and City Council meetings and regularly consulted in the business and development communities. Angleton officials should expect and ensure that their plan is the "road map" for the City in the years ahead, providing practical guidance for every municipal function.

Finally, the Angleton Comprehensive Plan should not be confused with zoning. Zoning is a legal mechanism that can be enacted by the City that classifies land for specified uses, whereas the Comprehensive Plan is a more general guide for future growth and development. Zoning is a way for the City to influence and direct the community's development consistent with the desired urban form described by the Comprehensive Plan. The City's zoning ordinance is one tool used to implement the vision, goals, objectives and actions of the Comprehensive Plan.

Organization of the Angleton Plan

The Angleton Comprehensive Plan is organized into nine (9) individual plan elements, which address the existing conditions, issues, goals, objectives and action plans for various facets of the community. These elements include:

Chapter One: Introduction – Outlines the purposes of comprehensive planning and provides background on the plan development process and associated citizen involvement activities.

Chapter Two: Community Profile – Documents the existing conditions of the City and includes data relating to historical, current and forecasted population and employment and local

socioeconomic and demographic characteristics and trends.

Chapter Three: Land Use – Illustrates the generalized pattern of future land use, including various types and densities of development. This chapter also provides recommendations regarding quality of development and policies and guidelines for evaluating and ensuring that future development is compatible and consistent with the character and appearance of the built environment. Historical and proposed future annexation target areas are also identified in this chapter.

Chapter Four: Transportation – Reviews the functional classes of existing and proposed major thoroughfares, determines deficiencies and needs, and prepares improvement priorities and development standards.

Chapter Five: Public Facilities – Examines key facilities and services in the community including the City fire and police departments and public library. Documents facility issues and priorities and the needed facilities requirements to meet future demands based upon population and economic projections.

Chapter Six: Growth Capacity/Utility Infrastructure – Analyzes the existing infrastructure system and programmed future improvements to determine the current and forecasted future capacity and its ability to support and sustain future growth and development of the community.

Chapter Seven: Parks & Recreation – Analyzes the current parks and recreation system, identifies existing deficiencies and determines existing and future parks and



recreation needs. This element is tied to the current Parks and Recreation Plan and is coordinated with the Future Land Use Plan and other elements of the plan.

Chapter Eight: Housing – Summarizes issues and findings related to housing availability and affordability. Identifies specific ways the City can promote needed housing development and redevelopment and ensure viable and sustainable neighborhoods.

Chapter Nine: Implementation – Provides direction and recommendations for implementing and periodically updating the Comprehensive Plan. This chapter also highlights major actions from each plan element that are considered top priorities for the initial three years of plan implementation activity.



Chapter 2 Community Profile

Purpose of the Community Profile

The purpose of the Community Profile is to gain an understanding of key population trends and economic factors that will be important in long-range planning for Angleton. This profile provides a snapshot of Angleton—an attempt to determine its character today, to understand the character of yesterday, and to look toward the characteristics of the future. The intent of this chapter is to focus on likely indicators of where the community is headed in the future and specific needs to anticipate over the next few decades.

Another essential component of the Community Profile is a consensus population projection for the Year 2020 that will become the basis for important analyses and findings throughout the Comprehensive Plan. These include acreage requirements for future land use, impacts on community infrastructure, parks and recreation needs and public facility/service demands, and likely growth in employment and traffic.

The Community Profile includes comparison data for three peer cities, when appropriate, to provide context for trends in Angleton. The cities selected for this purpose are Lake Jackson, Alvin and Pearland. All three cities are located in Brazoria County and represent a range of communities that are present within the county.

Location

The City of Angleton is a community of approximately 18,000 people located 30 miles from the City of Houston to its north and only 15 miles to the Gulf of Mexico to the south. Located in the heart of Brazoria County, Angleton is 10 miles north of Lake Jackson and 25 miles south of Pearland. Angleton is served by several major roadways including SH 288 which runs north/south on the western edge of the City and SH 35 which runs through the City in a northeasterly direction. The newly completed SH 288-B overpass, located in the western part of the City, provides easy access to Houston and the Brazosport area. The Brazoria County Airport is located 5 miles south of the city in Lake Jackson and Hobby Airport is located 35 miles to the north.

The Evolution of Angleton

History

Since Angleton's beginnings in the 1890's, the City has seen many changes and hardships not only in the country, but in the State of Texas. The City has endured natural disasters, economic, political, social and cultural changes. Looking to the past allows the residents and elected officials of Angleton the opportunity to understand their past and provides the people of the city the keys to its future.



Figure 2.1
Location Map





Angleton lies in the heart of Brazoria County and was founded by Faustino Kiber and Lewis Bryan, who bought land in the area in an effort to extend a railroad track to the town of Velasco. Kiber and Bryan laid out a town site and named it Angleton after the wife of the general manager of the Velasco Terminal Railway, George Angle. In 1892, Kiber and Bryan donated land in Angleton in exchange for building a depot on Front Street, between Mulberry and Myrtle streets. In 1896, citizens voted to relocate the county seat from Brazoria to Angleton and the Brazoria County Courthouse was built in 1897. In 1912, Angleton was incorporated as a City and was headed by F.M. Harvin as Mayor. Angleton was the trade center for agriculture including cotton, corn, truck farming, cattle, rice and soybeans. Following the trend of Brazoria County, the economy today has shifted away from agriculture to petrochemical, manufacturing and high-tech industries.

Growth Slowdown

While the Census Bureau reported that the City of Angleton gained population over the last three decades, the City has clearly experienced slower growth rates in the recent years compared to the 1970's. Between 1970 and 1980, Angleton's population increased from 9,906 to 13,929 at a rate of 40.6 percent. Expecting this boom to continue, the City's first comprehensive plan predicted

that Angleton's population would reach 46,000 by the year 1993; however, the City's growth rate slowed to 23.1 percent from 1980-1990 and 5.8 percent from 1990-2000. In 1990, the City had a population of 17,140 and 18,130 in 2000, reflecting an annual growth rate of 0.6 percent. Although this amount is significantly lower than the 1970 estimate, the slowed population expansion in Angleton has allowed the city to remain a small town with significant charm and appeal.

The City's growth slowdown mirrors the population changes in Brazoria County. Like the City of Angleton, Brazoria County's rate of growth has changed from 56.8 percent to 13.1 percent to 26.1 percent in 1980, 1990, and 2000, respectively. The return to higher growth rates in Brazoria County in 2000 are an indicator that the population in Angleton will be maintained at current levels or will continue to grow in the coming years. In addition, Angleton will continue to rely on the economic health of the City of Houston, which is projected to grow significantly over the next several decades. The city's historical population trend over the 20th Century relative to Brazoria County, the State of Texas and the entire nation is presented in **Table 2.1**.



Table 2.1
Historical Population

Year	State of Texas	Percent Change Texas	Brazoria County	Percent Change Brazoria County	City of Angleton	Percent Change Angleton
1970	11,198,655		108,312		9,906	
1980	14,225,513	27.0%	169,587	56.6%	13,929	40.61%
1990	16,986,510	19.4%	191,707	13.0%	17,140	23.05%
2000	20,851,820	22.8%	241,767	26.1%	18,130	5.78%

Source: U.S. Census Bureau

Declining Share of County Population

Following national trends, the population of unincorporated Brazoria County is growing at a faster rate than incorporated Angleton as residents seek the perceived comforts of a “rural atmosphere”. As a result, Angleton has experienced a decline in share of Brazoria County’s population. Angleton’s 1971 and 1991 Comprehensive Plans assumed that the City’s share of the countywide population would continue to grow as it had in years prior. The 1991 plan predicted that Angleton would account for 8.5% of the county in 2000 and would increase to 8.8% in 2010. According to the U.S. Census Bureau, in 2000 the City of Angleton represented 7.5% of Brazoria County.

The fact that the City accounts for a smaller percentage of a growing Brazoria County population also reflects the rapidly expanding population of the City of Pearland. With its immediate proximity to the City of Houston, the City of Pearland, located in the northernmost portion of Brazoria County enjoys immediate access to the Sam Houston Tollway (Beltway 8) and State Highway 288 (also known as the Nolan Ryan Expressway). While Angleton experienced more conservative

growth over the past decade in comparison to other cities in Brazoria County, as shown in **Table 2.2**, continued growth along State Highway 288 will likely result in growing development pressure for the community in coming years.

Table 2.2
Historical Population Growth

City	1990	2000	Percent Change
Angleton	17,140	18,130	5.8%
Alvin	19,220	21,413	11.4%
Lake Jackson	22,776	26,386	15.9%
Pearland	18,697	37,640	101.3%

Source: U.S. Census Bureau

The People of Angleton

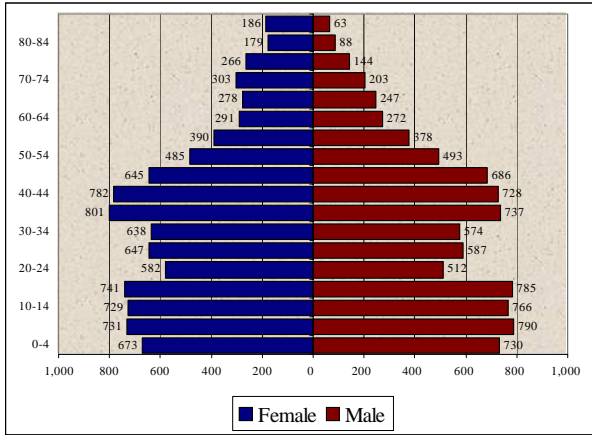
Age

The median age in Angleton is 33.3 years old, which is slightly younger than the county average. When compared to other cities in the County, Angleton has an older population than the City of Alvin but a slightly younger population than Pearland and Lake Jackson. Compared to the County, Angleton has a larger percentage of its population, 30 percent, under the age of 18 and a larger percent, 11 percent, over the age of 65. Over the





Figure 2.2
Age and Gender



Source: U.S. Census Bureau

past decade the percentage of persons under 18 has decreased while the percentage of persons over 65 has increased. This data indicates an aging population in the City, a trend which is occurring throughout the County, State and Nation. **Figure 2.2** displays Angleton’s population by gender and age.

Race and Ethnicity

Over the past decade Angleton has become more diverse with regards to race and ethnicity as its minority population

increased from 29 percent in 1990 to 37 percent in 2000. (Minority population is defined as those persons who identified themselves in the 2000 Census as one of the following races, Black, American Indian, Asian or Pacific Islander, other race or of Hispanic Origin). As displayed in **Table 2.3**, Angleton has a larger minority population compared to other cities in the county including Pearland, Alvin and Lake Jackson. Twenty three percent of the City’s population is of Hispanic origin, which is also higher than the county average and comparable cities, with the exception of the City of Alvin, which has a Hispanic population of 28 percent.

Income

Angleton residents enjoyed higher incomes this past decade, as the percentage of households with an income less than \$30,000 decreased from 46 percent in 1990 to 36 percent in 2000, while the percentage of households with an income greater than \$75,000 increased from 10 percent in 1990 to 19 percent in 2000.

Table 2.3
Minority Population

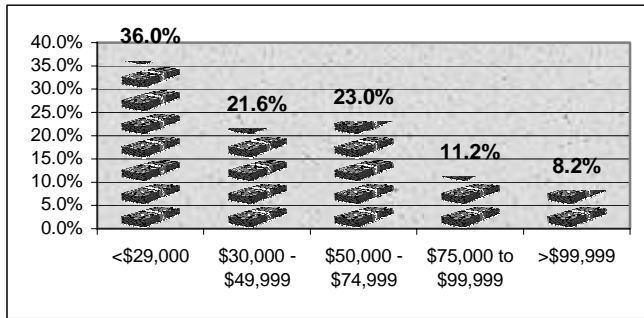
	United States	Texas	Brazoria County	Alvin	Angleton	Lake Jackson	Pearland
Total:	281,421,906	20,851,820	241,767	21,413	18,130	26,386	37,640
Minority Population	86,869,132	9,918,507	83,715	7,011	6,678	5,910	10,011
Percent	30.9%	47.6%	34.6%	32.7%	36.8%	22.4%	26.6%
Hispanic or Latino:	35,305,818	6,669,666	55,063	6,014	4,205	3,879	6,107
Hispanic Origin	12.5%	32.0%	22.8%	28.1%	23.2%	14.7%	16.2%

Source: U.S. Census Bureau, 2000





Figure 2.3
Household Income



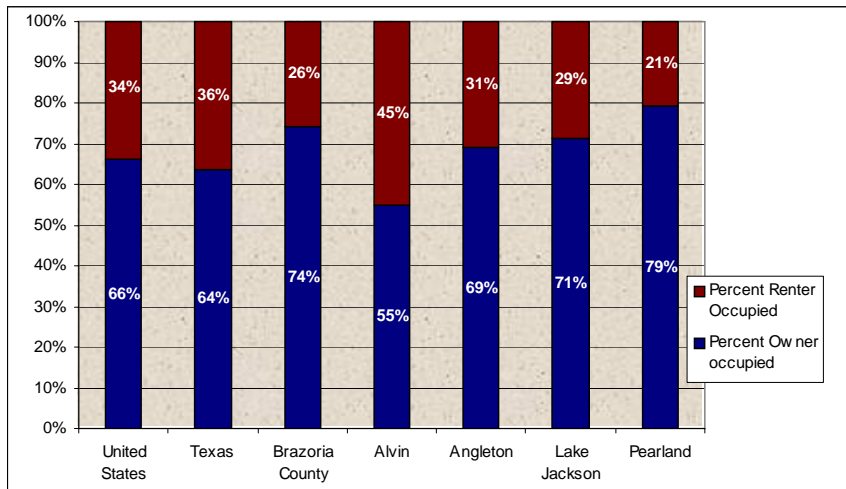
Source: U.S. Census Bureau, 2000

Housing Characteristics

Tenure

The homeownership rate has increased over the past decade in Angleton from 64 percent in 1990 to 70 percent in 2000. As shown in **Figure 2.4**, when compared to three other cities in the County, Angleton has the second lowest rate of home ownership, Pearland has the highest rate, 79 percent, while Alvin has the lowest, 55 percent. The county wide home ownership rate is 74 percent.

Figure 2.4
Homeownership



Source: U.S. Census Bureau, 2000

Housing Types

The majority of housing in Angleton is single-family residential attached and detached dwellings (68%). Twenty one percent of all dwellings are multi-unit dwellings (7% have below 5 units while 14% have over 5 units). Mobile homes make up 10% of all dwellings in the community. When compared to the other communities the percentage of mobile homes in Angleton is higher than Pearland (9 percent) and Lake Jackson (0.4 percent) but lower than Alvin (16 percent).

Availability

The 2000 U.S. Census indicates housing units in the County grew from 74,504 in 1990 to 90,628 in 2000, reflecting a 22 percent rate of growth. Housing growth in Angleton was much more conservative and increased from 6,705 units in 1990 to 7,220 units in 2000. The increase reflects a rate of growth for housing of 7.7%. As with population a significant amount of housing growth occurred in other cities in the county including Pearland (104 percent), due to its close proximity to Houston and Lake Jackson (14 percent) or in the unincorporated areas. Housing grew at a faster rate than the city's population which grew almost 6 percent over the past decade.

The City of Angleton has a higher vacancy rate (9.9 percent) when compared to the other cities and the county average. Of the vacant units 50 percent are available for rent. The majority of owner





occupied housing, 92 percent, are valued under \$125,000. Thirty three percent are valued under \$50,000.

Economic Strengths and Issues

Labor Force

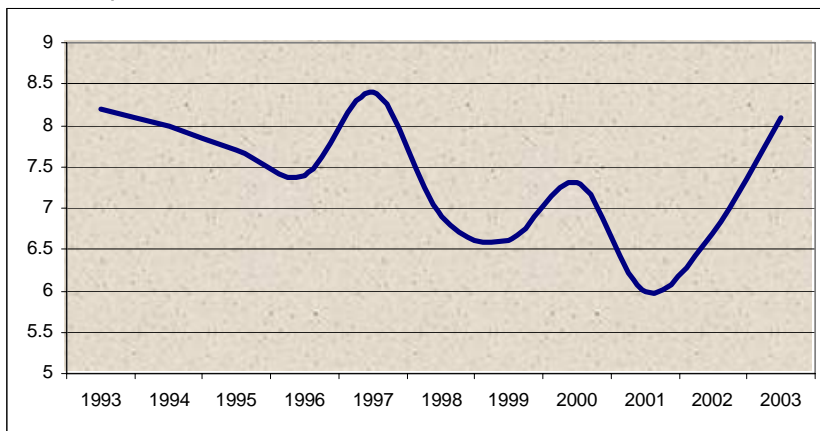
Based on 2000 Census data Angleton has a stronger labor force participation rate (65 percent) than the County and State. This rate measures the percentage of the population age 16 and older that is either employed or actively engaged in seeking work, which is the official definition of unemployment. Based on data provided by the Texas Workforce Commission, between 1993 and 2003, the labor force in Angleton increased by 10 percent, employment rose by 10 percent, and the number of persons unemployed rose by nine percent. As shown in Figure 2.5 although unemployment rates have been cyclical throughout the past 10 years, current unemployment rates are

comparable to those experienced in the early 1990s. Angleton has a higher unemployment rate, 8 percent, when compared to other peer cities, the State, (6.8 percent) and the County (7.9 percent).

Employment

There are numerous major employers located throughout Brazoria County, including many petrochemical industries located to the south of Angleton. Angleton is home to Merit Medical, which produces medical catheters used in angiography and other medical applications and Benchmark Electronics, which provides contract electronic design and manufacturing services to select industries. Other major employers in Angleton include the Brazoria County Courthouse, Angleton ISD and Angleton Danbury Medical Center. A list of major employers in Brazoria County is shown in Table 2.4.

Figure 2.5
Unemployment Rates



Source: Texas Workforce Commission





Table 2.4
Major Employers, Brazoria County

Employer	Private/Public	Type	Number
The Dow Chemical Company	Private	Chemical	4,894
Texas Department of Criminal Justice	Public	Prison System	2,063
Brazosport ISD	Public	Education	1,800
U. S. Contractors Inc.	Private	Specialty Contractor	1,856
Alvin ISD	Public	Education	1,680
Wal-Mart Associates Inc.	Private	Retail	1,846
Pearland ISD	Public	Education	1,665
Brazoria County Courthouse	Public	Public Service	1,250
Industrial Specialists Inc.	Private	Specialty Contractor	673
Conoco Phillips	Private	Refining	1,000
Angleton ISD	Public	Education	841
BASF Corporation	Private	Chemical	707
Kroger Food Store	Private	Grocery	740
Benchmark Electronics Inc.	Private	Contract Manufacturing	340
HB Zachry Company	Private	Specialty Contractor	731
Solutia Inc.	Private	Petrochemical Manufacturing	540
Brazosport Memorial Hospital	Public	Hospital	534
BP Chemical Chocolate Bayou Works	Private	Chemical	515
Alvin Community College	Public	Education	500
Gulf State Inc.	Private	Specialty Contractor	1,300
Columbia-Brazoria ISD	Public	Education	445
Chevron Phillips Chemical Co., LP	Private	Chemical	400
Brazosport College	Public	Education	467
Brazos M&E Inc.	Private	Industrial Construction, Maintenance & Environmental	557
Brazoria County Sheriff's Department	Public	Public Service	1,250
Angleton Danbury Medical Center	Public	Hospital	350

Source: Economic Development Alliance for Brazoria County

Census data indicates that a large percentage of the population works within or around the City of Angleton. Thirty six percent of those residences that were employed worked in Angleton, which is higher than comparable cities and the County average and almost 50 percent commuted less than twenty minutes to work from their place of residence, as shown in **Figure 2.6**. Therefore although many residents may commute to neighboring cities for work, the City of Angleton does provide employment opportunities for a large number of its residences.

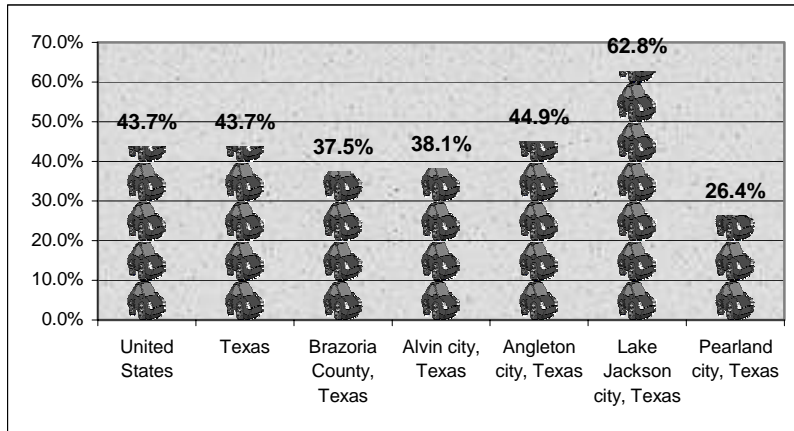
Key Characteristics of Angleton

Small Town Character
Angleton’s approximately 18,000 residents live in a community that respects and values its assets of a family oriented, small town with roots to agriculture and the historic beginnings of the State of Texas. The population of Angleton is surrounded by rural landscape and enjoys limited levels of traffic congestion and crime. The close knit atmosphere reinforces Angleton’s rich past and fosters an





Figure 2.6
Percent of population that commutes less than 20 minutes to work



Source: U.S. Census Bureau, 2000

unmatched sense of community and place where families can raise their children in a safe atmosphere.

One key feature of Angleton that enhances the sense of small town is the abundant presence of trees throughout the community. While the community has done little to incorporate trees or other vegetation into the streetscape, live oaks and other large deciduous varieties are clearly an important part of the community. Schools tucked neatly into Angleton’s neighborhoods provide a sense of community, security and family atmosphere. Downtown Angleton is home to the Brazoria County Courthouse, the award winning Brazoria County Historical Museum, in addition to charming homes, businesses and churches.

Bedroom Community

Angleton is located conveniently at the crossroads of State Highways 288 and 35. These two primary corridors enable the residents of the city to enjoy access to Houston, Pearland, Lake Jackson and many other destinations nearby with great ease. While these transportation

routes enable mobility in the city and around Brazoria County, Angleton currently remains at an attractive distance from the traffic of Houston.

Because of proximity to Houston and Lake Jackson, the City of Angleton has been labeled a

“bedroom community.” While many residents do commute to work in the aforementioned cities, a majority of the residents live and work in and immediately around the City of Angleton. U.S. Census data for Travel Time to Work in 2000 indicates that 61.2% of Angleton’s residents commute between 5 to 24 minutes to their workplace, which is up from 57.9% in 1990. Although 45 to 89 minute and 90 or more minute commutes both increased almost 60%, the portion of the population that travels for that amount of time makes up only 14% of Angleton’s working residents.

This indicator reveals that while Angleton serves as a bedroom community for the City of Houston, the City also employs a large percentage of its population within and around the City of Angleton. The City of Houston is projected to grow significantly over the next thirty years. As Houston becomes larger, the residents of Angleton can expect an increase in people looking to escape the lifestyle of Houston and instead seeking a small town atmosphere without the stress of the big





city. Angleton, due to its location has the opportunity to provide a “bedroom community” for these potential citizens; however, Angleton also has the opportunity to continue to foster its own economic growth and employment.

In addition to people seeking to escape Houston, Angleton can anticipate that Houston businesses may also look to Angleton as an attractive alternative for business, particularly as proximity to resources continues to become less important than available quality of life for employees. State Highways 288 and 35, affordable land prices, small town charm and proximity to Houston are several reasons that businesses may find Angleton appealing. Anticipating growing future demand for commercial and industrial space in Angleton will allow community leaders to be proactive and ensure that the city develops in a manner conducive to the desires of its citizens.

History and Heritage

Brazoria County prides itself on its rich history and heritage. It is often called the “cradle of Texas” since it is where Texas began more than 175 years ago when Stephen F. Austin’s Colony arrived at the mouth of the Brazos River in 1821. A strong sense of history is prevalent throughout Angleton, however, partly due to the devastating hurricanes in the early 1900s limited historic buildings remain. Nevertheless the community has maintained a strong sense of history, which is celebrated by the Brazoria County Historical Museum and events like Austin Town. The Brazoria County Historical Museum preserves and makes known the history of Brazoria County to visitors and residents of the community. The Museum is housed in the County

Courthouse building which has been designated as a state historical and archaeological landmark and is listed in the National Register of Historic Places. Austin Town is held annually on the last weekend in October and is an historical re-enactment of Mexican Texas in 1832.

Natural Amenities

Natural features add to the character and quality of life of Angleton and present both a symbol of small town and rural America, but also a challenge to protect and utilize local natural amenities. As previously mentioned, the oak trees in Angleton contribute to the community’s scenic beauty, character and sense of history. Preservation and incorporation of the trees and green spaces in the community adds to the character and charm of neighborhoods, provides for open space for parks and recreation areas and enhances the appearance and image of thoroughfares and corridors in the community.

A missed opportunity for enhanced beautification exists in the “greening” of the existing drainage system. In addition to flood control and management, drainage ditches provide opportunities for open space and trails connecting parks and schools and other key public facilities in Angleton.

Physical Characteristics

A unique characteristic of Angleton is its physical character and layout of key corridors and their resulting impacts on the community. There are a number of major arterials located throughout the community including SH 288 on the western edge, providing access to Houston, Lake Jackson and the Brazosport area, Business 288, which runs



north/south through central Angleton, providing access to key facilities and attractions and the newly completed Loop 274, which allows thru traffic to bypass central Angleton. FM 523 is located to the north and connects SH 35 and SH 288. SH 35 bisects the city in a northeasterly direction and also provides access to Houston. Additionally, the Union Pacific Railroad traverses the city in a northeasterly direction. These key transportation corridors provide ease of access through and around the city, facilitating the movement of goods and people through Angleton and the County. On the other hand, the many major corridors carve through the community and establish clearly defined barriers to maintaining a cohesive sense of community

Angleton's Future

Future Growth Uncertain

Given the City of Angleton's current population, as well as previous periods of slowed growth in Brazoria County during the past twenty years, it is difficult to discern a clear growth outlook for Angleton. Growth and development is expected along the State Highway 288 corridor as the City of Houston and surrounding communities continue to grow over the next 20 years. The impact of this growth will be felt by the City of Angleton and the City's position as a bedroom community for Houston and its role as the county seat of Brazoria indicate that the city will continue to grow over the next 20 years. The extent of this growth is uncertain. The type and location of growth depends heavily on the wishes of the citizens, business owners and elected officials of Angleton. Careful

thought and consideration today will ensure a more desirable tomorrow in Angleton.

The Texas State Data Center, the Census Bureau's state-level affiliate based at Texas A&M University, is one of many public and private entities that prepare population projections for counties and metropolitan areas using sophisticated models that consider migration patterns as well as fertility (birth) and mortality (death) rates. Using its moderate population growth scenario for both the entire state and Brazoria County, the Texas State Data Center projects a 2020 county population of 331,731. This projection assumes an average of eight percent growth for each five-year period between 2000 and 2020. Under this projection scenario, the State Data Center assumes growth that is steady but slower than the explosive rates experienced in Texas during the 1990s. This moderate scenario also recognizes the general slowdown in both the U.S. and Texas economies since 2000 that will contribute to slower population growth.

Under a simple "step-down" population projection technique, the same county-level growth rate is applied to the city so that its share of the county population will remain constant in future years. Using this approach, the 2020 population projection for the city would be 24,876. This would represent an average of approximately 8 percent growth, during each five year period, in population over the 20-year period for both the city and county. The city's population growth would be even higher if the county grows at a faster rate than assumed or if the city



is able to capture a higher share of future countywide population gains.

A second population forecasting method involves a basic “straight-line” projection of past trends into the future. Using this approach, the city’s population would increase to 22,701 in 2020, amounting to 25 percent growth over the 20-year period. Under this method, the same absolute number of additional persons is added to the population in each five-year forecast period (in this case, 1,050 people each period). This results in a declining rate of growth over time since the same amount is being added to an ever-expanding base of people.

A third population projection method, exponential growth, assumes a constant rate of growth in making a forecast. This means that the number of people added increases in each five-year projection period. Assuming steady seven percent growth in each five year period, the 2020 population of the city would be 24,201.

Finally, the Texas Water Development Board (TWDB) develops population projections for cities and counties for use in assessing potential future municipal water needs. Population projections were calculated using 2000 Census data and a cohort-component procedure which uses the separate cohorts (age/sex/race/ethnic groups) and components of cohort change (fertility rates, survival rates, and migration rates). The Texas Water Development Board’s projected population reflects a lower growth scenario for the City of Angleton than the three previous methods. Based on

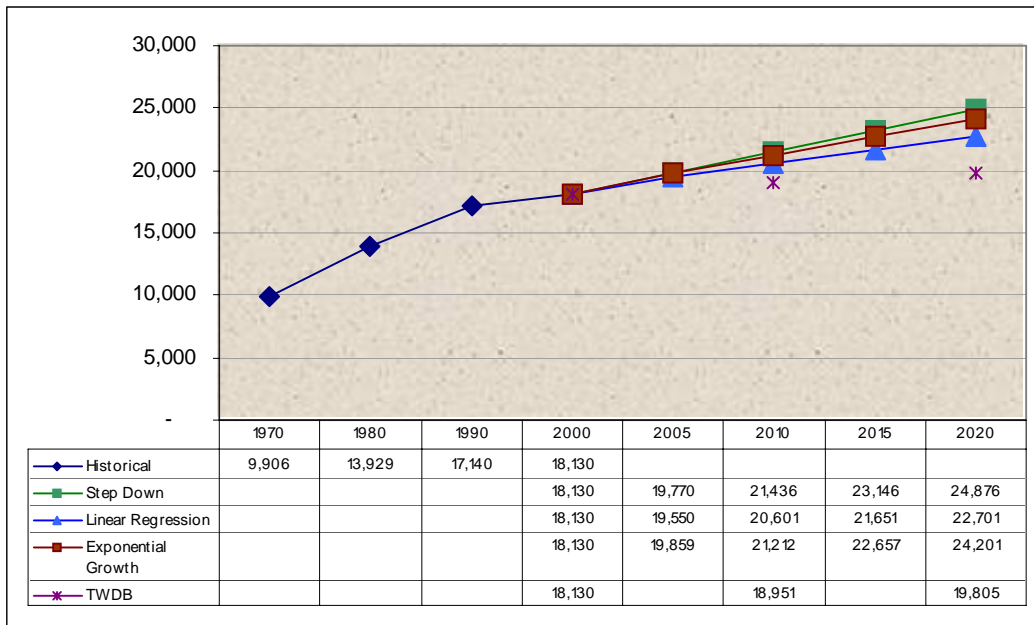
TWDB’s projections Angleton’s population is expected to increase to 19,805 persons by the Year 2020, which represents an annual rate of increase of only 0.4 percent.

A comparison of these four population projections is presented in **Figure 2.7**. The City of Angleton projections for 2020 range from 19,805 to more than 24,000 persons, depending on the projection technique used. The State Data Center believes that its moderate growth scenario is currently the most appropriate population projection scenario for most Texas counties. As noted above, this approach would generate an average of 8 percent growth, for each five year interval, in population from 2000 to 2020 for Brazoria County. Prior to its 1990s slowdown, the City of Angleton experienced nearly 23.1 percent growth in the span of a single decade during the 1980s. As the State Data Center points out, it is probably more reasonable to assume slower but steady growth for Texas communities at this point, particularly given current national economic uncertainties.

However, the City’s proximity to the Houston metropolitan area may make all of the above projections obsolete. Pearland provides an excellent example of a city experiencing exponential growth as it is absorbed into the Houston metropolitan area. Angleton is the next biggest city along the State Highway 288 corridor and may also begin experiencing a similar growth pattern if the Houston metropolitan area economy continues to grow.



Figure 2-7
Population Projections



Source: U.S Census Bureau, Texas Water Development Board, WSA

The Comprehensive Plan is based on round-number population projections for the City of Angleton of 21,000 persons in 2010 and 24,000 persons in 2020. This would represent 16 percent growth and the addition of nearly 2,870 new city residents through 2010, followed by another 3,000 persons and 14 percent growth during the second half of the 20-year planning period.

While these are simply projections, they reflect trends and recent experience and offer a basis to prepare for the future. But it is important to remember that projections cannot account for all physical, social and economic phenomena that may occur over the next several decades that will likely cause subtle or drastic changes in the area population. As a result future growth in Angleton may not reflect historic trends and instead may mirror rapid growth rates experienced by neighboring cities like Pearland. It will

therefore be important for the City of Angleton to monitor population and economic growth on an ongoing basis to account for both short- and long-term shifts that will influence growth and development in the city, county and larger region.

Implications for Long-Range Planning and Urban Growth

Population growth in the City of Angleton has slowed down over the past decade, however given the expected development to occur in Houston and Pearland and along the 288 corridor, the city can expect to see future growth. However the extent of this growth will be dependent upon future annexation, economic conditions and community polices. With more conservative growth occurring in Angleton, the City has an opportunity to plan adequately for the type of growth the city will sustain in the years to come. Through careful planning and





development Angleton can serve as a bedroom community for the City of Houston and also develop and maintain its own unique identity and image.

The population projections and socioeconomic characteristics presented in this Community Profile are applied throughout the remainder of the Comprehensive Plan and will be used in determining existing and future needs in Angleton. Existing physical, social and economic characteristics of the community are used in determining the type of housing, parks and recreation facilities, transportation and infrastructure needs in the community. In addition population projections are needed to gauge:

- ◆ future housing demand;
- ◆ future employment needs;
- ◆ future income and “buying power” in the region;
- ◆ future school-age population;
- ◆ future traffic volumes;
- ◆ future utilities demand and necessary capital improvements; and,
- ◆ future desire for parks and recreation opportunities, community facilities, and other contributors to community livability.

The geographic implications of Angleton’s population characteristics and physical growth potential are a central focus of the Land Use element, as well as related physical planning elements of this plan update.



Chapter 3 Land Use

Introduction

As with many communities across the country, Angleton faces the challenge of preserving its small town atmosphere and character with the increasing demands of growth and development. With untouched corridors, vacant land and rural landscapes located throughout the planning area, Angleton is well poised to take a pro active approach and determine the future look and feel of its community. By guiding growth and development in an effective and efficient manner, the city can create its own unique identity and sense of place that reflects the values of Angleton residents.

Nearly all action related to land use involves conscious decisions from the private sector to build, invest or move and from government to restrict, regulate, permit, or motivate. The purpose of the Land Use element is to provide a framework for those individual land use decisions, both in government and the private sector, that are based on the community's common vision regarding the long term order and magnitude of growth, relationship anticipated between uses and expected quality of development.

This element includes a new Future Land Use Plan, which represents the City's desired long-term expectations for growth. More than division of land uses, the Future Land Use Plan represents the pattern of development, mix of uses, intensity of development, and general character anticipated throughout

Angleton. The Future Land Use Plan includes goals, objectives and specific action statements. A Future Land Use Map meets the goals of the community while also ensuring that adequate land is available for growth. The Future Land Use Plan is supported by a series of general practice policies emphasizing quality development.

Together, these tools serve as a guide for daily development-related decisions, including site development and administration of public requirements. The Future Land Use Plan may additionally guide changes to the City's development-related ordinances and growth management practices.

As the founding component of the Comprehensive Plan, the Land Use element sets the tone for various other elements of the urban fabric including mobility, housing and neighborhoods, parks and recreation, and growth capacity.

Key Land Use Issues

Land use issues have been developed through an analysis of the existing pattern of development and uses in and around Angleton, an understanding of the major features that define the community, and significant citizen input. Solutions to these issues form the foundation and structure for the Future Land Use Plan as well as goals, objectives and action statements regarding land use.



Growing Sensibly

Like many communities across the country growth in Angleton is moving away from the core of the community. Commercial development is growing outwards along major roadways and new residential subdivisions are being built near the outer limits of the City. The automobile is an almost exclusive form of access to residential areas, commercial centers and entertainment and recreation opportunities.

However, if Angleton wishes to maintain its unique sense of place and small town atmosphere, efforts will have to be made to reduce or prevent strip and “leap-frog” development. Appropriate growth patterns protect and build upon the character of the community, manage the costs of growth, and promote connectivity and pedestrian activity among uses.

Economic Sustainability

Land use planning will serve as the foundation for achieving quality and efficient growth for housing and employment needs, maintaining a strong tax base and establishing an efficient system of streets and infrastructure, all of which contribute to economic sustainability in the community. Quality neighborhoods, commercial centers and recreation opportunities will enhance Angleton’s marketability as a place to live, visit and work.

Angleton should build on existing opportunities to enhance its marketability including downtown which can serve as a node for retail, office, government, entertainment and residential activity. The Intermedics and Benchmark facilities provide a proven market for additional technology and “clean” industries.

Development of quality retail and commercial centers in appropriate areas will strengthen and diversify Angleton’s commercial base and attract visitors to the community that are seeking shopping opportunities.

Image and identity

First impressions have a lasting affect and influence people’s perceptions of a community’s image. An attractive appearance and positive image will instill pride among local residents, attract businesses and their employees and draw visitors to the community. Enhancement of the community’s image may be accomplished by strengthening and improving its residential and commercial character, encouraging quality development and redevelopment, beautifying major roads and corridors, setting architectural and aesthetic standards, and managing signage.

Envisioning the community as a series of districts allows for development of areas in a manner that reflects their own unique identity and character. Appropriate land development should meet the needs of each district making it attractive to businesses, industries and residents. Angleton should take the opportunity to celebrate the culture and history of the community and incorporate cultural features into the community. Additionally, the City should include natural features and amenities into developments like integrating live oaks as part of neighborhoods and along corridors.



Goals, Objectives and Actions

Goals for land use are a reflection of the development issues facing the City of Angleton and the community’s vision for the future. Goals are developed with the understanding that the decision to alter land use does not simply impact the site, but can positively or negatively impact the surrounding environment. Land use goals and subsequent objectives and action statements allow the community to take an aggressive stand on the manner in which changes to land use should occur.

Growing Sensibly

Goal: High quality development that promotes sensible growth patterns and respects the small town atmosphere and image of the community.

Objectives

- ◆ Promote growth where adequate infrastructure exists.
- ◆ Encourage infill development where appropriate.
- ◆ Coordinate the location, type and density of land use activity with utilities and transportation planning to ensure desired development outcomes.
- ◆ Undertake annexation and extension of services in a coordinated and timely manner to protect public interest and assure continued orderly growth and development.

Actions:

- ✓ Determine acceptable levels of service for all public services and facilities and make them a consideration in approval of new development to ensure that water, wastewater, law

enforcement, fire protection, emergency medical service, trash disposal, and recreational opportunities are adequately available.

- ✓ Identify targeted, preferred growth areas just beyond the existing city limits.
- ✓ Revise development related ordinances such as zoning and subdivision requirements.
- ✓ Adopt infill/redevelopment incentives (flexibility in development regulations, waiver of development fees, direct grants, tax incentives).
- ✓ Use capital improvements planning to extend utilities; acquire sites for facilities such as schools and parks; implement the Mobility Plan; and annex as needed to promote development in preferred growth areas, as well as infill and redevelopment areas.

Economic Sustainability

Goal: A pattern of development that promotes livable neighborhoods, viable commercial centers and economic prosperity.

Objectives

- ◆ Focus new investment in areas that will promote clustering of commercial and industrial activity in well-planned nodes and activity centers.
- ◆ Promote the development of strong, livable neighborhoods that include valued amenities and facilities.

Actions

- ✓ Update development related regulations such as zoning and subdivision requirements to reflect the



patterns, character, mix and intensity of uses identified in the Future Land Use Plan.

- ✓ Establish minimum design standards for the Downtown District that ensure complementary design.
- ✓ Promote the concentration of retail development at existing commercial nodes such as Downtown, the Midtown District and the SH 35 Commercial Corridor through incentives and restrictions.
- ✓ Anticipate future commercial growth along SH 288 through annexation and appropriate zoning.
- ✓ Allow for introduction of compatible uses into residential areas, including limited neighborhood commercial development as well as major focal points such as schools, places of worship, parks, open spaces, day care, and post office as a means of strengthening neighborhood dynamics and pedestrian activity.
- ✓ Utilize planned development provisions to encourage innovative and imaginative site design that minimizes adverse impacts on adjacent properties.
- ✓ Protect the integrity of existing neighborhoods from intrusion by undesirable land uses through enforcement of development-related ordinances.
- ✓ Promote remodeling and ongoing maintenance of existing structures and amenities.
- ✓ Coordinate with local lending institutions and the Small Business Administration to develop a low interest loan program for small businesses seeking to improve the

appearance and integrity of existing structures.

Image and identity

Goal: Attractive and vibrant community with a positive image and identity that reflects the values and culture of the community.

Objectives

- ◆ Assure quality development in residential and non-residential areas.
- ◆ Promote quality design along the community's corridors that promotes a cohesive and aesthetic environment, while allowing for innovation and creativity.

Actions

- ✓ Revise development ordinances to include or enhance provisions for signage, landscaping, tree preservation, lighting, building façade design and materials.
- ✓ Actively support visual enhancements and beautification efforts along the SH 35 corridor through public and private efforts.
- ✓ Establish reasonable minimum standards for the screening of unattractive sites and views and the provision of buffering (dense vegetation, walls/fencing, increased setbacks, etc.) between incompatible land uses.
- ✓ Utilize tax incentives, sales tax revenues, bonds, and public improvement districts to fund specific visual improvements and enhancements.
- ✓ Enhance existing neighborhoods through improvements to the public right of way (such as street trees), protection of open spaces and scenic



areas utilizing quality signage, landscaping, sidewalks, subsurface drainage and lighting.

relatively undeveloped portions of the City was more generalized to reflect the limited extent of development.

Existing Land Use and Development

Existing land use provides clues to historic and current development trends and provides a “snapshot” of uses available throughout Angleton. An inventory of existing land use was conducted in August 2003 as a basic data collection activity utilized to gain an understanding of the location, pattern and extent of development in and around the City of Angleton. The analysis involved an extensive windshield survey as well as use of recent aerial imagery provided by the Houston Galveston Area Council (HGAC). Land use information in rural and

Existing Land Use

Table 3.1, *Estimated 2003 Land Use* provides a glimpse into the current composition of land uses in the Angleton Planning Area. Categories used to collect data were typical of general land use analysis, including various categories of residential, commercial, industrial, and public or semi-public activity. Undeveloped areas within the municipal limits of Angleton were categorized as vacant property while areas of rural or agricultural character outside the city limits, including the occasional residence or incidental commercial activity were categorized as “rural development.”

Of the 28,080 acres that comprise the total Angleton Planning Area (including an extraterritorial jurisdiction of 1.5 miles), approximately 77 percent represents rural development, vacant land in municipal limits, or water. If those categories are removed and only “developed” sites (those used for residential, commercial, industrial, or public purposes) are considered, *Public/Semi-Public* land uses occupy the majority of land in the Angleton Planning Area (44.4 percent of the developed portion of the planning area compared

**Table 3.1
Estimated 2003 Land Use**

Land Use**	Existing Land Use**		
	Acreage*	Composition	
		Total Area	Developed Area
Residential Use	2,433.0	8.7%	37.9%
Single Family	2,178.4	7.8%	34.0%
Multifamily	95.1	0.3%	1.5%
Manufactured Housing/Mobile Homes	159.5	0.6%	2.5%
Commercial	670.5	2.4%	10.5%
Commercial General	608.9	2.2%	9.5%
Commercial Office	61.6	0.2%	1.0%
Industrial	459.3	1.6%	7.2%
Light Industrial	197.5	0.7%	3.1%
Heavy Industrial	261.8	0.9%	4.1%
Public/Semi Public	2,849.7	10.1%	44.4%
Public/Semi Public Facilities	378.5	1.3%	5.9%
Parks & Open Space	167.9	0.6%	2.6%
Right of Way	2,303.3	8.2%	35.9%
Vacant or Rural Development	21,667.2	77.2%	
Undeveloped	2,357.6	8.4%	
Rural Development	19,305.9	68.8%	
Water	3.7	0.0%	
Total Planning Area	28,079.7	100.0%	
Total Developed Area	6,412.5	22.8%	100.0%

* Includes projected 1.5 mile ETJ

** Derived from WSA Land Use Inventory





to only 10.1 percent of the total area). This is primarily attributed to the significant amount of right-of-way in Angleton and public facilities associated with Angleton as the Brazoria County Seat. Right-of-way comprises more than 35 percent of all **developed** land, which is unusual for a community of Angleton’s size. However, the amount of right-of-way in Angleton can partially be attributed to the number of major roadways that traverse the City.

Anticipated Trends

Several ongoing trends are expected to impact land development patterns in Angleton. These trends have been established through professional expertise and general observation of market activity in the City of Angleton and across the United States. While the impacts of these trends may be positive or negative, several can be successfully altered through implementation of the Comprehensive Plan.

- ◆ Slow, but steady growth will continue in and around Angleton.
- ◆ Growth will continue to generally follow a north & northwest trend, including commercial and residential activity, resulting in a slow migration of resources from the downtown core, east and south segments of the community.
- ◆ Residential development will continue to grow with single family homes remaining the predominant type of residential use. New homes will continue to remain above the level of “affordability” (\$135,000 or more).
- ◆ Housing variety will continue to focus on single family detached and multifamily apartment construction.

Little alternative housing activity, such as duplexes, triplexes or “granny flats”, will occur.

- ◆ Multifamily development will remain erratic as complexes are constructed and time is required for absorption. As a result, multifamily housing will continue to operate in either saturation or high demand.
- ◆ Residential and commercial uses will follow national trends and increasingly consume more land per unit than their predecessors.
- ◆ Significant large lot residential development activity such as Suncreek Estates and Suncreek Ranch outside of municipal limits will continue with little or no supportive commercial activity.
- ◆ Land uses will continue to separate as mixed use continues to be perceived as an option only appropriate in downtown.
- ◆ Retail development, such as WalMart and Sonic, are moving away from SH 35 and other roadways to new opportunities located along B288 North. However, as market dynamics continue to become more “fluid” many such facilities may migrate again within the next two decades.
- ◆ Commercial development will continue to show an increased interest in Angleton as national brands continue to target smaller communities across the country. National brands will likely locate along B288 North or SH 288 to take advantage of improved access, migration trends and proximity to other national brands.
- ◆ Government will continue to play a dominant role in Angleton



employment, landmarks, and culture. Expansion of government, education and medical facilities will continue. Parking demand for public facilities will also continue to increase, causing increased pressure for new parking in downtown.

- ♦ Angleton will increasingly serve as a bedroom community to employment centers in the neighboring cities such as Houston, Freeport and Lake Jackson, but will also enjoy commercial opportunities for service to residential areas in and around the city.
- ♦ Industrial activity will increasingly consider Angleton to take advantage of access to arterials, the airport, and proximity to the Houston metropolitan area.

Land Use Projections

Land use projections for the City of Angleton and the Angleton Planning Area are based upon existing conditions, anticipated growth and trends that will likely result in increased or decreased development of a certain land use. Projections represent a forecast of future land use requirements that aid in development of the Future Land Use Plan and the Future Land Use Map. As with housing and population projections, land use projections represent *possible* scenarios. While an effort is made to anticipate future events, it is impossible to anticipate all of the events that will impact land use in and around the community of Angleton.

As noted in *Table 3.2, Estimated 2020 Land Use*, the Comprehensive Plan anticipates that Angleton and its developed area will grow within the next

two decades. This is partially the result of anticipated growth in population; however, it is also recognition that the consistent desire for new development will ensure that even times of slow growth will result in some expansion of the developed area.

Projections for future land use are based upon two development scenarios. Both assume that population growth will follow the recommended population projection presented in *Chapter 2, Community Profile*. The first scenario suggests possible land use growth if current trends continue absent the recommendations of this Comprehensive Plan. The second scenario highlights the potential impact that the Comprehensive Plan can have on anticipated growth.

Scenario One: Development Following Current Trends

The first scenario proposes growth during the two decades between 2000 and 2020 will expand the developed area of Angleton by 45% in response to national and local trends. This scenario recognizes a national trend for increased land consumption above an increase in number of units or facilities as homebuyers and developers of commercial, industrial and public facilities seek larger lots. By 2020, developed land is expected to grow to over 9,200 acres and represent approximately 33% of the planning area.



Table 3.2
Estimated 2020 Land Use

Land Use**	2020 Scenario W/O Plan			2020 Scenario With Plan		
	Acreage	Composition		Acreage	Composition	
		Total Area	Developed Area		Total Area	Developed Area
Residential Use	3,394.0	12.1%	36.6%	2,932.1	10.4%	36.0%
Single Family	3,049.8	10.9%	32.9%	2,614.1	9.3%	32.1%
Multifamily	133.1	0.5%	1.4%	142.7	0.5%	1.8%
Manufactured Housing/Mobile Homes	211.1	0.8%	2.3%	175.4	0.6%	2.2%
Commercial	1,249.3	4.4%	13.5%	993.4	3.5%	12.2%
Commercial General	1,156.9	4.1%	12.5%	913.4	3.3%	11.2%
Commercial Office	92.4	0.3%	1.0%	80.1	0.3%	1.0%
Industrial	643.1	2.3%	6.9%	630.2	2.2%	7.7%
Light Industrial	276.6	1.0%	3.0%	316.1	1.1%	3.9%
Heavy Industrial	366.5	1.3%	4.0%	314.2	1.1%	3.9%
Public/Semi Public	3,976.8	14.2%	42.9%	3,593.5	12.8%	44.1%
Public/Semi Public Facilities	529.9	1.9%	5.7%	492.1	1.8%	6.0%
Parks & Open Space	222.3	0.8%	2.4%	222.3	0.8%	2.7%
Right of Way	3,224.6	11.5%	34.8%	2,879.1	10.3%	35.3%
Vacant or Rural Development	18,816.5	67.0%		19,930.4	71.0%	
Undeveloped	647.2	2.3%		794.5	2.8%	
Rural Development	18,165.6	64.7%		19,132.2	68.1%	
Water	3.7	0.0%		3.7	0.0%	
Total Planning Area	28,079.7	100.0%		28,079.7	100.0%	
Total Developed Area	9,263.3	33.0%	100.0%	8,149.3	29.0%	100.0%

* Includes projected 1.5 mile ETJ

** Derived from WSA Land Use Inventory

Residential Growth

- ◆ Land needed for residential development will grow at a consistent pace with population projections. National trends point to continued growth in average home sizes, including apartment units and manufactured housing. The composition of residential development is expected to largely consist of separate, single use, single family subdivisions.
- ◆ Multifamily development is expected to keep pace with population growth with development occurring as large-scale apartment complexes of 20 or more units. Little development of residential alternatives is expected.
- ◆ Without a planned approach, residential development will

increasingly sprawl and provide few answers to major housing issues such as affordability and neighborhood character.

Commercial Growth

- ◆ Commercial growth and the land consumed for commercial development will likely outpace population growth over the course of the next two decades.
- ◆ Commercial retail is expected to be among the most expansive of land uses as national brands continue to diversify and expand into markets previously considered too small to be profitable. Angleton will see particular expansion of commercial activity along SH 288 and Business 288 as the community enhances its role as a





regional shopping destination and a viable stop for travelers.

- ◆ Commercial office activity is expected to outpace population growth and grow by more than 50 percent.

Industrial Growth

- ◆ Industrial activity will slightly outpace population growth as industries take advantage of Angleton’s proximity to Houston. Light and heavy industry are expected to see equal growth. Heavy industrial development will most likely occur along the railway while light industry may occur along SH 288 and FM 523. Additional industry may occur along Business 288 South, although the area’s current condition will likely appear unattractive to high quality industry.

Public & Semi-Public Growth

- ◆ Parks and recreation facilities, public facilities and right-of-way are expected to grow as needed with the pace of population growth.

Vacant or Rural Development

- ◆ New development activity will result in loss of more than 2,800 acres of undeveloped municipal land or rural areas. Approximately 60% of land consumed for development is expected to occur in areas that are within the current municipal limits of Angleton.

Scenario Two: Utilizing the Plan

An alternative scenario more closely resembles the anticipated rate of growth if recommendations of the Comprehensive Plan are instituted. This scenario also envisions expansion of the developed area. However, unlike the 45% growth

anticipated between 2000 and 2020 by the initial scenario, Scenario Two proposes growth of only 27%. More important, Scenario Two does not envision fewer homes or businesses locating in Angleton. Rather, better land management practices are expected to result in use of less land.

Residential Growth

- ◆ Land needed for residential development will grow at a slower rate than population projections through a variety of activities designed to increase affordability and neighborhood character. Residential areas will increase slightly in density, but will further benefit from alternative designs for new neighborhoods such as clustering, traditional neighborhood design, zero-lot line development, and incorporation of “life-cycle” housing.
- ◆ Multifamily development will consume land at a rate faster than population growth and faster than that proposed for Scenario One. However, while some additional large scale multifamily development will occur, most growth will occur through a variety of lower density options such as duplexes, triplexes, and townhomes. Planned, limited integration of low density, multifamily units into single family neighborhoods will add a diverse and dynamic character to neighborhoods while also establishing the options needed for “life-cycle” housing – housing alternatives that provide individuals ample opportunity to remain in the same area as their housing needs change.



- ◆ Factory-built housing communities are expected to grow at a rate that is slower than population growth. However, this is not because of reduced desire for affordable housing. Introduction of modular homes – designed to meet the community’s expectations - into neighborhoods will reduce demand for development of manufactured housing communities that are not designed to the standards of a neighborhood.

Commercial Growth

- ◆ As expected in Scenario One, commercial growth will likely outpace population growth over the course of the next two decades. However, innovative land management practices incorporated into Scenario Two suggest that such growth can be accommodated successfully while utilizing less land.
- ◆ Commercial retail is still expected to grow at a strong rate. However, through mixed use development and clustering of businesses (rather than strip commercial activity) the amount of land needed is expected to be substantially smaller. Still, however, land needed to accommodate commercial retail demands is expected to outpace population growth.
- ◆ In Scenario Two, strip commercial development may still occur, but it will be managed and minimized to the extent possible in order to promote more focused and pedestrian friendly commercial opportunities.

Industrial Growth

- ◆ Light industrial growth will consume land at a faster rate than population

growth and faster than that proposed for Scenario One. The focus of industrial growth will be on attracting “clean” industries to be located in aesthetic, campus-like settings.

Public & Semi-Public Growth

- ◆ Growth of parks and trails will remain as expected in Scenario One, however, the amount of land needed for right-of-way and development of facilities is expected to grow more slowly than population.
- ◆ Public and semi-public facilities are expected to follow an increasing trend toward shared resources. Typical examples include school facilities that also function as local libraries, parks, and community centers.
- ◆ Right-of-way is expected to grow more slowly than population growth in anticipation of limited sprawl, mixed use activity and incorporation of design techniques such as clustering that reduce right-of-way (as well as infrastructure, street and maintenance costs) and utilize narrower streets.

Vacant or Rural Development

- ◆ Better management of land in Scenario Two is expected to result in 1,700 additional acres consumed for development – roughly 1,100 less than Scenario One. More, approximately 90% of development is expected to occur on undeveloped property within the current municipal limits of Angleton resulting in reduced development in rural areas and preservation of existing small town character.

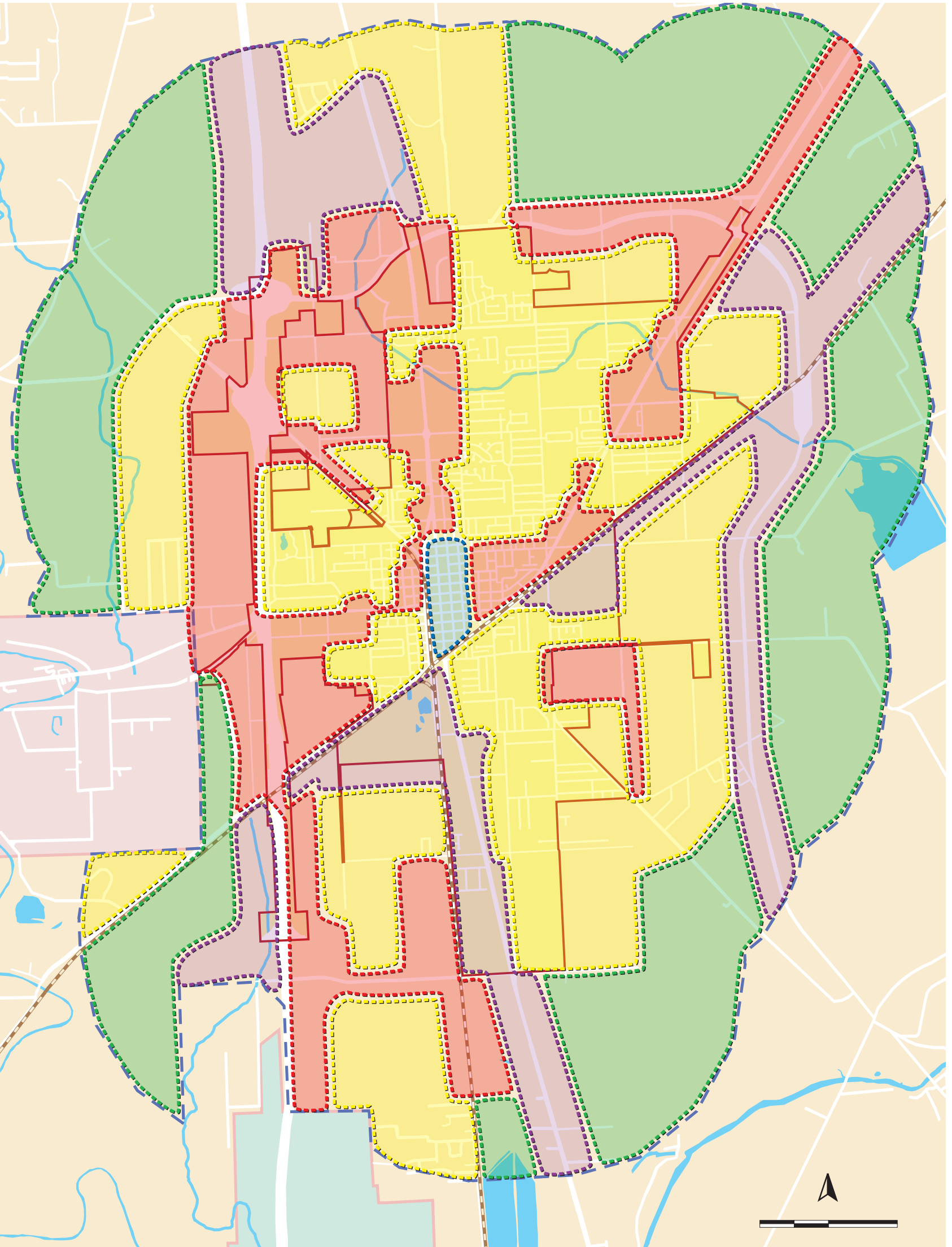


Figure 3.1
General Uses

Categories

 **Industrial Activity**

 **Commercial Activity**

 **Downtown Activity**

 **Residential Activity**

 **Agricultural & Rural Activity**



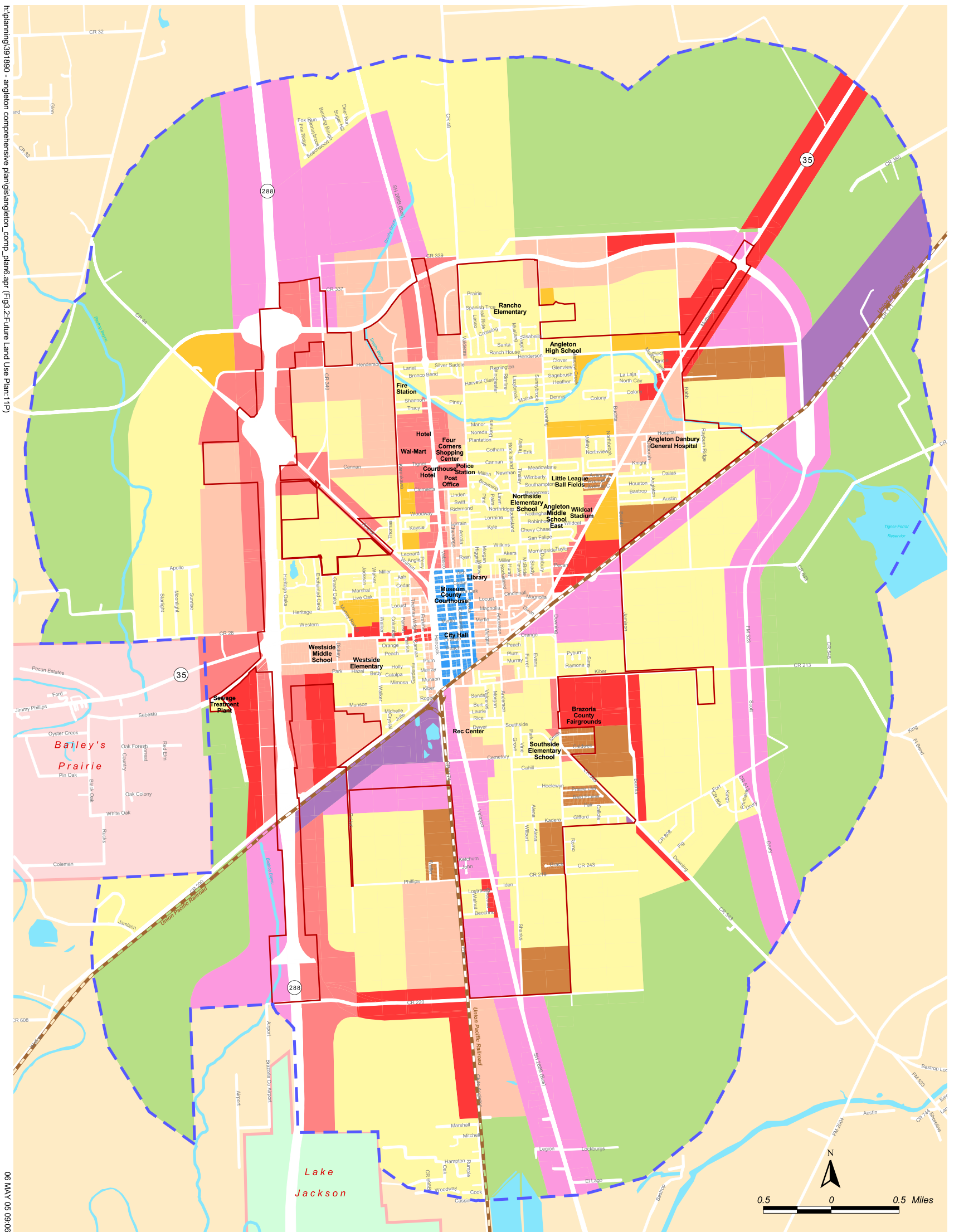















Figure 3.2
Future Land Use Plan

- | | |
|--|---|
|  Agricultural |  Industrial/Commercial |
|  Single Family Residential |  Industrial |
|  Multi-Family Residential |  Downtown |
|  Manufactured Housing |  Right Of Way |
|  Office/Retail/Multi-Family Residential |  Angleton Study Area |
|  Office/Retail |  Angleton City Limits |
|  Commercial | |

NOTE: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.





Future Land Use Plan

The Future Land Use Plan builds upon growth trends, land use projections, the physical features of the community and surrounding area, needs expressed through the Community Forum, Key Person Interviews and coordination with staff and the Comprehensive Plan Advisory Committee. The result is a plan that builds upon the strengths of Angleton and emphasizes features such as Downtown, the Angleton Danbury Medical Center and commercial growth near WalMart/Kroger and SH 288 as building blocks for future development.

The Future Land Use Plan is based upon existing land uses and development patterns. The Future Land Use Plan does not assume that today's uses will exist or disappear in 2020. Rather, it recognizes the strengths and weaknesses of today's pattern of land uses and proposes changes to be made over time that will improve the character and quality of life in Angleton.

The Future Land Use Plan builds on development of land uses in a manner that emphasizes both the small town character of Angleton and the unique characteristics of the community. There are many unique and distinctive neighborhoods and commercial centers in Angleton that contribute to the character of the community. The future land use plan builds off of these unique characteristics and features to create an identity and charm that is distinctly "Angleton".

Figure 3.1, General Uses, indicates broad based development patterns while the

Future Land Use Plan provides more detailed categories as a series of interconnected entities with distinct and desirable features. To avoid urban sprawl and maintain a small town atmosphere the City should focus development efforts in areas adjacent to or as part of existing development while more remote sites should be left as rural or agriculture development.

General Uses

Downtown Activity

- ◆ Substantial mix of retail, office and residential uses.
- ◆ Serves as the hub for many public facilities including the Brazoria County Courthouse, Museum and City Hall.
- ◆ Pedestrian amenities that make downtown a dynamic place for visitors and residents of the community.

Residential Activity

- ◆ Primarily comprised of single family development including both existing neighborhoods and areas set aside for anticipated new low density residential activity.
- ◆ Includes historically and culturally significant neighborhoods such as those nearest to downtown that offer an established, traditional character.
- ◆ Promotes infill residential activity, as well as new development on sites in proximity to current or anticipated facilities and services.
- ◆ Multifamily housing (consisting of 3 or more units in a structure) strategically placed throughout the community, particularly along corridors or in areas as a transition between single family and more intense uses.



- ◆ Sites for manufactured housing communities located selectively throughout Angleton.

- ◆ Holding area for development activity once infill has occurred in other activity areas.

Commercial Activity

- ◆ Office/Retail uses separated from “heavy commercial” activities such as auto repair that include additional impacts beyond office or retail activity.
- ◆ Located along corridors, including existing office/retail centers such as along Velasco, as well as other high visibility areas such as along SH 288.
- ◆ Limited integration of multifamily housing in appropriate circumstances, such as away from major intersections or in transition areas adjacent to single family residential development.
- ◆ Heavy commercial activity limited to strategically placed locations – most often in association with industrial areas.

Industrial Activity

- ◆ Heavy industrial activity logically located along railway.
- ◆ Light Industrial located along corridors, including high priority corridors when appropriate.
- ◆ Mix of commercial and light industry uses in areas such as near Benchmark, the airport, along south Business 288, SH 35, and the western portion of FM 523.

Agricultural & Rural Activity

- ◆ Limited development to preserve rural character and small town atmosphere of Angleton.

Future Land Use Map

The land use categories displayed on the Future Land Use Map differ from the City’s Official Zoning District Map. Together with policies, goals, objectives, action statements, and the concept of recognizable character districts, the Future Land Use Map is a guide for development, redevelopment and daily decision making. Categories for the Future Land Use Map have been designed to capture the character of distinct areas and reaffirm a commitment to vibrant neighborhoods that are safe from inappropriate encroachment.

In all cases, the Future Land Use Map supports an appropriate mix of land uses. The level of mix and “appropriateness” is derived from the expected character of the area. For example, low density, single family neighborhoods benefit from incorporation of schools, parks and places of worship into the area, as well as limited, well designed, neighborhood commercial activity. The Future Land Use Map does not specifically set aside areas in each neighborhood designated as “Public” or “Retail” to accommodate those uses. Rather, each definition describes uses that are appropriate.

Areas such as along the SH 35 corridor benefit from a substantial mix of land uses. To recognize this, mixed use categories including “Office/Retail”, “Office/Retail/Multifamily”, “Downtown”, and “Industrial/Commercial” have been created.



The following categories are used in **Figure 3.2, Future Land Use Map:**

Agricultural (Light Green):

Agricultural represents uses that are typically associated with “rural character,” particularly agricultural activity and natural areas. Rural development may include large lot residential development, although placement of new large lot residential development should be carefully considered. Commercial or industrial activity that is of a small scale and directly related to agricultural activity is generally considered permissible.

Single Family (Yellow):

Within the Single Family category, conventional one-family detached dwellings represent the primary use, although two-family units such as duplexes and “granny flats” are acceptable throughout the area. Public uses such as places of worship, schools, parks, and other neighborhood-oriented public facilities are acceptable throughout the area, assuming that they are designed to respect and enhance the character of the community..

Multi-Family (Dark Yellow):

Multifamily represents structures of more than two units. While single family and duplex units may be included, the role of multifamily activity is to permit structures of higher density. Accessory uses such as recreation facilities, services and limited commercial activity, such as first floor commercial with residential structures above are appropriate. The zoning ordinance should provide for varying densities and development types through different zoning districts.

Manufactured Housing (Brown):

Manufactured housing provides an affordable alternative to traditional “stick built” homes. The Future Land Use Map provides significant areas for manufactured homes, with the intention of developing neighborhoods rather than individual lots.

Office/Retail (Coral):

This is a new district for Angleton designed to reserve the most desirable retail areas for office and retail uses, such as sites along SH 288. Office/Retail areas capture many of the locations in Angleton offering the high visibility needed for retail activity. In several instances, such as along SH 288, SH 288 and Business 288, the Office/Retail also serves as a buffer between arterial traffic and low density residential areas.

Commercial (Red):

Commercial areas are designed to specifically promote heavier commercial uses and perhaps some retail and service activities. Common uses in the commercial area will include auto repair shops and warehouses.

Office/Retail/Multifamily (Peach):

This category incorporates many of the characteristics of the Office/Retail category, but adds flexibility by including multifamily development outside of SH 288. The Office/Retail/Multifamily category recognizes both the need to promote quality office development, as well as the opportunity to permit a transition between uses when considered necessary. Examples of this category are found along FM 523, Business 288 and SH 35. While visibility remains important, Office/Retail/Multifamily may also be





located away from corridors or as a transition category for low intensity areas.

Downtown (Blue):

The downtown land use category represents a substantial blend of uses found only in the central core of a community including residential, office/retail and public/institutional. The category is recognition that a myriad of uses are both appropriate and necessary for success of the Downtown District. The appropriate mix of uses may include government facilities and offices, retail, office and low to medium density residential activity. Places of worship, meeting halls and other public/semi-public facilities are equally appropriate to this particular category. The dynamic mix of uses will continue to provide downtown Angleton a character that is unique in comparison to other areas of the community.

Industrial/Commercial (Pink):

Several areas throughout Angleton have the opportunity to benefit from both commercial and industrial development. In many cases, an appropriate mix of uses such as industrial assembly and commercial support activity also enhances both businesses.

Industrial (Purple):

While the emphasis of Angleton will be on clean industries, some land is set aside for heavy industrial activity. Selected areas are appropriately located along the railway right-of-way. Uses associated with industrial activity include manufacturing, assembly, warehousing, distribution, or maintenance of products. Heavy industrial activity is often also accompanied by outdoor activity areas or storage. Limited,

associated commercial activity may be appropriate with heavy industrial activity.

Future Land Use Policies

Angleton can grow sensibly by:

- ◆ balancing economic development and environmental protection;
- ◆ focusing new development where public services and utilities are already available;
- ◆ actively supporting redevelopment of older areas and vacant buildings;
- ◆ valuing its downtown and vibrant mixed-use areas;
- ◆ maintaining an efficient street network and infrastructure system;
- ◆ providing convenient neighborhood shopping and attractive parks; and,
- ◆ ensuring pedestrian-friendly commercial districts and walking connections between neighborhoods, parks and schools.

Policies serve as a guide and reference for planning officials and City staff and should be utilized when making decisions regarding future development. In particular, policies should be utilized in implementing goals, objectives and actions, and in reviewing zoning classification changes or amendments to the Future Land Use Plan. The following policy statements reflect sound land use planning practices and are intended to supplement the Future Land Use Plan Map.

In General

- ◆ Neighboring land uses should not detract from the enjoyment or value of properties.
- ◆ Potential negative land use impacts (noise, odor, pollution, excessive light,





traffic, etc.) should be considered and minimized.

- ◆ Transportation access and circulation should be provided for uses that generate large numbers of trips. Pedestrian and bicycle access should be addressed where appropriate.
- ◆ Compatibility with existing uses should be maintained. Well planned, mixed uses which are compatible are to be encouraged.
- ◆ Sensitive areas such as woodlots, wetlands and high-quality farmland should be protected and, when appropriate, utilized as amenities.

Residential

- ◆ Schools, parks and community facilities should be located close to or within residential neighborhoods.
- ◆ Residential and commercial areas may be adjacent or mixed if all impacts are appropriately addressed, including provision of a buffer, if needed.
- ◆ Houses should have direct access to residential streets but not to primary streets.
- ◆ Houses should not be adjacent to major highways.
- ◆ Neighborhoods should be buffered from primary streets.
- ◆ Residential developments should include adequate area for parks and recreation facilities, schools and places of worship.

Retail/Office

- ◆ Neighborhood retail and service uses should be placed appropriately to accommodate pedestrian traffic or otherwise located at intersections or

along the edge of logical neighborhood areas.

- ◆ Retail development should be clustered throughout the City and convenient to residential areas.
- ◆ Buffers should separate retail/office uses and residential areas if designed to perform as separate districts.
- ◆ Downtown should be the major focus of government and related office activities and should be considered an appropriate location for retail, entertainment and residential activities, particularly through adaptive reuse of existing structures or redevelopment of vacant or industrial use parcels.
- ◆ Office and professional uses should be compatible with nearby residential areas and other uses through appropriate building height limitations and adequate buffering and landscaping.
- ◆ Low-intensity office and professional uses should provide a transition between more intense uses and residential areas.

Commercial

- ◆ The City's commercial areas should include a range of development types to serve regional as well as local needs, from large commercial developments to smaller, free-standing commercial sites.
- ◆ Commercial development should be concentrated in nodes at intersections and along major thoroughfares that are designed and constructed to accommodate heavy traffic.
- ◆ Parcels should be large enough to accommodate commercial use.



- ◆ Commercial uses with more intensive operational or traffic service characteristics should be located away from most residential areas.
- ◆ Buffers should separate commercial accessories such as storage or display of merchandise or materials from residential areas.

Industrial

- ◆ Industrial development should have good access to truck routes, hazardous material routes and railroads.
- ◆ Industrial uses should be targeted in selected industrial development areas.
- ◆ Industrial development should have good access to primary streets and major highways.
- ◆ Industrial development should be separated from other uses by buffers.
- ◆ Industrial development should not be directly adjacent to residential areas.

Parks and Open Space

- ◆ Parks should be evenly distributed throughout the City and include larger community parks and smaller neighborhood parks.
- ◆ There should be linkages between parks, schools, employment centers and residential areas.
- ◆ Parks are a desirable use for floodplain areas.
- ◆ Parks and open space may be used to buffer incompatible land uses.
- ◆ Natural features should be used as buffers or open space between or around developed areas.

Community Facilities

- ◆ Community facilities should be located adjacent to major streets to accommodate traffic.
- ◆ Community facilities should be centrally located in easily accessible areas within the community.
- ◆ Downtown should be enhanced as a civic and cultural entertainment/tourism center.
- ◆ Community facilities should be well buffered from nearby residential areas.
- ◆ When appropriate, facilities should be clustered and shared to improve efficiency, such as schools, parks and libraries.



Chapter 4 Mobility

Introduction

A community is, in many ways, defined by its system of pathways. In Angleton, the transportation network comprised of streets, sidewalks, trails, rail lines and the nearby airport work together to allow people and goods to move in and around the city.

The coordinated and interconnected series of pathways play a number of roles in the community. Most obvious is the need to allow individuals to arrive safely and in a timely manner to work, home, church, school, shopping, or play. Equally important, however, is the *experience* provided by utilizing the local transportation network and the *physical impact* of the system upon community development patterns.

The quality of the transportation system in Angleton can be judged on its performance in a number of roles:

Efficiency. The transportation network must permit movement between nodes or destinations in a manner that is perceived by the traveler to be convenient. With minor exceptions (such as a strong east/west connection), few communities the size of Angleton offer the large scale efficiency that is offered by the community's major streets. However, it appears that this efficient large scale system comes at the cost of local movement.

Choice. A successful transportation network consists of much more than streets. On a large scale, business choices may include rail or air service – at least as a component of travel. On a local level, a successful transportation network offers alternatives such as driving, walking or biking. This is not to say that travelers will abandon their cars and walk to the grocery store for the week's groceries. However, this should not reduce the importance of pedestrian pathways as an alternative for short, small trips or their usefulness for health and recreation purposes.

Safety. Travelers rightfully expect to reach a destination safely as well as efficiently. Safety is impacted by appropriate speeds, visibility, volume, and design. The transportation network is designed to impact the behavior of travelers to ensure that interaction between motorists, pedestrians and cyclists occurs in a convenient, but uneventful manner.

Image. Public right-of-way represents the location from which much of Angleton is viewed by both residents and visitors. The image presented by the roadway and surrounding streetscape impacts the manner in which the community is portrayed. A barren, wide, poorly-maintained streetscape cluttered with chaotic signage, telephone poles and litter leaves a vastly different perspective than a roadway system that includes street trees, themed and organized signage,



comfortable roadways, and significant pedestrian traffic.

The purpose of this element is to address the mobility needs in and around the Angleton area over the next 20 years. The element is designed to expand upon the findings of the 1994 Mobility Plan and provide guidance for the orderly development and upgrading of Angleton's future transportation system.

Because the City of Angleton has grown as expected over the course of the last decade, many of the recommendations of the 1994 Mobility Plan remain valid. Several recommendations for expansion of the existing network remain appropriate and roadway design standards continue to apply. The Mobility element of the Comprehensive Plan incorporates the findings of the 1994 Plan to the extent practical while formulating goals, objectives, actions and policies for transportation. Additionally, the element updates the 1994 plan by proposing new streets to the transportation network, addressing issues such as sidewalks and trails, and expanding upon important issues such as connectivity and access management.

As an update and expansion of the 1994 Mobility Plan, the element will guide long-term right-of-way preservation and promote acquisition for future development, as needed. At the same time, the plan will reflect the reality that all improvements will require the expense of both construction and ongoing maintenance. The Mobility Plan is intended to work hand in hand with the Future Land Use Plan and goals for infrastructure, facilities and parks as

essential means for guiding and managing development.

Key Mobility Issues

Review of current conditions and trends, previous plans and studies, and community input brought to the forefront a set of key issues regarding transportation concerns and needs in and around Angleton. These issues were assembled into several broad categories that provide the basis for Transportation goals, objectives and actions, as well as the new Mobility Plan for the community.

Connectivity and Expansion

A mobility system is judged by the ability to travel effectively from one destination to another. A well designed system minimizes delay and fosters connectivity between destinations whether it be between neighboring cities and communities or to different nodes and districts within the City.

During the public involvement process residents of the community identified lack of route continuity as a major issue in Angleton. The lack of strong east/west cross town routes was clearly stated in the 1994 Mobility Plan and echoed by the general public. As important, however, is the general lack of connectivity between neighborhoods, districts, or portions of town. While this may reduce cut-through traffic, it makes travel between nearby locations cumbersome and ineffective.

Just as connectivity is important to existing areas of the city, it is also important to newly developing (or potentially developing) areas. Strategic placement of new, major roadways ensures appropriate connectivity while promoting economic activity.



Quality and Safety

A safe, efficient and well managed transportation system is important to maintaining and enhancing local quality of life. In addition to opening up new areas for development, priority should consistently be given to maintaining and improving the existing systems for travel, particularly roads and railways. If traffic conditions or the travel network in developed areas deteriorate, residents and businesses begin to consider alternative routes and destinations. On the other hand, improvements to existing roadways can often be a catalyst for revitalization of “tired” areas.

Additionally, the safety of corridors, particularly existing roadways, is always critical. Poorly designed intersections, such as the convergence of Velasco, Loop 274 and Wilkins, can appear problematic (even if, as in this case, they function appropriately). Street design and corridor width, such as along Downing Street, can unintentionally promote speeding. Numerous, unrestricted access points along roadways such as Business 288 add “conflict points” and reduce the efficiency of the travel network.

Walking and Biking

As mentioned, choice is one of the primary features of a dynamic and successful transportation system. Bicycle and pedestrian facilities are important components of the community’s transportation and recreation system. They serve as alternative modes of travel and provide for recreational opportunities for local residents. Designated bicycle routes, on-street bikeways, and off-street bike/hike/jog trails link major attractions and destinations including neighborhoods,

parks, school, churches, major employers, medical clinics, social service agencies and other shopping areas. In this way bicycle and pedestrian routes can provide an alternative mode of transportation while also serving the recreational needs of area residents. Pedestrian walkways, sidewalks and crosswalks are part of the City’s existing transportation system that serves the needs for pedestrian movement in residential neighborhoods, commercial business areas and around schools, parks and other community facilities.

Residents of the community expressed the need for improved walkability in Angleton. Attempts to retrofit sidewalk and bicycle improvements in existing developed areas is a worthwhile effort, but will have to take place over time. However, the City can take measures to ensure such improvements are included in newly-developing areas.

The City of Angleton has already begun to address pedestrian needs to a limited extent. A Sidewalk Plan is in place that recognizes several of the community’s needs. Subdivision regulations further require that new residential development incorporate sidewalks.

Beautification and Sense of Community

As discussed, the attractiveness of Angleton’s corridors is not only an issue of pride, it is also an economic development tool that is very often overlooked. While the Mobility chapter is not designed to address issues such as architecture and land use, a significant number of visual “cues” are provided within the right-of-way and in the manner that the community addresses issues such as



parking and access. Integrating aesthetics with roadway functionality, including roadway layout, landscaping, appropriate lighting, public art/landmarks, signage (including a coordinated wayfinding system) street furniture, and other character elements improves the overall aesthetics and visual appeal of the community's corridors.

Goals, Objectives and Actions

The goals, objectives and action statements outlined in this element of the Angleton Comprehensive Plan are derived from the unique Mobility issues facing the community. Significant effort has been taken to ensure that the Mobility element reflects the needs and issues of the community while also building upon the foundation established by the 1994 Mobility Plan.

Connectivity and Expansion

Goal: A network that provides optimum connectivity between existing, upcoming and potential destinations.

Objectives

- ◆ Revise development regulations to place strong emphasis upon connectivity between commercial developments.
- ◆ Promote techniques for improving connectivity between neighborhoods, including trails and sidewalks.
- ◆ Expand the mobility network to ensure connectivity to major attractions (i.e. schools, parks, shopping districts).

Actions

- ✓ Require connections between adjacent commercial developments

and street stubs to areas available for future development.

- ✓ Require all subdivision development to provide a minimum of two entrances. Consideration should be given for added entrances for large developments and single, divided entrances for small developments.
- ✓ Encourage street stubs and connection to surrounding major roadways by permitting stubs and connectors to count as entrances.
- ✓ Mandate connection to stub streets by adjacent new development.

Quality and Safety

Goal: A well maintained, safe and efficient system of travel.

Objectives

- ◆ Improve access management, including reduction of conflict points within the roadway system.
- ◆ Utilize the street system as a means to continue to improve the stormwater drainage system of Angleton.

Actions

- ✓ Develop driveway or curb cut separation standards that increase the length of separation according to street type, such as:
 - Arterial – 400 feet;
 - Major Collector – 300 feet;
 - Minor Collector – 200 feet; and,
 - Local Collector – 100 feet.
- ✓ Examine the concept of requiring low maintenance medians for management of future major collector and arterial left-turn access.



Walking and Biking

Goal: A network that recognizes and incorporates bicycle and pedestrian activities.

Objectives

- ◆ Develop a communitywide pedestrian/bicycle network consisting of trails, access paths, sidewalks, and crosswalks.
- ◆ Ensure that pedestrian/bicycle pathways are given equal consideration with roadways in subdivision design.
- ◆ Incorporate pedestrian opportunities in existing neighborhoods, as well as other areas of Angleton.

Actions

- ✓ Complete proposed trails along Brushy Bayou and Rancho Ditch and consider development of additional trails along other drainage ditches that include sufficient right-of-way.
- ✓ Place protected crosswalks along local or collector roadways with an uninterrupted street length greater than 1,000 feet and at points of intersection with pedestrian paths.
- ✓ Incorporate bicycle lanes along existing collector roadways that offer sufficient pavement width for safe bicycle travel (minimum six feet per side).
- ✓ Coordinate bicycle lanes and trails to establish a connected bicycle network.

Beautification and Sense of Community

Goal: A visually attractive, “marketable” streetscape.

Objectives

- ◆ Examine development of additional streetscape guidelines for downtown Angleton.
- ◆ Maintain the appearance and quality of streets, curbs and sidewalks to maximize visual appeal and functionality.

Actions

- ✓ Evaluate the feasibility of a Public Improvement District, Tax Increment Reinvestment Zone or other special assessment approach to fund streetscape enhancements in downtown Angleton.
- ✓ Revise cross sections of local and collector roadways to encourage installation of bike lanes and crosswalks where appropriate.
- ✓ Establish bufferyard requirements within specific zoning districts (or in new overlay zones) to increase the visual appeal along specific corridors such as SH288 or Loop 523.
- ✓ Enhance signage requirements, such as shared signage, use of quality materials, and appropriate height, particularly within specified corridors to reduce visual clutter.
- ✓ Revise parking standards to require increased vegetation within the parking area.



Existing Considerations

Planning for improvements to the existing mobility network is a constant challenge between improving existing roadways and anticipating future needs. The network is in an ongoing state of evolution that is largely dictated by natural wear and tear, traffic created by changing land use, and general alterations in travel patterns. Planning for the future mobility network is based upon an understanding of existing conditions coupled with anticipated and desired changes.

Traffic Generators

All land uses generate trips. However, the number of trips, the likely time at which trips are expected to occur, the regularity of trips and various other considerations all weigh heavily upon the impact that a particular use will have on the mobility network. For example, an office building generates “trip ends” largely during traditional work hours on a week day, with particular peaks during general arrival and departure times such as 8am and 5pm. On the other hand, a church generates significant traffic on evening hours and during Sunday services. Because the traffic patterns differ, the impacts of the two uses do not necessarily coordinate to create congestion.

Large traffic generators such as commercial nodes, large schools, and major industrial activities, and government facilities can significantly impact the street system. In Angleton, major traffic generators include:

- ◆ Brazoria County Courthouse, Angleton City Hall and other government facilities in downtown Angleton.

- ◆ WalMart Center and surrounding commercial activity along Business 288.
- ◆ Angleton Danbury Medical Center along Hospital Drive.
- ◆ Angleton High School during school hours and during the school year.
- ◆ Industrial area that includes Benchmark and the currently vacant site formerly operated by Intermedics.
- ◆ Brazoria County Fairgrounds during seasonal events.
- ◆ Government facilities located along Cannan including the Post Office, police station, and recreation center.

Traffic Volumes

The 1994 Mobility Plan incorporated a series of Average Daily Traffic Counts (ADTs) along local roadways and utilized those counts to forecast future demand. Since that time, the City of Angleton has not completed new counts to use in comparison to those conducted in 1994 or at new sites. On the other hand, the Texas Department of Transportation (TXDOT) conducts annual traffic counts along state highways and other major arterials. While these counts do not always occur at the same locations, an analysis of counts taken in 1992 and 2002 provide the following conclusions:

- ◆ Traffic along Loop 523 in the vicinity of SH 35 has increased by 229 percent to approximately 7,900 ADTs.
- ◆ Trips along SH288 south of SH35 have increased by 72 percent to approximately 22,000 ADTs.
- ◆ Motorists traveling daily along Business 288 north of Loop 274 have grown to 17,800 - a 12 percent increase.
- ◆ Loop 274 has substantially relieved congestion along Velasco Street. Trips



immediately south of SH35 decreased from 13,300 to 5,100.

- ♦ Traffic counts along SH 35 between Loop 523 and Velasco Street have slightly declined between 1992 and 2002.

TxDOT Plans

- ♦ TxDOT is reviewing options for enhancements to SH288. Under discussion are opportunities such as increased number of lanes and commuter rail service to Houston.
- ♦ TxDOT has proposed expansion and improvement of SH35 that currently includes division of the roadway into a one-way pair utilizing Mulberry and Orange streets through downtown Angleton.

Angleton Mobility Plan

The existing and proposed mobility system in and around Angleton is displayed in *Figure 4.1, Mobility Plan*. The Mobility Plan shows approximate alignments for planned or enhanced streets, sidewalks and trail improvements that should be considered in platting of subdivisions, right-of-way dedication, and construction of major streets within the City and its extra-territorial jurisdiction (ETJ). The primary objective of the Mobility Plan is to ensure that adequate rights-of-way are preserved on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the mobility system.

Mobility planning is interrelated with other components of comprehensive planning and urban development, including land use, housing, and growth capacity. The authority of Texas cities to plan and regulate the street network

within their incorporated area and ETJ is derived from Article XI, Section 5 of the Texas Constitution and Title 7, Chapter 212 of the Texas Local Government Code. As a result, the City of Angleton can require that development plans and subdivision plats conform to "... the general plan of the municipality and its current and future streets ..." and "... the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extra-territorial jurisdiction."

Actual roadway alignments can vary somewhat from the plan depending on future development trends, site constraints and necessary refinement of projected circulation needs and concepts depicted on the Mobility Plan.

The plan does not show future *local* streets because these streets function principally to provide access and their future alignments may vary depending upon development plans. Local street alignments should be determined by the City and landowners as part of planning for development. Likewise, minor collectors are required with new development but are not shown in all places on the Mobility Plan since their alignments will depend on the surrounding street system and the particular development concept. Minor collectors should be situated on a case-by-case basis to connect major collectors (and sometimes arterials) with other major collectors and local streets.

The Angleton Mobility Plan will have far-reaching effects on the growth and development of the City since it guides the preservation of rights-of-way needed for



future street, sidewalk and trail improvements. As a result, the plan has significant influence on the pattern of movement and the desirability of areas as locations for development and land use. While other elements of the Comprehensive Plan look at foreseeable changes and needs over a 20-year period, mobility planning requires an even longer-range perspective extending into the very long-term future.

Highlights of the Mobility Plan

- ◆ Complete the eastern loop of the 523 Bypass via improvements to Airport.
- ◆ Development of a service road system along SH288 that can be accessed to the rear of facilities fronting the freeway.
- ◆ Extension of Hospital west to the proposed service road along SH 288 for use as a major collector.
- ◆ Expansion of Cannan/Tigner to Anchor Road and *downgrade* the roadway to a minor collector.
- ◆ Expansion of Buchta Road as a major collector south beyond CR 220.
- ◆ Recognition of downtown roads such as Chenango and Magnolia as minor collectors.
- ◆ Placement of initial minor collector roadways throughout the service area in planning for expansion.

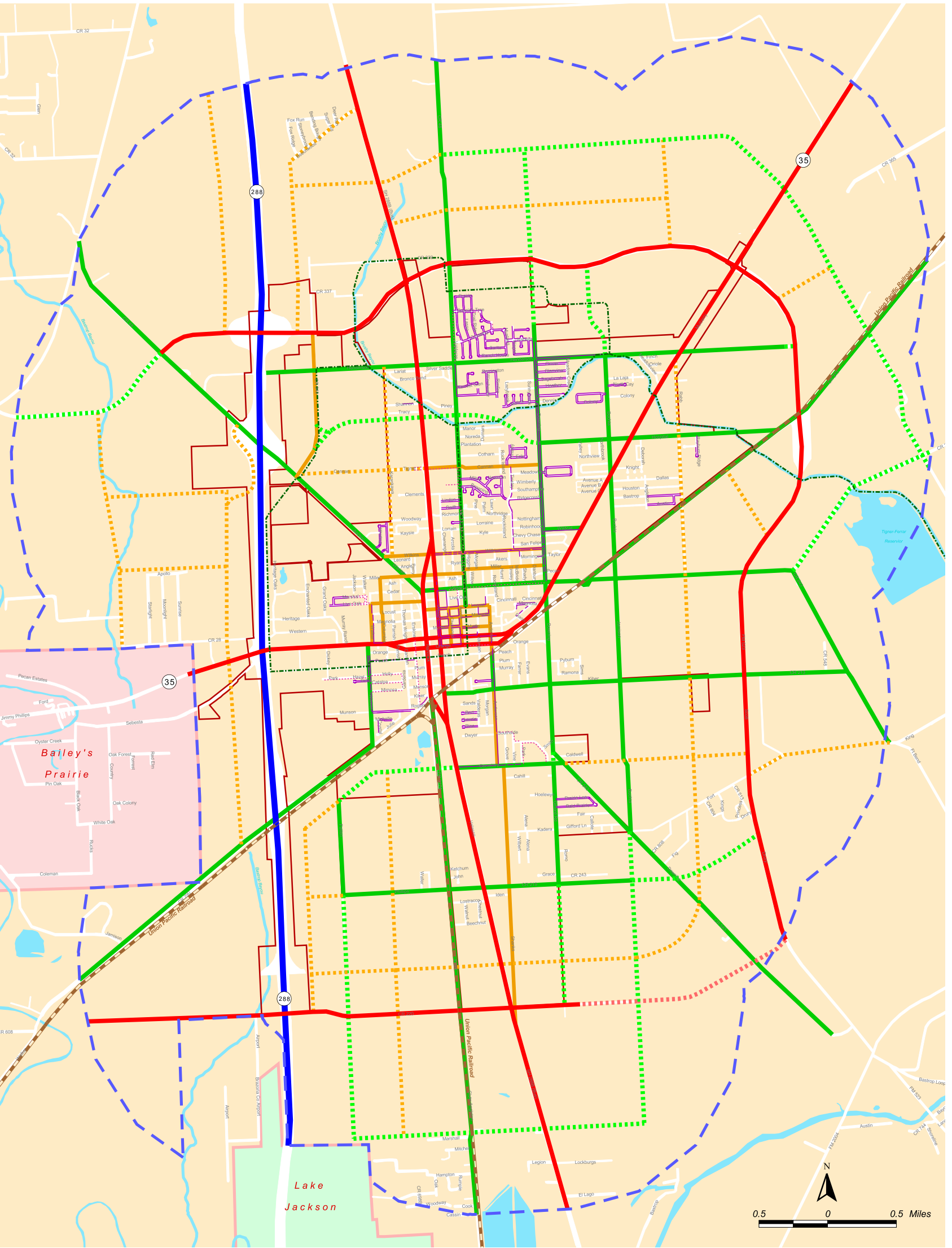
Mobility Plan Implementation

Implementation of mobility system improvements occurs in stages as the City grows and, over many years, builds toward the ultimate network envisioned in the Mobility Plan. The fact that a future thoroughfare, sidewalk or trail is shown on the plan does not represent a commitment to a specific time frame for construction, nor that the City will build the improvement. Individual

improvements may be constructed by a variety of implementing agencies, including the City, Brazoria County, and the Texas Department of Transportation (TxDOT), as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, County, and TxDOT, as well as residents, land owners and developers, can utilize the Mobility Plan in making decisions relating to planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the City's subdivision regulations should include consideration of compliance with the Mobility Plan in order to ensure consistency and availability of sufficient rights-of-way for the general alignments shown in the plan. By identifying locations where rights-of-way are needed, land owners and developers can consider roadways and trails in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing or planned thoroughfares.

Major constraints in the Angleton area that could limit the development of roads, streets and highways include existing developed areas; streams and drainage channels and associated floodplain areas; public parks and open areas; agricultural land; and, critical habitat areas and other valued environmental resources. Rail lines through town are major obstacles to traffic circulation in many communities, sometimes requiring consideration of costly solutions such as construction of



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Figure 4.1
Mobility Plan

- | | | | |
|--|--------------------------|--|----------------------|
| | Existing Freeway | | Rail |
| | Existing Arterial | | Existing Sidewalk |
| | Existing Major Collector | | Proposed Sidewalk |
| | Existing Minor Collector | | Proposed Trail |
| | Proposed Arterial | | Angleton Study Area |
| | Proposed Major Collector | | Angleton City Limits |
| | Proposed Minor Collector | | |



grade-separated overpasses at key railroad-roadway intersections.

Perhaps the most significant influence on thoroughfare improvement is existing residential neighborhoods and other developed areas that present constraints when a new or expanded thoroughfare might impact the area, as is currently the discussion with improvements to SH35. This is not intended to imply, however, that existing constraints prohibit the development of a desirable mobility system. These factors may affect the location, feasibility and construction cost of transportation improvements, so they should be considered in the planning and design of future facilities.

Plan Amendment Process

It will be necessary for the City to periodically consider and adopt amendments to the Mobility Plan to reflect changing conditions and new needs for system improvements and development. A systematic procedure should be followed for making plan amendments, including a set schedule for annually inviting and considering proposed changes.

A process for amending the Mobility Plan should be established in the City's subdivision regulations. Typically, plan amendment requests may originate from landowners, civic groups, neighborhood associations, developers, other governmental agencies, City staff, and other interested parties. Proposed revisions should be analyzed by the Planning and Zoning Commission, the municipal engineer, and other City staff. The proposed change and staff recommendations should then be formally

considered by the Planning and Zoning Commission. The Commission should conduct a public hearing on proposed plan amendments following required public notice. Proposed amendments should be considered in a fair, reasonable and open process. The burden for proving compelling reasons for the public benefit of any proposed changes should rest with the requesting parties. Decisions and determinations should represent the best interests of the public.

The revised Mobility Plan, including any approved plan amendments, should be forwarded by the Planning and Zoning Commission to City Council for its consideration. The amended plan becomes effective upon final adoption by the City Council.

Functional Classification of Roadways

The 1994 Mobility Plan divided the roadway system into seven classifications based upon their role in the network, the number of lanes, and status as a divided or undivided thoroughfare. For example, the classification "C3U" represents a 3 lane, Undivided Collector roadway. Ultimately, however, the roadway system utilizes four large-scale classifications: arterial, major collector, minor collector, and local street. A fifth classification, freeway, is not discussed in detail simply because it is limited to a single street, SH288, upon which the City of Angleton has little control. The role and general function of the four major classifications is discussed in *Table 4.1, Functional Classifications*. Additional information regarding specific geometric design issues, such as vertical clearance and



Table 4.1
Functional Classifications

Criteria	Arterial	Major Collector	Minor Collector	Local
1994 Plan Classification	M4U, P5U and P6D	C3U and C4U	C2	L2
Role				
Mobility	Primary Role	Equal to Access	Secondary Role	Secondary Role
Access	Secondary Role, via roadways or limited commercial driveways	Equal to Mobility, via roadways or commercial driveways	Primary Role, via roadways or driveways	Primary Role, via roadways or driveways
Relationship to Neighborhoods	Defining Edge	Defining Edge, Rarely Traverses	Defining Edge or Traverses	Traverses
Relationship to Districts	Defining Edge or Feature	Defining Edge or Traverses	Traverses	Traverses
Through Route	Yes	Limited	Not Preferred	Not Preferred
Design Criteria				
Common Length	More than 5 miles	Between 1 and 3 miles	Between 0.5 and 2 miles	Less than 1 mile
Pavement Width	60 to 90 ft.	44 ft.	44 ft.	28 ft.
Right of Way	90 to 120 ft.	70 ft.	70 ft.	60 ft.
Anticipated Volume	20,000 to 40,000 VPD	5,000 to 25,000 VPD	1,000 to 13,000 VPD	Less than 5,000 VPD
Spacing	2 miles or more	1/2 mile to 1 mile	1/4 mile to 1/2 mile	Varies with block length
Design Speed (mph)	35 to 50	30 to 45	30 to 40	30
Number of Lanes	4 to 6	3 to 4	2	2
On-Street Parking	Very Limited	Limited	Yes	Yes
Through Truck Route	Yes	Limited	No	No
Bikeways	No	Limited	Yes	Yes
Sidewalks	6 ft. or greater	5 to 6 ft.	5 ft.	4ft. (5ft. Preferred)

Source: Wilbur Smith Associates

stopping sight distance remain available in the 1994 Mobility Plan.

Freeway. SH288 represents the only freeway within the planning area of the City of Angleton. Freeways are entirely focused upon mobility. Access is strictly limited.

Arterial. SH35, Business 288 and Loop 523 represent arterials in the Angleton planning area. Arterials focus upon moving traffic between destinations. Access is theoretically a secondary issue, however, many large-scale businesses, prefer locations along arterials.

Major Collector. Downing Street, an improved Hospital Street, and CR290/Walker represent major collectors. Access to sites and neighborhoods and the free movement of traffic are equally important roles of major collectors. Access to individual residential lots from major collectors should be restricted.

Minor Collector. Locust Street, Walker Street (north of SH35) and Myrtle Street represent minor collector roadways. Minor collectors generally place greater emphasis upon accessibility to sites than upon free movement of traffic. Stop signs and residential driveways are more





common along minor collectors. Minor collectors also offer additional functions, including off-street parking and bike lanes.

Local. By far the most prevalent roadways in Angleton are local streets. Examples include Manor Drive, Bert Street, Meadow Lane, and Glenview Lane. Local roadways are nearly exclusively dedicated to site access. Uninterrupted street lengths are shorter and street width is narrower. Local roads often serve numerous roles including mobility, site access, off-street parking, bicycle traffic and, to the chagrin of many motorists, play area.

Transportation Policies & Standards

Policies and standards represent general guidelines to be utilized in daily management of the mobility network. Recommended policies reflect the findings of the comprehensive plan as well as leading techniques in transportation planning. Standards such as discouraging private roads may be incorporated into regulations. Others, such as coordination between transportation entities, serve to reinforce sound planning practices.

Connectivity

- ◆ Consider signage to be posted at stub streets indicating the stub as a future through road.
- ◆ Provide a length of “transitional area” when a new thoroughfare extension is proposed to connect with an existing thoroughfare that has narrower right-of-way.
- ◆ Avoid creation of off-set or “jogged” intersections by requiring connection to a roadway if within 125 feet.

Street Improvement & Network Expansion

- ◆ Begin to acquire additional right-of-way, where available, to improve collector and arterial classified roadways.
- ◆ Coordinate land development decisions with the Mobility Plan to ensure that the integrity of the street system is maintained and that access and circulation are acceptable both on and off site.
- ◆ Identify opportunities for acquiring undeveloped lots or other parcels to extend collector roadways within developing areas to provide for adequate connections between developments.
- ◆ Existing streets in adjacent areas should be continued and, when an adjacent area is undeveloped, the street layout should provide for future projection and continuation of streets into the undeveloped area.
- ◆ Stub streets should include a temporary turnaround to accommodate fire apparatus.

Access Management

- ◆ Manage access to developed properties along major roadways to control turning movements and reduce traffic conflicts points.
- ◆ Encourage use of shared driveways, particularly in commercial areas as well as among uses with complimentary peak hours of demand.
- ◆ Utilize low maintenance medians with managed left-turn lane access as an alternative to an unmanaged left-turn lane.
- ◆ Encourage internal access between adjacent parking areas.



Typical Geometric Design Standards

The 1994 Mobility Plan provides details regarding typical design standards for Angleton's roadway system such as stopping sight distance, cul-de-sac diameter requirements, general lane width, right-of-way requirements, and vertical clearance. The Mobility Element of the Comprehensive Plan utilizes the design standards of the 1994 Mobility Plan.

- ◆ The angle of intersection for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line, to provide adequate sight distance at intersections.
- ◆ Manufactured Housing communities should be held to the standards of typical subdivision development, including street construction, width and sidewalk requirements.

Traffic Control Devices

- ◆ Stop and yield signs should not be used as traffic calming techniques on major roadways.
- ◆ Consider roundabouts as freeflowing, traffic management alternatives to stop signs in areas with limited traffic volume.
- ◆ Design the traffic signal system to accommodate pedestrians through pedestrian-actuated sensors, signal timing, etc., where appropriate.
- ◆ Select devices based upon appropriateness to circumstances such as problems, roadway conditions (type and length of road, proximity to intersection, and surroundings (i.e. land uses and corridor width).

- ◆ Full or partial street closures are inappropriate traffic control and calming techniques, unless all other options are exhausted.

Rail

- ◆ Review automobile/rail intersections to determine if major safety or efficiency improvements are required.
- ◆ Work with the railroad companies in the maintenance of their rights-of-way.
- ◆ Coordinate with TXDOT regarding the possibility of commuter rail activity along SH288.

Private Roads/Gated Communities

- ◆ Private roads and gated communities should be discouraged.
- ◆ Permitted private roads should meet all standards required of public streets.

Streetscape

- ◆ Encourage buffering and noise reduction techniques in major roadway projects, particularly near residential neighborhoods and schools.
- ◆ Carefully regulate development and require high standards for landscaping and property maintenance along highways and major thoroughfares to maintain aesthetics and avoid a "strip development" pattern of use
- ◆ Coordinate with TxDOT in the implementation and maintenance of landscaping along state highways.
- ◆ Encourage (or provide local matching funds to achieve) enhanced aesthetic design of bridges, overpasses, retaining walls and other improvements in coordination with TxDOT and Brazoria County.



Sidewalks & Trails

- ◆ Consider trail systems as a supplement or an alternative to sidewalks, particularly in rural areas.
- ◆ Design trails to take advantage of natural areas and promote a sense of “privacy” while also incorporating crime prevention techniques such as maintaining high visibility.
- ◆ Consider conservation easements for use in acquiring, protecting and maintaining the areas set aside for trails.
- ◆ Utilize the pedestrian and bicycle network to connect destinations for short trips while also serving as a long distance recreation amenity.

Pedestrian Friendly Design

- ◆ Permit an option to minimize residential setbacks in areas adjacent to local roadways when appropriate.
- ◆ Provide street furniture in areas of potentially high pedestrian traffic such as downtown Angleton, including the facilities surrounding the Brazoria County Courthouse, particularly facilities such as benches, fountains, and public art.
- ◆ Integrate plazas and open spaces into the streetscape strategically.
- ◆ Tree-lined streets add visual appeal, increase sense of safety, tighten roadway corridor width, and provide shade from the Texas summer heat.
- ◆ Sidewalks should be separated from the roadway by a vegetative strip to bolster the visual separation of pedestrian and vehicular traffic wherever possible.

Parking Lot Design

- ◆ Review requirements regarding the number of parking spaces for uses to

ensure that figures remain appropriate.

- ◆ Consider a maximum number of parking spaces per lot and per row as a means of “breaking up” the appearance of large parking areas.
- ◆ Encourage placement of substantial parking to the rear and side of a structure.
- ◆ Ensure pedestrian-friendly design through development of obvious, protected pedestrian paths (delineated by materials, signage, lighting, markings, landscaping or other visible features).

Traffic Impact Studies

- ◆ Consider traffic impacts on affected transportation facilities during review of zone changes and subdivision applications, with developer participation in improvements needed to maintain an adequate level of service.
- ◆ Require traffic impact studies and mitigation actions for large-scale development proposals.

Coordination of Resources

- ◆ Coordinate proposed mobility improvements between the City of Angleton, Brazoria County and TxDOT.
- ◆ Utilize resources such as the Houston-Galveston Area Council for communication and resources regarding mobility improvements.
- ◆ Utilize federal and state resources to assist in various improvements to the mobility network.
- ◆ Set aside a limited, annual capital allocation for use in meeting nonvehicular traffic improvements



such as sidewalks, trails and crosswalks.

- ◆ Consider grant funds for mobility improvements in areas of the community that qualify as low or moderate income.

Exceptions to the Rules

Guidelines of the Mobility Plan represent a standard – a general guide to follow under “normal circumstances.” However, instances will consistently occur that will require creative deviation. Following are common or anticipated exceptions for consideration:

- ◆ **Narrow right-of-way.** In many of the older, established areas, the amount of land available for street improvements is limited. This is among several concerns voiced by the general public regarding improvements to SH35 in downtown Angleton.
- ◆ **“Historic” Angleton.** The older areas of Angleton were established based upon a street system that focused upon connectivity with limited hierarchy that was considered appropriate at the time. Today, the same system is extremely well adapted to encouraging high pedestrian activity, but offers little to motorists that expect ample parking and few interruptions in the freeflow of traffic. Deviation from standards is necessary to balance the role of downtown with motorist expectations.
- ◆ **Manufactured housing communities.** Commonly called “mobile home parks,” new communities are a far cry from their poorly constructed ancestors. New manufactured housing communities blend affordability with

quality. Some historic reductions in road quality are no longer necessary, or desirable. Considerations to maintain affordability may include shared driveways and reduced right of way.

- ◆ **Rural development.** Subdivisions proposed beyond the municipal limits of Angleton pose an interesting dilemma. Some developments are sufficiently remote that the surrounding character is obviously rural. In those cases, it may be considered desirable to maintain a rural feel with the roadway, including use of trails rather than sidewalks, swales rather than “curb and gutter”, or long entrance lanes to hide development within a rural setting.



Chapter 5 Public Facilities

Introduction

The location and availability of public facilities and related services play an important role in community livability. Public facilities range from the obvious such as fire stations to facilities that are often taken for granted by the general public such as space to store road maintenance materials. While one may seem more important, each helps to ensure that Angleton residents enjoy a safe and enjoyable living environment.

Public facilities in Angleton include structures and sites for services such as law enforcement, fire protection and emergency medical services (EMS), animal control, infrastructure maintenance, education, and the general management of city business. Parks and recreation facilities are also considered public facilities, however, location and development of recreation sites is addressed separately in *Chapter 7, Parks and Recreation*.

As growth continues to occur in Angleton, expansion of facilities and services will be instrumental in continuing to ensure a safe and healthy community. New facilities may be needed to accommodate population growth and should be carefully planned and coordinated with new development. At the same time, existing areas of the community should enjoy services that meet or exceed current standards.

The purpose of the Public Facilities element is to ensure the provision of available and adequate facilities that would allow services to be provided effectively to existing and future residents of Angleton. This element focuses on public facilities managed by the City and therefore the discussion of schools and the library is limited. Public school facilities are provided by the Angleton Independent School District. Brazoria County manages the county library, which is located in downtown. As the county seat, Angleton is also the location of numerous county facilities, including the Brazoria County Courthouse. While not under management by the city, the services and facilities needed to manage county business have a definite impact upon the surrounding area.

This chapter highlights the need for new facilities, or renovation and/or expansion of existing sites, to serve new and changing public service demands. The location of existing community facilities is shown in *Figure 5.1*. Goals and action statements depend, in part, on projected population growth, future land use plans, annexation strategy, and other factors. In particular, the Future Land Use Plan reflects the desired growth pattern within the City and will influence the provision and location of future public facilities. Facility needs will also feed into implementation planning and multi-year capital improvements programming.



Key Public Facilities Issues

The following public facility issues have been developed through the public involvement process including information obtained from the community forum, key person interviews, the advisory committee, and City staff.

Space and Facility Requirements

Adequate space and facilities to meet current and projected community needs is an important issue facing the City. Facility needs include space for equipment, storage of supplies and files, meeting facilities and staff. Several of the city’s community facilities are currently at capacity with regards to office and storage space, including City Hall and the Police Station. As growth continues to occur additional staff and space will be needed to accommodate the growing population. The city should review and evaluate all options for addressing space requirements in the short and long term including the expansion of existing facilities, construction of new facilities and potential reorganization/movement of municipal functions.

Location and Efficient Use of Resources

Location of facilities is important in their efficient use and accessibility by the public. Public facilities such as fire protection should be appropriately located to ensure immediate accessibility to citizens. Other facilities, such as the public works “yard” that stores maintenance equipment and materials, are less dependent upon access to the general public.

Many of Angleton’s civic facilities are currently located in the downtown area. Although these facilities are centrally

located, lack of parking in the downtown area can hinder their accessibility. Parking and accessibility to public facilities, like City Hall, the Library and the Brazoria County Courthouse can be enhanced by improving signage in the downtown area and acquiring land for central parking lots that could be used by multiple facilities.

Angleton, like other cities throughout the country, is faced with the challenge of providing numerous services over a spreading city on an increasingly limited budget. Sound planning and efficient use of public facilities can help maximize services while reducing costs and duplication of efforts.

Some communities are finding fiscal and service delivery success through multi-purpose, joint use facilities. City Hall is a historic example of various municipal organizations sharing space, however,

Joint Use of Facilities

Across the country a growing number of public and private entities are recognizing the efficiency of shared use and multi purpose facilities. Joint use and development of community facilities save in construction cost and maintenance, avoid duplication of resources, efficiently use land, and enhance the provision of quality public facilities and services to the community.

The Edison School/Pacific Park Project is an example of a joint effort between the City of Glendale, California and the Glendale Unified School District in the development of a new elementary school, community center, library, and park expansion. Shared use facilities at the elementary school include:

- ◆ a multi-purpose cafeteria and gymnasium
- ◆ art, science and computer classrooms
- ◆ library
- ◆ playing field
- ◆ parking facilities

Source: *New Schools Better Neighborhoods, Case Studies* www.nsbj.org



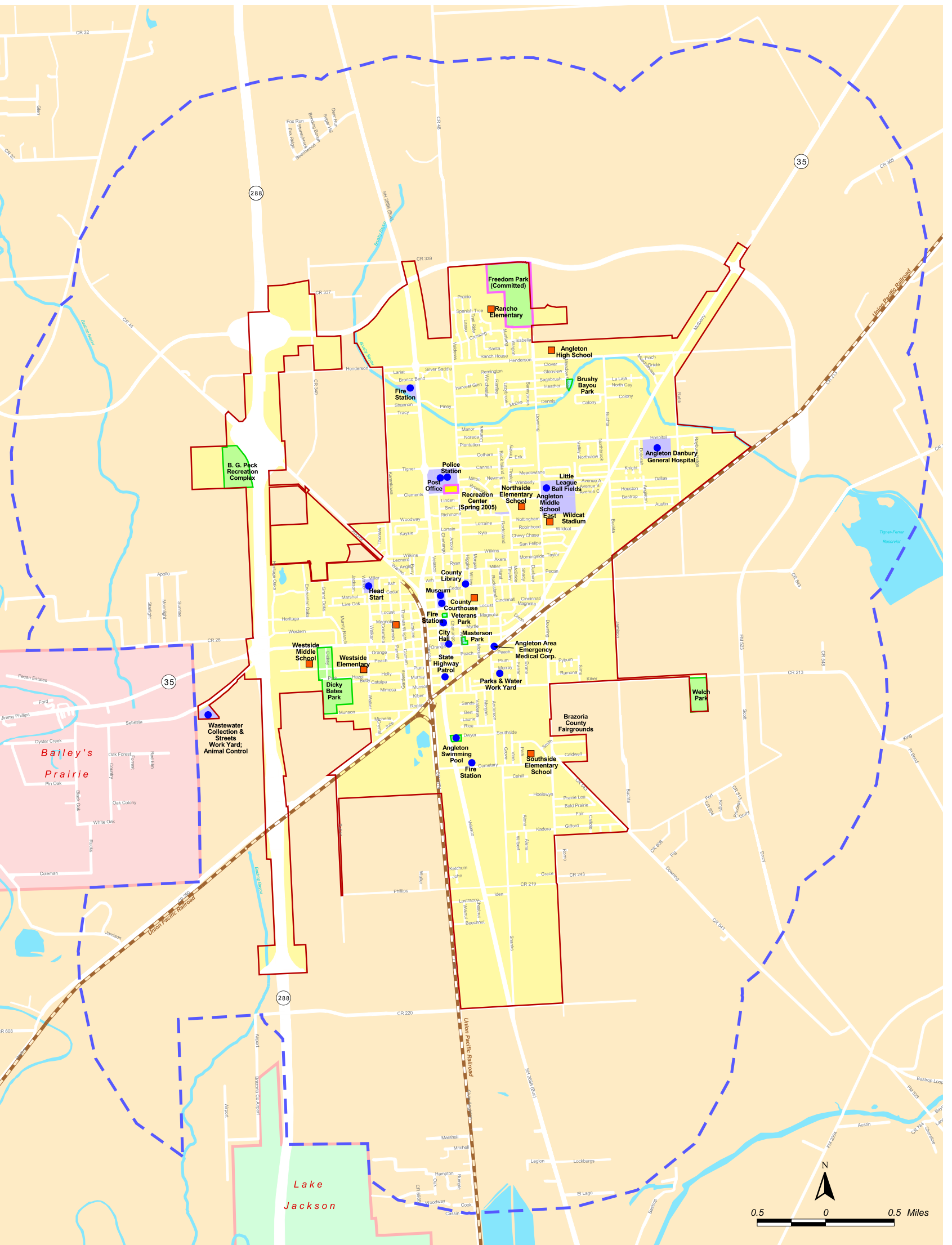


Figure 5.1
Public Facilities

- Public Facility
- School
- Angleton Study Area
- Angleton City Limits



more recent decades have seen separation of facilities such as schools, parks, libraries, and community centers. Today, many communities are finding success in once again combining complimentary uses. Joint agreements and coordination between city departments and other government entities like the county and school district can result in a more efficient use of resources. This may involve joint use of facilities, staff and storage space between entities.

Goals, Objectives and Actions

The goals, objectives and action steps outlined in this element of the Comprehensive Plan are based on traditional public facilities planning and design principles, research in trends in development and management of facilities, as well as input from staff, local residents and leaders during the planning process. The goals, objectives and actions appear in no particular priority order.

Space and Facility Requirements

Goal: Adequate provision of community services and facilities in Angleton.

Objectives

- ◆ Ensure the law enforcement, fire protection and EMS have adequate equipment and facilities to meet the needs of a growing population spread over a broad service area.
- ◆ Address the short-term and long-term space needs associated with City government functions located at City Hall.

Actions

- ✓ Acquire additional space for housing municipal administrative functions, ensuring adequate space for current and future staffing needs.
 - Consider housing departments that have significant contact with the public in the same facility in or very near City Hall.
 - Evaluate the feasibility of acquiring new space to provide additional office, meeting and storage space for City Hall.
- ✓ Acquire space surrounding City Hall, as it becomes available, for municipal purposes.
- ✓ Initiate study of a separate facility for the court system adjacent to the police department.
- ✓ When appropriate, hire adequate staff to meet the growing needs of the City.

Location and Efficient Use of Resources

Goal: Efficient and effective use of resources and provision of community facilities.

Objectives:

- ◆ Provide innovative, cost effective community facilities.
- ◆ Maximize efficiency through joint use of resources including sharing of staff and equipment.
- ◆ Coordinate with other government and private entities in providing community facilities and services.
- ◆ Provide community facilities that meet the needs and desires of the current and future population (i.e. community center).



Actions:

- ✓ Construct a new animal control facility.
 - Identify space, equipment and staff needs for an animal control facility.
 - Consider partnerships with other organizations and agencies.
- ✓ Combine resources related to water, wastewater, streets and parks.
 - Establish a single wastewater, streets, water and parks work yard facility.
 - Cross train water and wastewater maintenance crews and parks and streets maintenance crews.
- ✓ Construct a community center and utilize its placement as a tool for economic and physical redevelopment.
 - Coordinate with Brazoria County to consider construction of a community center to enhance the Brazoria County Fairgrounds.
 - Consider rehabilitation and reuse of the vacant structure along SH35 formerly occupied by WalMart.
- ✓ Improve signage in the downtown area to clearly direct traffic to public parking facilities in the area.
- ✓ Identify strategic locations for parking in downtown Angleton that can be utilized by various uses and compensate for loss of parking by expansion of SH35.
- ✓ Acquire land as needed and as it becomes available for parking in the downtown area.

Existing Public Facilities

Police

The Angleton Police Department is located with the Municipal Court facilities at the corner of Velasco and Cannan. The Police Department consists of 35 officers and 11 support staff. A major issue facing the Police Department is the need for additional office and storage space. The Police Department currently uses all available space at the existing facility and due to limited space, the police department and municipal courts use the Park Barn Maintenance Yard for storage of old equipment and files. As the population grows, police services will expand and the need for additional facilities for the police department will continue to become an issue for the City. A short-term solution would be to build a separate facility for the municipal court system adjacent to the Police Department, providing additional space for police services at the current facility.

Animal Control

The Police Department is responsible for animal control and has two animal control officers housed at the animal control facility located at the sewage treatment plant. The current facility is in need of improvements to meet current and future demands. The City should evaluate all options for upgrading the facility to local, state and national standards/guidelines. Standards for animal control facilities are found in Chapter 823 Animal Shelters and Chapter 826 Rabies Control Act of the Texas Health and Safety Codes. Chapter 169 Rabies Control and Eradication contains the rules for Chapter 826 and the standards for quarantine and impounding



facilities. Section 169.26 details the requirements for construction, management, and cleaning/sanitizing of an impounding or quarantine facility. In addition to these requirements the United States Humane Society provides more detailed guidelines and information on

planning, design, construction and operation of animal shelters.

Fire

The city of Angleton has an all volunteer fire department consisting of 40 volunteer fire fighters. There are three fire stations within the City at the following locations:

- ◆ North - SH 288B and Bronco Bend
- ◆ Main - Magnolia and Velasco
- ◆ South - Velasco and Cemetery

The fire department's primary service area is the City of Angleton and unincorporated areas in the County adjacent to the City. The fire department has mutual aid agreements with all other departments in the County and therefore will extend their service to other parts of the county as needed.

The Angleton Fire Department has earned an Insurance Services Organization (ISO) Class 4 fire insurance rating. This rating is applied to all homeowner and commercial insurance premiums in the City. ISO bases its rating on a scale of 1 to 10, with one being the best and 10 being considered unprotected. A city's rating is based on the number of personnel, size and type of equipment, operating procedures, locations of stations, water supply and distribution and communications.

Currently the department's three fire stations adequately cover the city's service area, however within the next three years a new station may be needed on the east side near the hospital. Additional needs for the fire department include a new 100 foot platform ladder truck to replace the existing smaller truck.

Animal Control Facilities

Animal control facilities should be well planned and constructed so they provide a safe and healthy environment for both animals and the people that care for them. The Humane Society of the United States (HSUS) provides guidelines and resources for planning and building animal shelters in communities of all sizes. HSUS recommends that animal shelters be built in a central location that is easily accessible and convenient to the community. Building a new facility will require a detailed evaluation of the community's needs and resources to ensure an attractive and safe facility.

HSUS provides information and/or guidelines on the following topics:

- ◆ Estimating the number of pets in a community and the size and cost of an animal shelter
- ◆ Design considerations for animal shelters
- ◆ Information on architects with animal shelter design experience
- ◆ Sample small and large animal shelter floor plans and a list of new and renovated animal shelter facilities in each state.

In addition to the above mentioned information the Humane Society outlines "Five Phases of a Well-Planned Animal Shelter" which provides communities specific steps to follow in planning and building a shelter. The phases include:

- ◆ Planning
- ◆ Fundraising
- ◆ Design
- ◆ Construction
- ◆ Taking Occupancy

More detailed information on planning and constructing an animal control facility can be found at www.animalsheltering.org

Source: United States Humane Society, 2004



City Hall

Angleton’s City Hall is located at 121 S. Velasco. The 7,500 square foot facility houses 18 employees. Departments located within this facility include the City Secretary, City Manager, City Attorney, Parks and Recreation, Code Enforcement, Fire Marshall/Building Inspection, Utilities, Economic Development, Public Works, Finance, Accounts Payable and Personnel.

The current facility is at capacity with regards to office, storage and meeting space and cannot accommodate future growth at its present site. Additional space will become available when the Parks and Recreation department moves to the new recreation center, however as the city continues to develop additional staff and space will be needed to meet the needs of the growing population.

With no room for expansion at the current site, the City should explore and further study several options to address the need for additional space including moving specific departments to a separate building like the utilities department and/or acquiring additional land around City Hall for future expansion and development of a City Hall Complex. Developing a City Hall complex would allow the City to house municipal

departments in an efficient way which would increase the ease of public access to the local government providing an efficient “one-stop shopping” environment for citizens doing business with the City.

A survey performed as part of a City Hall Relocation Study, for the City of Superior Wisconsin (2000 population, 27,368), found that city halls ranged from 0.72 to 2.50 square feet per person in surveyed cities with the median size being 1.23 square feet per person (*City Hall Relocation Study, City of Superior Wisconsin, Midwest Planning and Design, 1999*). Based on a 2000 population of 18,130, Angleton currently has 0.4 square feet of City Hall space per person. Although Angleton has a much smaller square footage per person than the surveyed cities, it should be noted that each facility houses administrative functions differently. For example some of the surveyed cities housed the police department at City Hall while the City of Angleton has a separate facility for this department. For an accurate assessment of future city hall space needs the City should further study and evaluate current and projected office, meeting and storage space needs for each of the departments housed in City Hall.

Community Center

Members of the community have expressed the desire for a community center in the City. Although there will be a small amount of space in the new recreation center that may be used as a community center, in the long run a larger facility will be needed. One potential possibility is to build a community center near the Brazoria County Fairgrounds, developing this area as a tourism/conference center complex.



Angleton City Hall





Another option is to use the old Wal-Mart building as a community center and potential catalyst for future development along I-35.

Public Works – Work Yards

The City currently has two work yards, one for wastewater and streets, located at the sewage treatment plant and another located adjacent to the Water Department for water and parks. Both facilities house maintenance crews, equipment and supplies for their respective departments. In order to be more efficient and better utilize resources the City should look into the feasibility of combining the work yards into one facility. The city should further examine the feasibility and cost benefits of cross training maintenance crews, particularly between streets and parks and water and wastewater. Joint use of staff, facility space and equipment would result in more efficient use of resources and potential cost benefits to the city.

Library

The Angleton Public Library, located at 401 E. Cedar is part of the Brazoria County Public Library System. The Brazoria County Public Library System consists of eleven libraries in cities throughout the County. The County is responsible for providing building space, maintenance and for staffing the library and purchasing all materials. Currently the library meets the needs of the City; however, in the future as population grows there may be a need for an additional facility or an expansion of the existing facility. A joint effort between the the City of Angleton, Brazoria County, and the Angleton Independent School District could permit use of schools as branch

libraries that could enhance resources immediately available to students and reduce costs related to construction and management of additional public facilities.

Schools

The City of Angleton is served by the Angleton Independent School District. The district includes approximately 3,400 students in five elementary schools, one middle school, one intermediate school and one high school. Although the City is not directly involved in providing education to the community, it should continue to coordinate with the School District in planning future facilities. Coordination with the school district is important in identifying growth areas, population projections and determining future facility needs. Continual coordination with the school district will allow future residential development to be appropriately timed with the adequate provision of educational facilities. Additionally the City should coordinate with the School District in identifying opportunities for jointly providing public services and facilities like parks, recreation facilities, and libraries. Joint use of facilities would result in more efficient use of resources, cost savings for both the City and School District and better provision of community facilities.

Public Facilities Policies

Policies serve as a guide and reference for planning officials and City staff and should be utilized when making decisions regarding public facilities in Angleton; in particular, policies should be utilized in implementing goals, objectives and actions.



General

- ◆ The City should pursue partnerships with other governmental, private and nonprofit entities in sharing facilities, as well as other resources.
- ◆ Planning and development of public facilities should be highly coordinated within city departments and with other government entities like the school district and county.
- ◆ Future development activity should be highly coordinated and timed with the provision of adequate public facilities.
- ◆ Community facilities should be handicap-accessible as per requirements of the Americans with Disabilities Act.
- ◆ Utilize a Capital Improvements Program to highlight and publicize anticipated improvements and expansion of community facilities.

Location

- ◆ Downtown should continue to be the focal point for major government services including daily management of the City of Angleton and Brazoria County.
- ◆ Adequate facilities should be provided in appropriate locations serving all residents of the community.
- ◆ Community facilities should be located adjacent to major streets to accommodate traffic.
- ◆ Facilities that involve public interaction or require immediate access to the community, such as libraries or fire protection, should be centrally located in easily accessible areas within the community.

- ◆ Schools and parks have the capacity to serve as gathering places or identifying features within the community and particularly in neighborhoods.
- ◆ To the extent practical, facilities involving public interaction should be readily accessible to pedestrians, as well as motorists.

Appearance

- ◆ Public facilities should reflect quality development desired by the City with regards to building design, materials, layout, scale, signage, landscaping, and location.
- ◆ The negative impacts of community facilities, such as parking, loading/unloading areas and trash receptacles should be well mitigated through landscaping and screening, particularly when adjacent to residential areas.
- ◆ Parking facilities should be well maintained and landscaped.

Fire

- ◆ Fire staffing needs should be regularly reviewed and additional volunteers/employees should be recruited/hired as needed.
- ◆ Regularly review service areas and response times, in order to help make good decisions about when and where to construct additional fire stations.
- ◆ Support regular technology and equipment upgrades.

Police

- ◆ Police resources (staff and equipment) should continue to increase as the population continues to grow.



- ◆ Support regular software and equipment upgrades ensuring the department has state-of-the-art technology.
- ◆ Maintain an inventory of equipment and identify replacement and acquisition needs in advance to ensure appropriate budgeting.



Chapter 6 Growth Capacity

Introduction

Growth capacity of any community hinges upon some of the easiest forgotten of community services: infrastructure. Roadways, parks, fire stations and law enforcement are recognizable and obvious. Infrastructure, on the other hand, is often hidden from view and taken for granted until an issue of capacity arises. The capacity of Angleton's infrastructure plays a key role in current quality of life, as well as marketability of new sites for development. In many ways, the presence of adequate infrastructure and transportation options plays a role in directing development that is equal to zoning and other land use regulations.

The purpose of the Growth Capacity element is to provide a framework for the logical development, extension and upgrade of the City's infrastructure system. Utilizing analysis of Angleton's existing infrastructure and programmed future improvements, this element determines current and future capacity as well as the system's ability to support and guide development.

Angleton's infrastructure system is comprised of water, wastewater and storm water services. The potable water system consists of supply facilities (surface water receipt and distribution facility and water wells), treatment facilities, and water distribution system. The wastewater system includes gravity flow collection lines, pumping stations (lift stations) and treatment units. The storm water drainage

system consists of collection inlets, storm sewer conveyance (storm sewers or borrow ditches), outfall ditches and detention facilities. The City and the Angleton Drainage District divide the ownership and maintenance of outfall ditches.

The findings and recommendations in this plan element are the results of interviews with the City of Angleton Utility Director, the Director of Public Works, City Manager and the public at large at the Community Forum. Additional information was gathered from files and planning documents prepared by Baker & Lawson, Inc. as a part of their function as City Engineer.

Key Growth Capacity Issues

Through the comprehensive planning and public input processes, a series of key issues related to growth capacity in Angleton were identified.

Stormwater

Angleton suffered extensive flooding as a result of Tropical Storm Claudette in 1979. Since then, the City has made major improvements to the drainage network. The result of this tremendous effort has been minimal recent flooding within the City. Continued maintenance and enhancement of the stormwater system is necessary to ensure that future development does not adversely impact the current system. More, while the existing system is a substantial improvement upon the past, the system



does not function as a single, regional network designed to serve all of Angleton.

Key improvements identified through the data collection process that would enhance stormwater management include:

- ◆ delineation of the three types of existing drainage systems:
 1. areas serviced by publicly owned regional detention;
 2. watersheds requiring privately provided on-site detention; and,
 3. those locations with a mix of developer-provided, regional detention, as well as on-site detention on an approval-only basis;

- ◆ provision for regional detention to the extent possible. If not possible, then integration and utilization of site features such as roadways into on-site detention, use of underground detention if economically possible or development of an on-site “pond” as a last option; and,
- ◆ preservation (to the greatest extent possible) of the progress made in flood control since 1979.

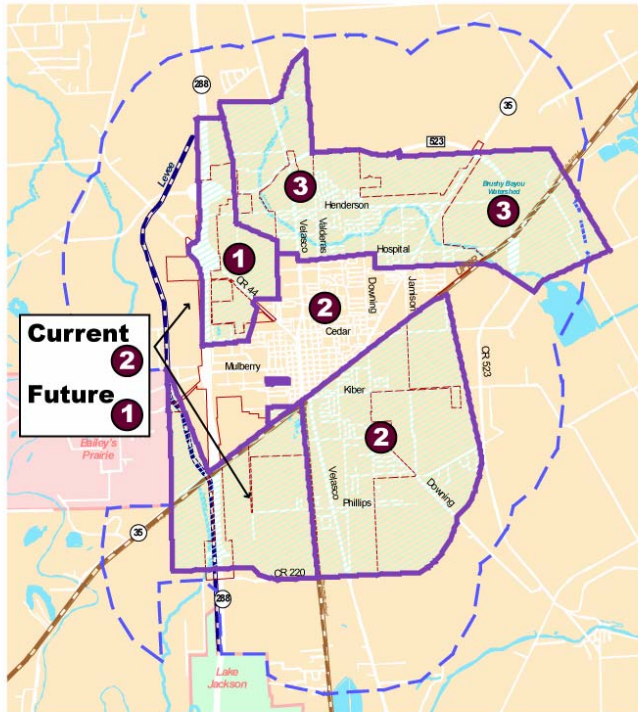
Wastewater

Wastewater planning is important to ensure adequate wastewater collection and treatment facilities to accommodate additional development and growth in the City – while also delivering a high level of service to existing businesses and residents. Angleton currently has two wastewater treatment plants, one of which operates near capacity (Brushy Bayou) and another that is projected to reach 75 percent of its capacity between 2015 and 2020 (Oyster Creek). Planning for adequate public facilities will be important to accommodate future growth, particularly in the north part of the community.

Keys to providing and maintaining a high level of wastewater collection and treatment services include:

- ◆ identification of areas that can connect to the existing gravity system, as well as those that require a future lift station;
- ◆ development of a projected list of lift stations based upon anticipated growth and the guidance of the Future Land Use Plan;

Figure 6.1
Estimated Boundaries for Existing Drainage



Source: Baker & Lawson as mapped by Wilbur Smith Associates



- ◆ effective planning to ensure that capacity is designed for the needs of the area, beyond the immediate needs of a single site or developer (this may require City participation to cover increased capacity);
- ◆ use of the Future Land Use Plan to site a general location for the future Wastewater Treatment Plant # 3 in a manner that is compatible with surrounding uses and with an understanding of needs (such as size, technology, location, and timeline) to begin planning for the new facility; and,
- ◆ development of a schedule and related recommendations for issues associated with Wastewater Treatment Plant #2.

Water

Development activity can occur without the availability of water; however, access to city services such as a steady supply of water vastly increases development potential. It further increases the likelihood that new development will be of high quality and located in a relatively organized manner.

Angleton is fortunate to have two water sources. Regardless, planning for future water demand is an important concern, particularly as it relates to the ability to adequately protect new and existing residents and businesses from fire hazards. Future water planning will help to ensure adequate and appropriately located supply, storage and distribution facilities to meet demands for potable water.

Critical considerations related to the water system in Angleton include:

- ◆ an estimation of future water supply needs based on anticipated development patterns in the Future Land Use Plan and in comparison to the existing and/or planned capacity of the Brazosport Water Authority (BWA) and the capacity of local wells;
- ◆ development of a recommendation for future water supply that is integrated into the recommendations of the Comprehensive Plan;
- ◆ development of a recommended configuration that adequately and efficiently supports extension of the current system to the north and south;
- ◆ use of large (industrial) fire demand scenarios to determine trunk water transmission main sizes;
- ◆ determination of the need and development schedule for a south-side water pumping station (Phillips Road connection to BWA), an FM 523 water tower and a capacity upgrade of the Henderson Road pumping plant; and,
- ◆ Determination of intermediate transmission water line extensions, also in coordination with findings of the Future Land Use Plan.

Goals, Objectives and Actions

Using traditional infrastructure planning and community design planning principles, the Angleton Comprehensive Plan offers a series of goals, objectives and specific actions to address issues related to stormwater, wastewater and potable water. The goals, objectives and actions appear in no particular order.



Stormwater

Goal: A rational, cost effective and communitywide detention policy.

Objectives

- ◆ Identify future detention requirements in coordination with the Future Land Use Plan.
- ◆ Develop a concise and rational detention policy that protects adjacent property from adverse impacts of development and meets the City’s desire for attractive and unobtrusive detention.
- ◆ Integrate detention planning into existing system models to ensure appropriate interaction between proposed and existing systems.

Actions

- ✓ Integrate regional planning underway by the Angleton Drainage District into the City’s Detention Strategy.
- ✓ Identify critical drainage junctions, conveyance and detention facilities which meet current demands, but would need improvement as development occurs.
- ✓ Identify watersheds that will be part of a regional detention system and those that will require exclusive use of on-site detention.
- ✓ Research methods of integrating regional detention in areas requiring on-site detention to reduce on-site requirements.
- ✓ Improve the storm drainage system in areas requiring on-site detention through improvements to the street corridor including curbs, gutters and improved temporary water storage capacity.
- ✓ Adopt, by City policy, a requirement that small development use regional detention in those watersheds where it exists.
- ✓ Adopt on-site detention regulations that require development to use street “ponding” techniques and underground detention to the full extent possible. Allow for dry detention ponds while encouraging landscaping and enforcing maintenance codes.
- ✓ For watersheds in which the City nor the District have plans for regional detention, encourage developer provided regional detention. Discourage on-site detention to a limited, case by case basis.
- ✓ Integrate review of detention construction and maintenance as a part of the normal development/inspection process.
- ✓ Prepare a hydrological and hydraulic model for all areas of the community based on a rigorous, citywide elevation grid map for use in stormwater management.
- ✓ Protect the integrity of the floodway of Brushy Bayou, Ditch 7, Ditch 10 and proposed Ditch 9, including coordination with the Angleton Drainage District.
 - Annex or condemn that portion of the Brushy Bayou Watershed above Angleton and outside current City limits.
 - Preserve floodway as natural, undeveloped open space or as park lands.



Wastewater

Goal: Efficient and adequate wastewater treatment and collection system with increased capabilities and capacity.

Objectives

- ◆ Use the Future Land Use Plan as a guide to scheduling and prioritizing collection system expansion.
- ◆ Ensure adequate funding is available to implement wastewater system improvements.
- ◆ Develop a projected flow using the Future Land Use and standard flow increments for types of development.
- ◆ Identify a potential site or set of sites suitable for a new wastewater treatment plant.

Actions

- ✓ Minimize the number of future lift stations required.
 - Assign all of the undeveloped planning area to a sanitary sewer collector and/or lift station.
 - Identify areas requiring new lift stations and assign the largest area reasonably possible to each new station.
 - Integrate the Future Land Use Plan into Lift Station and Collector Service areas.
- ✓ Adopt a standard City policy that promotes efficient development of collectors and lift stations that may service areas beyond the boundary of a single, proposed project. Incorporate a consistent policy on City participation when size exceeds that required to provide service to the proposed project.
- ✓ Using the proposed Thoroughfare Plan, identify where the City must provide space in the right-of-way for the expansion of the collector system.
- ✓ Identify collection system costs reasonably born by the developer compared to those that the City would need to bear to ensure systemwide efficiency.
- ✓ Continue to address the impact of inflow and infiltration (I&I), particularly in areas with potential gaps in service during wet weather.
- ✓ Determine the capacity and condition of all lift stations throughout Angleton.
- ✓ Develop a strategic funding plan to cover the cost of meeting the City's future wastewater needs.
- ✓ Determine a general location within the northeast quadrant of the planning area for development of an additional wastewater treatment plant.
 - Prepare a schedule of required steps for development of a new wastewater plant including projection of 75% (begin design) and 90% (complete construction of new plant) milestones.
 - Poll property owners to determine interest in sale to City for use as a wastewater treatment plant. Make an option (open ended, right of first refusal) payment when appropriate.
 - Notify adjacent property owners of the City's intent. Provide area owners with an approximate timeline and



schedule to the extent possible.

- Prepare signs and other on-site documentation to facilitate notification of plans for the site to the general public.
- ✓ Initiate discussions regarding the possibility for additional service capacity to address long term growth to the north or east if unexpected growth in these areas occurs.

Water Supply

Goal: Provide for the orderly development of the City by ensuring adequate water supply and pressure to meet projected needs.

Objectives

- ◆ Use the Future Land Use Plan and related population projections to determine growth in demand for water over the planning horizon.
- ◆ Improve drought contingency planning.
- ◆ Ensure the ability to adequately meet water transmission needs with regards to size and location.

Actions

- ✓ Determine the potential of BWA to meet future demand, including plans for system expansion and peak flow delivery.
- ✓ Conduct lab tests needed to address quality issues associated with mixing surface (BWA) and ground (well) water.
- ✓ Provide a 1 million gallon ground storage tank at the site of the Jamison Water Plant.
- ✓ Interconnect the Jamison Plant with the existing southside

distribution system and extend the water transmission main to the northside distribution system to allow for periodic shutdown for maintenance of the two older plants.

- ✓ Investigate the potential for alternate water sources.
 - Prepare alternate supply scenarios and investigate the potential for an additional well field as one option.
 - Monitor development of the Poseidon desalination project as a potential, alternate source.
- ✓ Use historical data to determine the impact of growth in daily demand on growth in peak demand.
- ✓ Use information available through the Comprehensive Plan to identify patterns in the location and type of future development as well as the availability within the road network for location of transmission mains.
- ✓ Develop information regarding the size of transmission lines needed for communitywide purposes compared to a developers' immediate need at a particular site.
- ✓ Size water transmission needs to accommodate projected commercial and industrial applications.
- ✓ Prepare a network model that addresses fire protection needs for development anticipated in the Future Land Use Plan.
- ✓ Investigate alternatives regarding the future of the Chenango Street Water Plant.



- ✓ Identify sites for a future southside pumping station and a future northside water tower
- ✓ Identify a potential site for ground storage of water to allow flexibility in planning for anticipated City needs - including the potential for abandoning and relocating the Chenango Street Water Plant.
- ✓ Prepare a consistent City policy in cost sharing where the plan requires larger facilities than a developer would need for a particular site.
 - Present City Council with a recommended policy on cost sharing with developers for “oversized” water lines.

Potable Water System

The City obtains its water from the Brazosport Water Authority (BWA), a surface water wholesaler owned by the City and six other neighboring cities. Angleton supplements surface water supplies with wells that existed prior to creation of the BWA.

The water distribution system consists of two pumping plants (Henderson Road and Chenango Street plants) and two elevated water towers (Northside and Southside schools). Each elevated tower contains 500,000 gallons and water plants have 1,000,000 gallons of ground storage at each site. The Henderson Road plant receives BWA water and also has a transfer station that transfers it to the Chenango Street plant.

Currently the City purchases 1.8 million gallons a day from the BWA, which equals its average daily flow. However, BWA does not provide for peaking, and the City

can use nearly 3 million gallons of water per day in dry weather during the summer. “Peak shaving” requires using storage and supplemental water supplies from the wells. Often in peak usage days, the City will reserve the supply in one or both elevated towers to ensure adequate supply and pressure in case of fire.

Table 6.1
Water Capacity (in gallons per day)

Capacity	7,700,000
Brazosport Water Authority (BWA)	1,800,000
City Well System	5,900,000
Well #6	680,000
Well #7	810,000
Well #8	810,000
Well #9	1,200,000
Well #10	1,200,000
Well #11	1,200,000
Average Daily Use	1,800,000
Peak Summer Use	2,800,000

Notes:

1. Capacity from BWA is based upon a “take or pay” contract with Angleton
2. BWA water is considered the primary resource with City wells serving as a supplement
3. This chart represents well capacity, not pumping capacity

Source: Baker & Lawson

In the late 1980’s the City installed and continues to operate a Supervisory, Control and Data Acquisition system (SCADA) with both “smart and dumb” radio transmission units deployed at the towers and pumping plants. The SCADA allows the water system to be remotely monitored and controlled at a central location. Angleton has begun planning for development of a base GIS that will include the water system. Baker & Lawson, Inc. performed network modeling of the City’s water system in the mid 1970s and in the mid 1980s, and these





models have guided the system’s growth. Fire demand serves as the controlling factor in the development of a community the size of Angleton, negating the need for frequent model revisions due to normal population growth.

The existing Chenango Street Water Plant was not designed to accommodate the current size of Angleton, the growing demand for water during peak summer use or increased demands of fire protection. Maintaining use of the facility will require extensive distribution line replacement. City Engineer’s have previously recommended abandoning the site if the City requires a major expansion of pumping capacity or ground storage.

Issues such as the feasibility of continuing operation of the Chenango Plant should be determined following a major upgrade of the water system models utilized by Angleton. In the interim, Angleton should consider provisions for expansion of the Henderson Road Plant – a potentially preferred alternative to Chenango Plant improvements. The Henderson Road Plant can either be expanded into Angleton Commercial Subdivision #4 (east of the plant) or to less expensive real estate immediately south (across Henderson

Road) of the existing plant.

Wastewater System

The sanitary sewer system of Angleton consists of two wastewater treatment plants, 36 lift stations and extensive sanitary sewer collection system ranging in age from over forty years old to those installed in 2004. Beginning in 1992, the City began an aggressive Inflow and Infiltration (I&I) control program which consists of the following components.

- ◆ Expansion of the peak two hour treatment permit and capacity of Wastewater Treatment Plant #1 (WWTP 1) from 9 to 18 million gallons per day (mgd).
- ◆ Increase of the wet weather pumping capacity of major regional lift stations to deliver peak flow to the plant.
- ◆ Replacement of concrete sanitary sewer collection lines in an orderly manner as a means of decreasing infiltration and inflow.

By early 2000, Angleton had completed the majority of I&I control work in the north side of the service area and had begun rehabilitation efforts in the south side of the community. The Wastewater Treatment Plant #2 (WWTP 2) service area suffers from excessive I&I to the point that

the City does not allow additional sanitary sewer connections for this small plant.

The aggressive I&I control project has reduced average dry weather flow at WWTP 1 from 2.2 million gallons

Table 6.2
Wastewater Treatment Capacity (in gallons per day)

Plant	Capacity	Average Dry Weather Operation*	Remaining Capacity	
			Total	Before Design for Expansion
WWTP #1	3,300,000	1,200,000	2,100,000	1,300,000
WWTP #2	250,000	150,000	100,000**	50,000
Total	3,550,000	1,350,000	2,200,000	1,800,000

* Inflow & Infiltration (I&I) can substantially increase operations and decrease remaining capacity.

** Due to I&I issues, no further connections are currently permitted to WWTP #2.

Source: Baker & Lawson





per day in the early 1990s to 1.5 million gallons per day at present. Additional work will ensure that the plant does not reach 75% of permitted capacity until between 2015 and 2020. WWTP 2, inherited from the annexation of Water Control Improvement District #8 (WCID 8) in the late 1980s, consistently operates near its permitted capacity during wet weather and has received numerous inquiries from the Texas Department of Environmental Quality. However, because the plant otherwise operates within permitted limits and because the City will not allow additional connections, the state has not required the construction of a replacement facility.

Angleton's sewer capital budget for over a decade has focused on controlling I&I and related service outages in wet weather. This necessary, but reactive, mode of operation has not allowed the City to appropriately inventory and plan for service in developing areas. Without a thorough assessment of the existing system, the City cannot easily provide information regarding the need or proposed location for additional pumping stations within the service area.

Drainage System

Angleton drains to Bastrop Bayou or Oyster Creek through an extensive network of outfall channels and improved Bayous. The Angleton Drainage District maintains all channels outside municipal limits as well as major outfall channels within Angleton via an interlocal agreement with the City.

As mentioned, the City suffered major and extensive flooding during the Tropical Storm Claudette (1979) and again two

months later in an unnamed frontal storm in September of 1979. The Council and District Board of Supervisors made a multi-year commitment to improve the drainage network to substantially reduce the future probability of a similar catastrophic loss.

The current system consists of improved Brushy Bayou (capable of conveying a 100 year flood within its banks), regional detention in the Ditch 7 Watershed (Erik South Pond and Peach Street Pond), developing regional detention in the Ditch 9/Ditch 10 Watershed (Anchor Road Pond, a future TxDOT Pond, Gray Pond and an additional regional pond north of Anchor Road) and numerous improved outfall channels. Additionally, the City of Angleton has begun to utilize the existing street system as an integral part of the storm water protection system. New and improved streets within Angleton have been designed to convey storm water and permit temporary "ponding" to a level that stores the 100 year flood event within the street right-of-way. While this may make portions of the thoroughfare system temporarily impassable during a 100 year event, the system rapidly drains down upon a storm's conclusion.

Where neither the District (through its regional detention pond development) nor the City (through its street improvement program) has provided for the 100 year flood, the City requires new development to provide on-site detention adequate to prevent worsening conditions due to development. Unfortunately, on-site detention has, in many cases, been viewed as a required nuisance rather than a potential site amenity. As a result, many



existing on-site detention areas are poorly maintained and unappealing.

As a measure of progress, in the 1979 Tropical Storm Claudette approximately 500 structures in Angleton flooded. In 2002 Tropical Storm Fay (close to the magnitude of Tropical Storm Claudette in Angleton, however, much smaller than Claudette in northern Brazoria County) five houses flooded. Based on physical evidence from Tropical Storm Fay and improvements predicted by storm water modeling, the City has been successful in revising the FEMA map removing portions of the community north of the railroad from floodplain designation.

Within regulated floodplains, the City Floodplain Administrator enforces the City's requirement for floor slab elevations and controlled impact on the floodplain. Additionally, for all developments in excess of 30,000 square feet, Council expects a report on the drainage mitigation plan before the City issues a building permit.

Further development of the internal, existing drainage system appears a low budget priority for the City. Current efforts focus on planning for future development, in order to prevent this development from adverse impacts upon the progress made since 1979.

Coordinating Land Use, Transportation, and Utility Planning

The City has a tremendous opportunity to integrate and address a diverse array of efforts through the Comprehensive Plan, including many related to infrastructure. For example, the Future Land Use Plan

anticipates the location, type and magnitude of growth in and around Angleton. The Mobility element ensures that the local transportation network provides for the safe and orderly movement of goods and services. However, both elements both dictate and depend upon the availability of adequate infrastructure. Anticipated areas of growth will develop in a radically different manner (if at all) in the absence of sound drainage, wastewater and water systems. Likewise, streets provide both a transportation network and a temporary system for storm drainage.

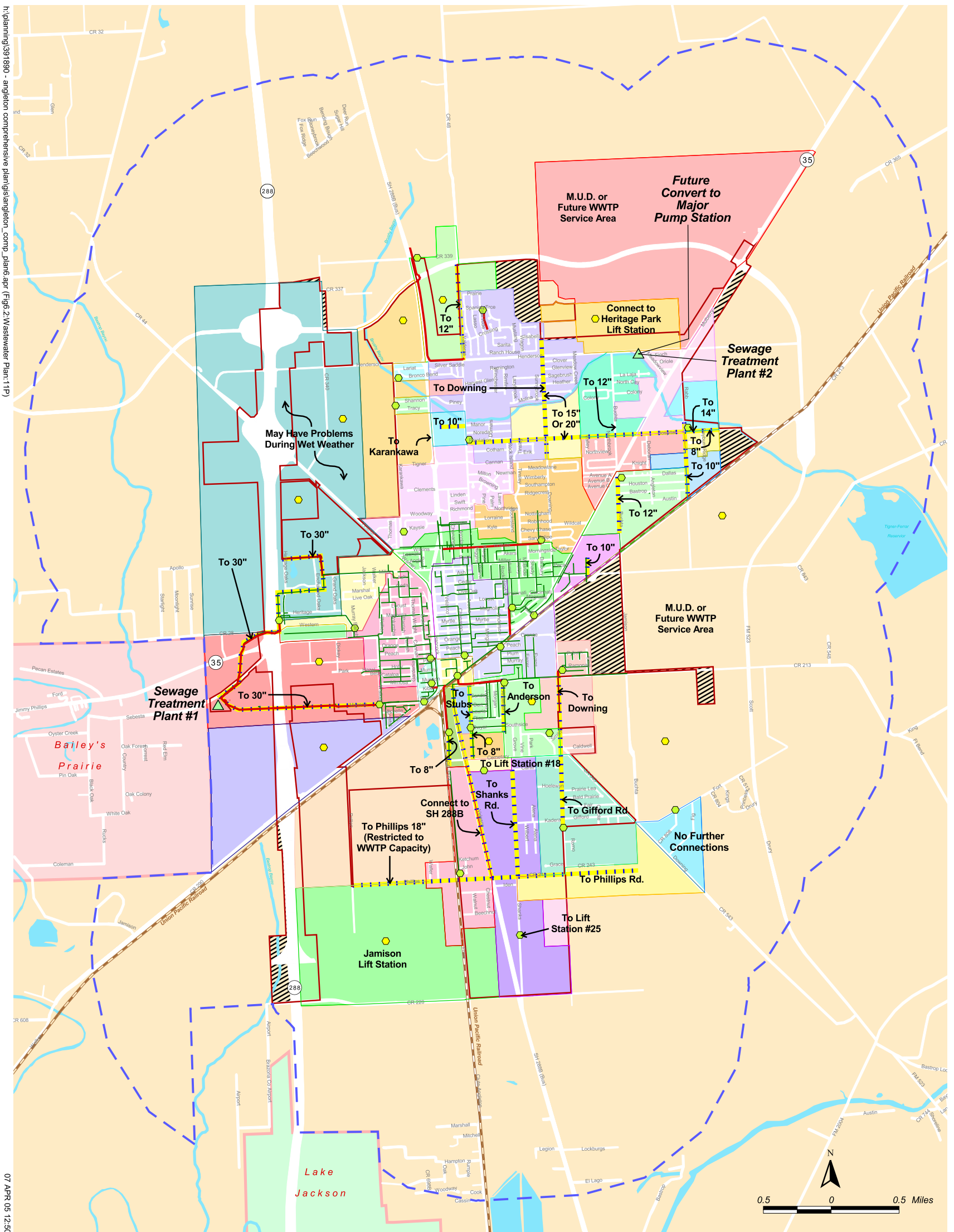
The Growth Capacity element utilizes the information developed in other areas of the Comprehensive Plan as well as the information developed within this element to establish maps designed to assist City staff in quickly responding to future infrastructure requirements.

Figure 6.2, Wastewater Plan, identifies a collector (existing or proposed) system for the undeveloped parts of the planning area. As these areas develop, the City will can utilize the information provided within the figure to ensure adequate corridors for sewer extensions. **Figure 6.3, Water Plan**, depicts the local water transmission main network and tentative locations for a new water pumping plant on the south side of Angleton and a water tower on the north side of the community. Finally, **Figure 6.4, Storm Drainage Plan**, delineates areas within the community that require varying combinations of public regional, developer-provided regional and on-site detention. Figure 6.4 is designed to assist planners in integrating street drainage into overall watershed planning for the community and the planning area.



Plan Amendment Process

Similar to the Future Land Use Map and the Transportation Plan Map, the three figures that physically guide water, wastewater and drainage development for the City of Angleton will periodically require review and potential revision. Serious consideration should be given to development of a systematic procedure for making plan amendments, particularly following events such as significant growth or a major storm event when new findings may impact current recommendations.

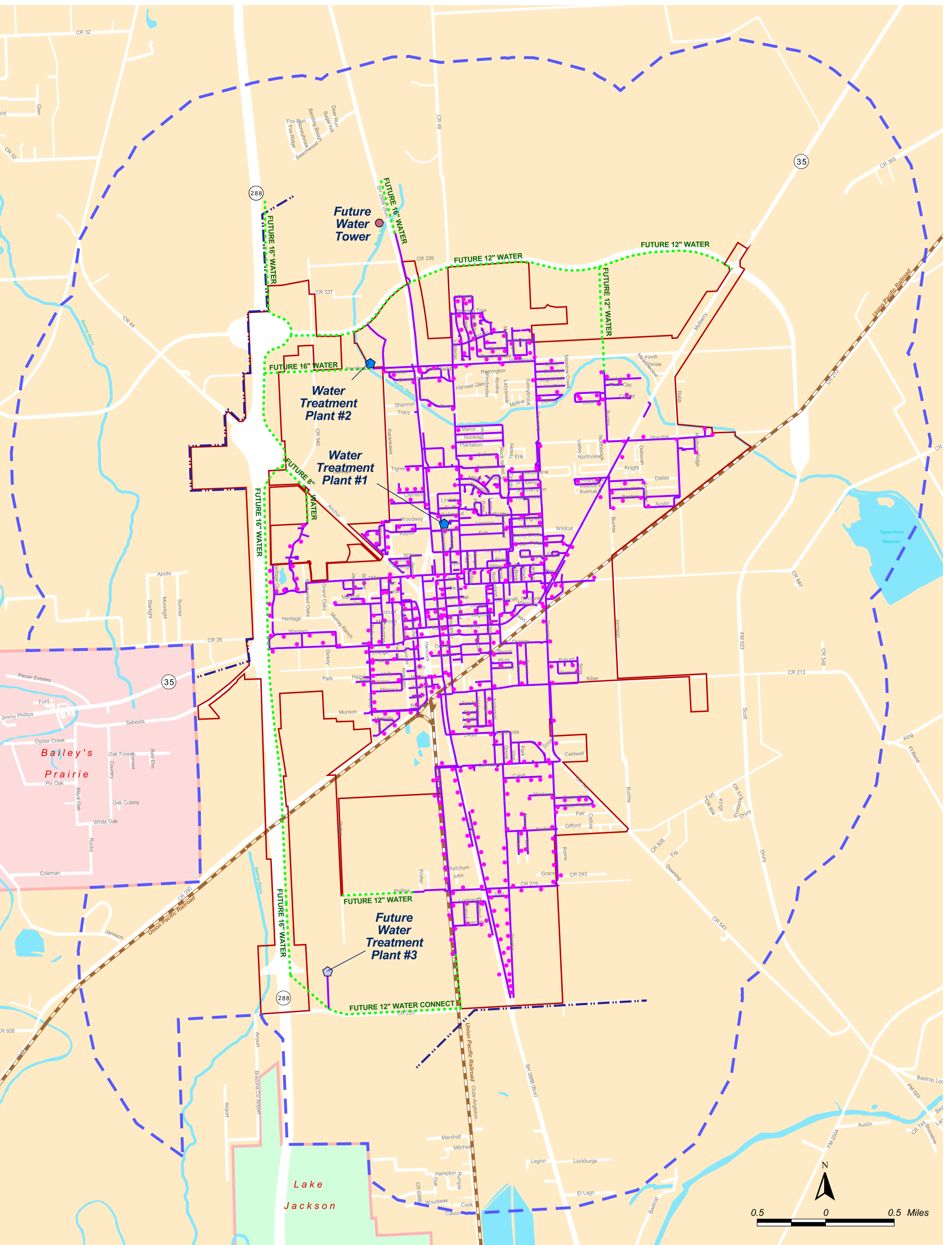


h:\planning\391890 - angleton comprehensive plan\sj\angleton_comp_plan6.apr (Fig 6.2)Wastewater Plan(11P)

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Figure 6.2
Wastewater Plan







- Force Main
- Gravity Pipe
- Main Connection
- Sanitary Sewer Service Area
- Lift Station
- Wastewater Service Area Gaps
- New Lift Station Required
- Angleton Study Area
- Angleton City Limits

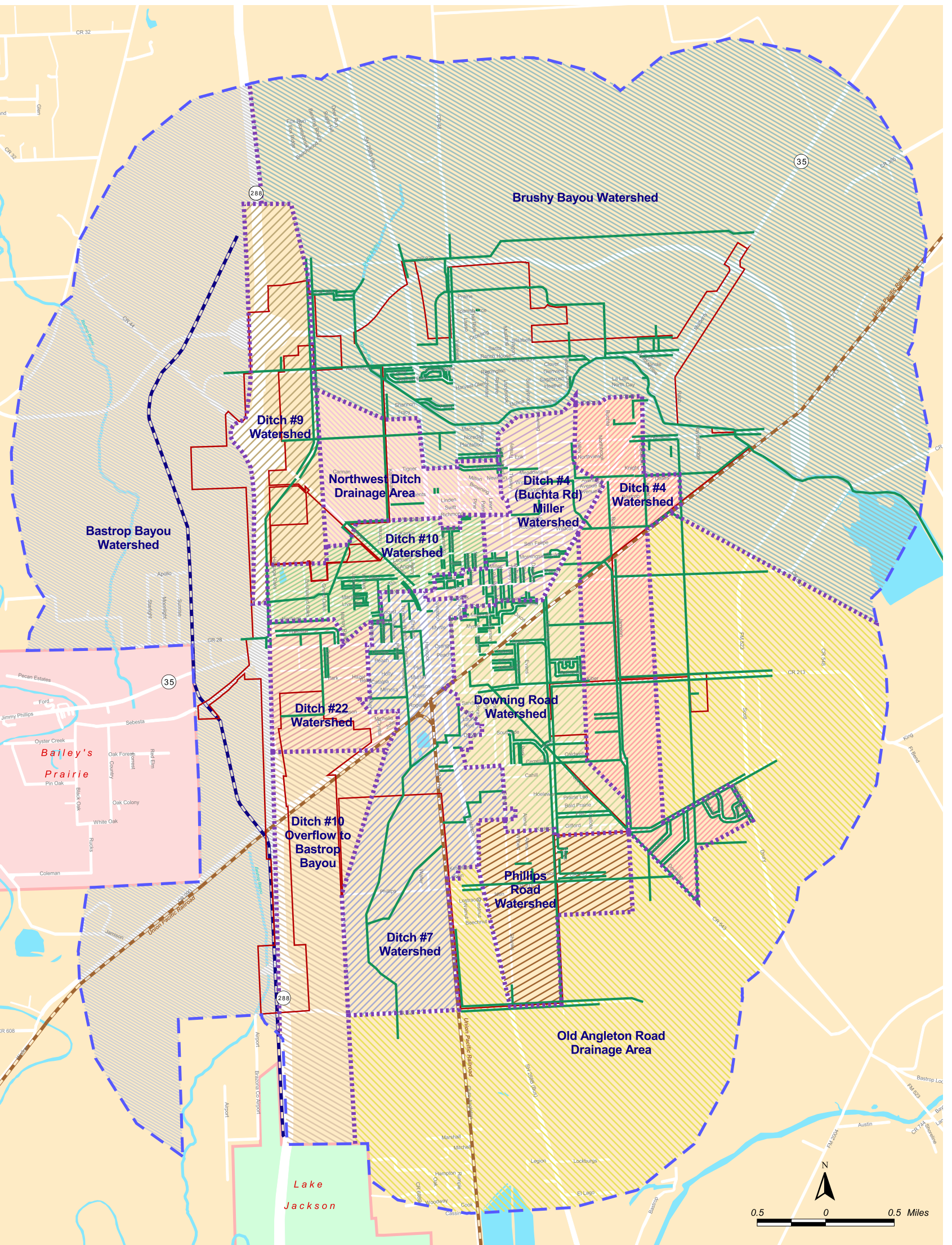


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Figure 6.3
Water Plan






-  Existing Water Main
-  Future Water Main
-  Fire Hydrant
-  Limits of Water Re-Use Study
-  Angleton Study Area
-  Angleton City Limits



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Figure 6.4
Storm Drainage Plan

-  Drainage Detention Area
-  Levee
-  Major Drainage Ditch
-  Angleton Study Area
-  Angleton City Limits



Chapter 7 Parks and Recreation

Introduction

More and more people are recognizing the importance of parks and recreation facilities as an essential component of a “livable community.” A well planned, funded, and managed system of parks, trails and open spaces will help the City to attract and sustain quality development, contribute to improved community health, enhance the enjoyment and quality of life of residents and provide for a variety of active and passive recreational activities for all persons. Parks are also instrumental in preserving and enhancing the integrity of the natural environment. Additionally, parks and recreation facilities play an important role in a community’s economic viability.

The City has a *Comprehensive Master Plan and Open Space Plan* (referred to as the *Parks Master Plan*) which currently guides the development of parks and recreation facilities in the community. The purpose of this element is to build off of the existing *Parks Master Plan* and coordinate parks and recreation

improvements and needs with other components of the Comprehensive Plan including land use and transportation planning. This element includes policies, standards, facilities and programs to eliminate existing recreational and open space deficiencies and provide for future needs. This chapter also includes a Parks and Recreation System Plan which identifies general areas for the placement of future parks, plus a network of trails and linkages, based on 20 year population projections, recommendations identified in the City’s *Parks Master Plan* and anticipated future growth areas and development patterns.

Key Parks and Recreation Issues

The following parks and recreation issues have been developed through the public involvement process and review of the *Parks Master Plan*.

Maintaining and Enhancing Existing Facilities

Like roads, water and sewer lines and drainage, parks and related facilities should be considered an integral part of the infrastructure of a city. As with all infrastructure, maintenance of parks and recreation facilities will be important in sustaining their quality and ensuring they continue to be an asset to the community. All facilities will require routine maintenance and repairs while some will require additional facilities and improvements such as new play



Veterans Park, Angleton



equipment, bike racks, walking trails and tennis courts. As increased demand is placed on the park system, facilities and equipment will need to be replaced and refurbished. As these improvements are made, opportunities will arise to enhance the appearance and attractiveness of the facilities and structures. Due to financial and other resource constraints, maintenance and enhancement of existing facilities will have to be carefully balanced with the provision of additional parks and recreational improvements in newly-developing areas.

Enhance Recreation Opportunities

As the community continues to grow and develop, the city will need to provide for additional parks and recreation facilities to meet the needs of the current and future population. Future parks and recreation facilities should be strategically located and easily accessible to residents and should include a variety of facilities that meet the diverse recreation needs of the community.

An effective parks and recreation system should include both neighborhood and community parks with passive and active recreation opportunities. During the public involvement process residents expressed the need for more neighborhood parks in the City. In order to maximize recreational opportunities and minimize costs, the majority of parks in Angleton have been developed as community parks that serve the recreation needs of several neighborhoods. Providing for additional neighborhood parks could be addressed through private development and maintenance of neighborhood parks by organizations such as homeowners associations. Additionally schools can serve as neighborhood parks

for nearby residents and joint use agreements with the school district can enhance the recreational opportunities available to the community.

Implementing Bicycle and Pedestrian Amenities

Two of the top ten recreational activities in Angleton as identified in the City's *Parks Master Plan* include walking/jogging and hiking and bicycling. As a result of these findings one of the plan recommendations is to provide walking/jogging/hike/bike trails in either existing or new parks. The need for walking and biking facilities was further supported through the public involvement process. Based on input received during the Community Forum and Key Person Interviews residents identified the development of hike and bike trails as one of the highest priority needs in the coming years. The City is currently developing walking and jogging trails as part of the improvements to Dickey/Bates Park. Additionally the City plans on including trails and wilderness areas as part of the proposed Freedom Park.

In addition to providing trails within parks, trails along greenways, drainage areas and bayous can help fulfill the recreation needs of the community while enhancing mobility by connecting parks to neighborhoods and other public facilities. A system of sidewalks, trails and bicycle lanes that link major destinations including parks, schools, residential areas, commercial centers and public facilities will provide an alternative means of circulation while contributing to the recreational needs of the community. Improving connectivity between these destinations will also increase residents' access to and use of parks and recreation



facilities in the city. However, given limited resources and the size of the community, the City will have to determine the feasibility and extent it wishes to create a network of trails and which connections would provide the most benefits. Based on community input and future development trends, the Parks and Recreation System Plan identifies a network of trails and bike lanes that would link major destinations in the community. Bicycle and pedestrian planning should be highly coordinated with overall transportation improvements and planning. Bicycle and pedestrian strategies are further discussed in the Transportation chapter of this plan (Chapter 4).

Supporting Economic Prosperity

Parks and recreation facilities have often been looked at in terms of the benefits they provide to the community, particularly to those that use the facilities. However, there are many region-wide and public benefits derived from parks and recreation facilities in addition to the direct benefits to users. These public benefits—economic, social and environmental—are often ignored in gauging the success of parks and recreation facilities and when making decisions related to sustaining or investing in them. Due to limited financial resources, parks and recreation facilities are often overlooked in favor of other pressing priorities. However, like other infrastructure elements in the community (roads, utilities), parks should be recognized for the long-term economic benefits they provide, and such factors should be considered in deciding whether to invest in them.

Key economic benefits of parks and recreation amenities include attracting tourists and retirees, enhancing real estate values, and attracting and retaining businesses. Many businesses will choose to locate in a community based on quality of life factors which often include parks and recreation facilities. For non-residents, parks (state, regional and local) and recreation (festivals, camping, fishing, hunting, etc.) are key attractions and reasons for visiting an area. With the number of ball fields and soccer fields in the City, hosting sports tournaments and special events would be another opportunity to attract visitors to the community.

Goals, Objectives and Actions

The goals, objectives and action steps outlined in this element of the Comprehensive Plan are based on traditional parks planning and community design principles, the *Parks Master Plan* as well as input from local residents and leaders during the planning process. The goals, objectives and actions appear in no particular priority order.

Maintaining and Enhancing Existing Facilities

Goal: A parks, recreation and open space system that is operated, maintained and enhanced in a cost-effective manner.

Objectives

- ◆ Develop and implement a parks and recreation improvement program which identifies and prioritizes improvements for each of the current City facilities.
- ◆ Enhance existing recreational opportunities to meet the passive and



active recreational needs of the community.

- ♦ Explore innovative ways to finance park improvements and activities through user fees, fund-raising, sponsorships and other sound fiscal methods.

Actions

- ✓ Conduct an annual condition assessment of existing parks and recreational facilities to identify improvement needs and determine the level of annual financial commitment required to maintain existing facilities.
- ✓ Improve the maintenance of all parks and recreation areas and facilities by funding preventive maintenance schedules.
- ✓ Establish a replacement program for playground equipment through which equipment is annually inspected and, when necessary, added to a five-year capital improvements program.
- ✓ Consider private sponsorship of park improvements and upgrades in some of the City's existing parks.
- ✓ Focus community involvement towards recreation programs and events rather than maintenance and operations of the parks
- ✓ Continue "Adopt a Spot" program targeting community involvement towards specific projects.
- ✓ Identify needed improvements to existing recreation programs based on public input and participation rates.
- ✓ Prioritize and implement improvements at existing parks as

identified in the *Parks Master Plan*.

Enhance Recreation Opportunities

Goal: A livable community with a diverse blend of parks and recreation opportunities.

Objectives

- ♦ Coordinate the development of new parks and recreation facilities with land use and transportation planning.
- ♦ Create high-quality parks and open spaces that are safe, accessible to all, and provide connectivity between other facilities and parks.
- ♦ Provide a variety of parks and recreation opportunities for all persons including low-income and elderly citizens and at-risk youth, recognizing the importance of accessible facilities.
- ♦ Encourage the conservation of environmentally sensitive areas such as floodplains, wetlands and wildlife habitats through acquisition of parks and recreation areas and preservation of open space.

Actions

- ✓ Develop Freedom Park to include ball fields, natural areas and trails.
- ✓ Implement recommendations for new parks and recreation facilities as identified in the *Parks Master Plan*.
- ✓ Create an agreement with the Angleton Independent School District for joint use of school recreation facilities after school hours and during the summer.
- ✓ Develop a joint agreement with the Angleton Independent School



- District for joint use of property around the Northside Elementary and Angleton Middle Schools and the Southside Elementary School as community parks.
- ✓ Acquire and develop parks in identified deficient areas, as shown on the Parks and Recreation System Plan. (identify and prioritize improvements)
 - ✓ Identify natural areas in the City that warrant protection and/or conservation.
 - ✓ Encourage the preservation of unique natural and native vegetation and habitat areas in developing new parks.
 - ✓ Acquire land along Brushy Bayou (through lease agreement) for open space, greenbelts and/or trails.

Implementing Bicycle and Pedestrian Amenities

Goal: Increased emphasis placed on bicycle and pedestrian facilities in parks and recreation planning.

Objectives

- ◆ Identify opportunities to integrate trails in new parks and recreation facilities.
- ◆ Identify potential greenbelt corridors, bicycle and pedestrian trails and routes and linear parks that can provide a safe and secure connection between parks, schools, neighborhoods and open spaces.
- ◆ Implement policies and procedures to acquire recreational easements and/or rights-of-way at an early stage in the development process.

Actions

- ◆ Prepare a comprehensive bicycle/trail master plan that will define the routing and design standards for all trails.
- ◆ Include trails in the development of new parks and recreation facilities (Freedom Park) and when making improvements to existing parks (Bates/Dickey).
- ◆ Designate appropriate arterial, collector and residential streets that are suitable for bicycle traffic.
- ◆ Identify rights-of-way, easements and natural drainage ways that would be suitable for bike or hike trails.
- ◆ Consider the feasibility of developing trails along drainage easements and Brushy Bayou.
- ◆ Coordinate with the Angleton Drainage District and other owners of utility easements and rights-of-way for pedestrian and bicycle use.

Supporting Economic Prosperity

Goal: A parks and recreation system that enhances the quality of life of local residents and promotes economic growth and investment.

Objectives

- ◆ Continue to make quality of life improvements that will further elevate Angleton as an attractive and desirable place to live, work and visit.
- ◆ Provide parks and recreation facilities that will appeal to and attract targeted businesses and industries.
- ◆ Provide adequate park and recreation facilities to keep up with new growth and development.



- ◆ Identify ways to finance park facilities and improvements.

Actions

- ✓ Acquire and incrementally and develop parkland (through lease agreements, donations and/or partnerships) to meet local requirements and needs for park acreage for the 20-year projected population.
- ✓ Conduct periodic needs assessments to update the types of recreation needs and improvements desired by the local community.
- ✓ Work with the Angleton Little League, Angleton Soccer Association and Angleton Girls Softball Association in hosting baseball/softball, soccer and other athletic tournaments in the City.
- ✓ Identify and explore all potential funding sources, including federal and state programs and local revenue options such as fees, exactions, fee-in-lieu of lands, etc.
- ✓ Develop corporate, memorial and individual sponsorships with naming privileges for facilities, parks, trails and greenbelts.
- ✓ Include parks and recreation facilities improvements in a five-year capital improvements plan.
- ✓ Revise the City’s Open Space Requirement to better suit the City’s goals for parks and recreation facilities.

Standards

Standards provide measures to determine the amount of land needed for parks and recreation to meet the demands and desires of citizens and visitors. Parks and

recreation standards are typically expressed in terms of acres of land dedicated for parks and recreation use per unit of population. While general standards are useful, it is important to establish standards that are based upon unique local considerations. Leisure and recreation values are unique to each municipality; therefore, the standards applied should represent the interests and desires of the community. The standard for park coverage in the City of Angleton is at least one acre of public open space and/or recreation areas for each one hundred persons within the city limits of Angleton.

The City has classified their existing parks according to a hierarchical system based on each parks use and area served. The following classifications are identified in the City’s *Parks Master Plan*:

Neighborhood Park – Neighborhood parks serve the recreational needs of a neighborhood and include both active and passive recreation opportunities. They are generally located within a quarter to one half mile from a neighborhood and are uninterrupted by nonresidential roads and other physical barriers.

Community Park – Community parks focus on meeting community-based recreation needs and serve several neighborhoods or an entire community. Optimal size of community park is 30 to 50 acres, however it can be much smaller for single use facilities such as a community swimming pool.

Regional Park – Regional parks usually provide access to a unique landscape or different recreational resource and typically attract users from several



communities. These parks often include areas of natural resources.

Sports Complex – Sports complexes are used for heavily programmed group athletic sports such as soccer leagues, little leagues and softball organizations.



Materson Park, Angleton

Natural Resource Park – Natural resource parks include valuable lands set aside for the preservation/conservation of significant resources, remnant landscapes, open space, ecological

processes and visual aesthetic/buffering.

Greenways and Trails – Greenways and trails are developed for bicycling, hiking, walking and jogging and are commonly used as a linkage between park areas.

School Parks and School Sports Facilities – School recreational and sports facilities which are available for use after school hours to fulfill needs that would otherwise need to be met by neighborhood parks, community parks or sport facilities.

Existing Facilities

Angleton’s park and recreation system consists of approximately 269 acres of land and includes three neighborhood parks and eight community parks. Shown in **Figure 7.1** are each of the City-owned and maintained parks. Displayed in **Table 7.1** are the existing facilities and their respective classification and size.

In addition to existing facilities, Figure 7.1 displays the Recreation Center which is scheduled to open in spring 2005.

**Table 7.1
Existing Facilities**

Park/Recreation Facility	Acreage	Classification
B.G. Peck Recreation Complex	35.0	Community
Bates Park	25.0	Community
Dickey Park	19.0	Community
Welch Park	20.0	Community
Masterson Park	1.0	Neighborhood
Brushy Bayou Park	1.5	Neighborhood
Municipal Swimming Pool	2.0	Community
Veterans Park	0.5	Neighborhood
Freedom Park	85.9	Community
Angleton Recreation Center	2.0	Community Park
New Highway 288 Park	76.7	Community Park
Total	268.55	

Source: City of Angleton





Needs Assessment

To determine the needs for parks and recreation facilities it is first necessary to identify the community’s assets and underserved areas as well as the community’s desires for facilities. Assessing park and facility needs in the community is important in identifying specific improvements and in maintaining and enhancing the parks and recreation system.

There are a variety of methods that may be utilized to assess the needs for parks and recreation areas and facilities. The two most common approaches are the standard-based and demand-based methods. The level of sufficiency of the existing parks and recreation system may be determined by applying standards (standard-based) and/or by soliciting community input (demand-based) to identify needs and priorities of the community.

Assessment by National Standards

To assess the adequacy of the existing parks and recreation supply, it is necessary to look at the existing population and the supply of parks provided by existing facilities including any planned improvements or expansions, and then relate them to planning standards for desirable levels of service. In addition, it is necessary to consider forecasted population to determine future needs and to identify underserved areas of the system.

Displayed in **Table 7.2** is the amount of park acreage needed to meet the demand of the current population as well as the projected future population of 24,000 persons in the Year 2020.

Future anticipated growth and the nature and location of this growth will dictate the necessity to expand and provide increasing acres of land dedicated for parks and recreation use. Utilizing one acre of parkland per 100 persons, and based upon the projected population of 24,000 persons in the year 2020, Angleton will need 240 acres of parkland.

The City currently owns 269 acres of parks and recreation facilities and therefore meets the acreage requirements to satisfy the projected demand. However Freedom Park (86 acres) and the New 288 Park (77 acres) would need to be

**Table 7.2
Future Parks and Recreation Demand**

Year	Population	Recommended Acreage (1 acre per 100 persons)
2000	18,130	181
2020	24,000	240

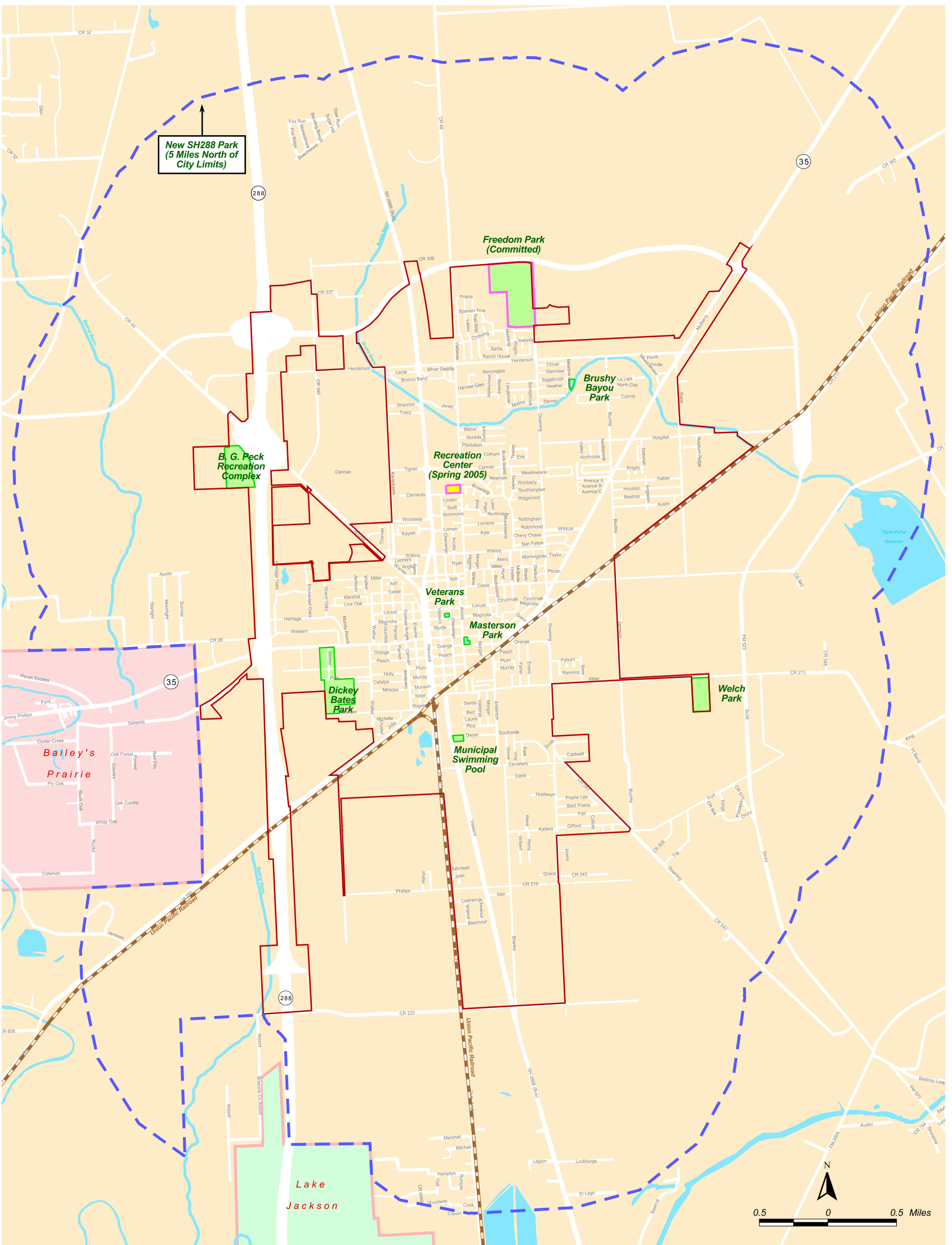
developed as park facilities to satisfy the projected needs.

Table 7.3 identifies current and future facility needs based on standards developed by the National Parks and Recreation Association. As shown Angleton exceeds national standards with regards to the provision of baseball and soccer fields.

Currently there are no tennis courts at any of the city owned parks. However, these recreation opportunities are available at school facilities for use by the general public after school hours.

It should be noted that while national standards are useful, unique local considerations such as participation





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Figure 7.1
Existing Parks

- Existing Park
- Committed Park
- Neighborhood Park
- Community Park
- Special Use
- Angleton Study Area
- Angleton City Limits





**Table 7.3
Facility Needs**

Facility	Standard	Existing	2000 Need	2020 Need
Basketball	1 per 5,000	5	4	5
Baseball/Softball	1 per 5,000	8	4	5
Football	1 per 20,000		1	1
Soccer	1 per 10,000	13	2	2
Swimming Pool	1 per 20,000	1	1	1
Tennis Courts ²	1 per 2,000	6	9	12
Volleyball	1 per 5,000	2	4	5

Source: National Parks and Recreation Association

Notes:

1. Projected needs are based on National Standards
2. School owned facilities open to the public

trends, user characteristics, demographics climate and natural environment affect needs for recreation facilities in a community. For example while Angleton exceeds national standards for baseball and soccer fields, additional facilities may still be desired by the community due to the popularity of these sports in the region.

Service Areas

Evaluating service areas is an effective means of identifying geographic areas that have sufficient park areas available, but more importantly to identify those in need of additional parks and recreation areas and facilities.

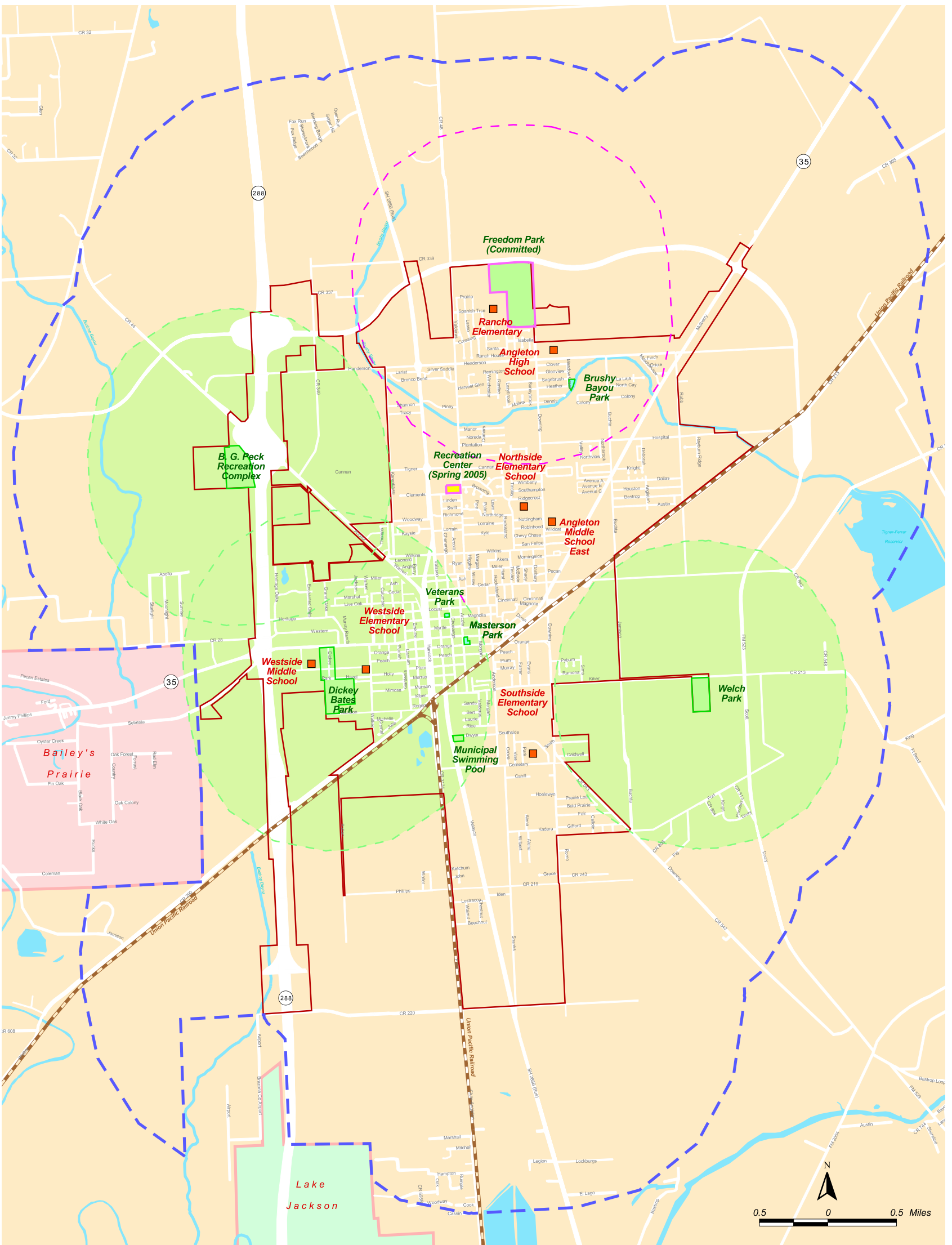
Community parks have a primary service area of one mile, meaning that a majority of persons utilizing these citywide parks generally reside within one mile. The secondary service area extends two miles from the park to account for user patterns associated with the types of activities and facilities available in the community

parks. For instance, little league athletic fields draw participation from throughout the community.

Neighborhood parks have a primary service area of a quarter mile and are intended to provide residents with ample opportunity for both passive and semi-active recreation activity within close proximity to their homes. The method of determining the need for neighborhood parks is quite different from an assessment of need for community parks. Whereas community parks are designed for large-scale, community-wide events and activities, neighborhood parks are intended to meet the daily recreation needs of nearby residents. The level of activity is limited as a result of the size and location of these parks and the equipment and facilities available. Neighborhood parks should be within a short walking distance (typically one-half mile or less) for the residents of one or more neighborhoods thereby encouraging use and promoting convenience, ease of access, and safety for neighborhood children.

The size of neighborhood parks varies according to the availability of property, method and timing of acquisition, and intended use. One or two vacant lots or several acres may both adequately serve the needs of a neighborhood if there is an even distribution of parks and sufficient facilities and equipment available. National standards recommend a minimum neighborhood park size of five acres assuming an adequate and even distribution across the city. Although a 15-acre park may accommodate ball fields and larger recreation and open space areas, three parks that are five





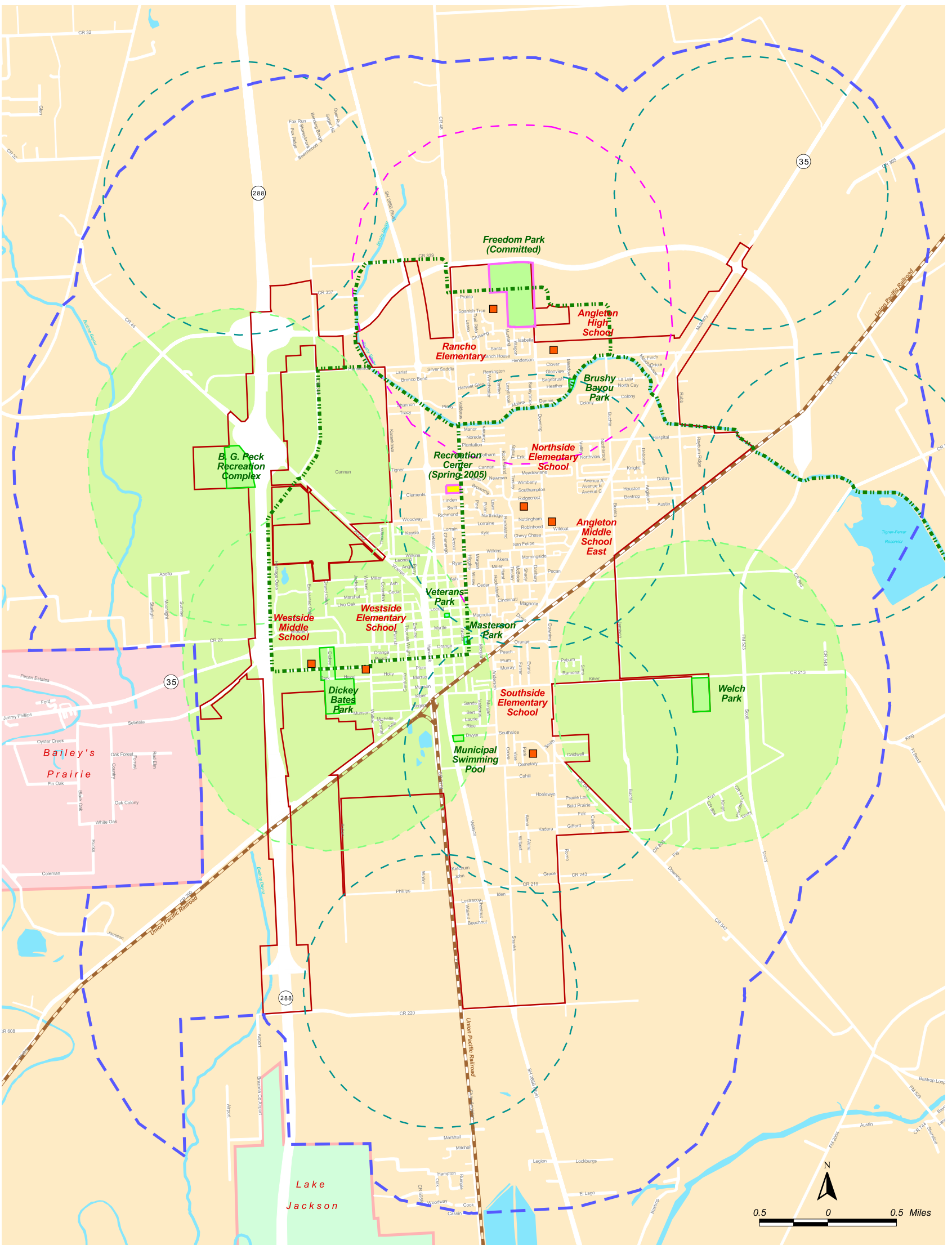
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Figure 7.2
Park Service Areas

- Existing Park
- Committed Park
- Neighborhood Park
- Community Park
- Special Use
- School
- Existing Community Park Service Area (1 Mile Radius)
- Committed Park Service Area
- Angleton Study Area
- Angleton City Limits





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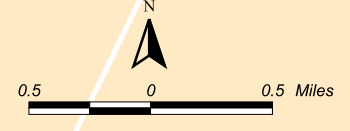


Figure 7.3
Parks Plan

- Existing Park
- Committed Park
- Neighborhood Park
- Community Park
- Special Use
- School
- Proposed Trail/Bike Lane
- Existing Community Park Service Area
- Committed Park Service Area
- Potential Park and Park Service Area
- Angleton Study Area
- Angleton City Limits





acres in size may equally and perhaps better serve the need while providing a broader distribution of neighborhood parks.

Illustrated in **Figure 7.2** are the neighborhood and community park service areas in Angleton. A one-mile service area is shown around all community parks. A quarter-mile service area is shown around all neighborhood parks. Additionally, a quarter-mile service area is also shown around all community parks and schools. Schools provide an assortment of playgrounds, athletic courts and fields, and open space, which, for all intents and purposes, help to meet the citywide demand. Community parks have a quarter-mile service area—in addition to their larger one-mile service area—because they serve as neighborhood parks for nearby residents. As shown in Figure 7.2, there are several areas in the City that are underserved with neighborhood and community parks.

Joint Use of School Facilities

An opportunity to significantly enhance the number and availability of parks and recreation facilities in the community is to utilize through joint agreement, property owned by the Angleton Independent School District. Use of these properties increases the number and distribution of parks and recreation areas throughout the community. A reciprocal agreement could address joint purchase, use and maintenance of school grounds and equipment, which may be mutually beneficial to the school district and City. The City currently has a 20 year lease from the school district for two acres located next to the Dickey property which will be used for a softball field. Additional agreements with the school district would

be a cost effective and efficient way to share resources and enhance recreation opportunities in Angleton.

SPARK School Park Program

The SPARK Program in Houston is a good example of joint partnerships in developing public school playgrounds into community parks. The SPARK School Park Program was developed in 1983 as a way to increase park space in Houston. The program combines the resources of the Department of Housing and Community Development, seven local school districts, Harris County, the private sector, and neighborhood groups in developing unique community parks that reflect the needs of its neighborhood. Selected schools and school districts provide some funding and are responsible for construction and maintenance of the park. Additional funding and in-kind contributions is provided by local, county, state and federal governments. Local business and neighborhood residents also provide donations and in-kind services by participating in activities such as landscaping, fundraising, tree planting and working on public art.



Public art plays an important role in the design of Spark Parks (Douglas Elementary School)

Source: www.sparkpark.org



Local Needs

A survey was conducted as part of the plan development process for the *Parks Master Plan*. The survey was used to gain input from the community on local parks and recreation needs and desires. Based on survey results the following were identified as the top ten local recreational activities in Angleton:

1. Walking/Jogging
2. Visiting Parks
3. Picnics
4. Swimming/Sun/Pool
5. Fishing/Canoeing
6. Recreation Center/Fitness
7. Playground Visits
8. Cardiovascular
9. Organized Baseball
10. Hiking/Bicycling

Parks Master Plan

The following table summarizes the status of the priorities identified in the implementation element of the *Parks Master Plan*. The City is currently working on implementing several of these projects including constructing a softball complex and walking trail at Bates/Dickey Park and developing a recreation center which is scheduled to open in Spring 2005. Upon completion of these two projects the City plans on developing Freedom Park, to be located in the north part of the City. Once completed Freedom Park will be 80 acres and will include a little league sports complex, walking trail and open space area.

Parks and Recreation Plan

The general plan for future development of Angleton’s parks and recreation system was based upon needs, priorities and recommendations developed in the *Parks Master Plan*; evaluation of existing

**Table 7.4
Status of Parks Master Plan Priorities**

Implementation Item	Status
Renovate the parking lot at the Municipal Swimming Pool	Completed
Add an extra parking area at the B.G. Peck Recreation Complex	Completed
Construct a softball complex and walking trail at Bates Park/Dickey Property with an open space area	In the process of being constructed
Develop a recreation center with a swimming pool	Completed
Light two soccer fields	Completed
Construct a Little League sports complex and walking trail with open space area and pond	Not Yet Completed (Proposed for Freedom Park)
Construct adult softball field with an open space area	Not Yet Completed
Landscape and develop signage for existing parks	Not Yet Completed
Develop a park on the north side of the city adjacent to new fire station with an open space area	Not Yet Completed
Research proposed north side walking trail	Not Yet Completed
Light an additional two soccer fields	Not Yet Completed
Convert Welch Park into a practice complex	Not Yet Completed
Update Masterson Park with new restroom and playground equipment	Not Yet Completed
Renovate outdoor pool complex	Not Yet Completed
Construct new gazebo at Veterans Park	Not Yet Completed
Develop an additional neighborhood park on the north side of the city with an open space area	Not Yet Completed
Develop a north side walking trail	Not Yet Completed
Develop a neighborhood park on the south side of the city with an open space area	Not Yet Completed

Source: City of Angleton Parks and Recreation Department Comprehensive Master Plan and Opens Space Plan, 2002

conditions; planned improvements; local demand and needs, and projected needs based upon anticipated urban development and increases in population.





Proposed park areas and trails are shown in **Figure 7.3**. The plan builds off of the recommendations identified in the *Parks Master Plan* and identifies the generalized location of proposed parks and recreation facilities and proposed trail alignments. Parks and recreation improvements have been coordinated with other components of the Comprehensive Plan, in particular with the land use and transportation plans.

The proposed bicycle and pedestrian network utilizes a variety of trail sections including trails along natural courses, and shoulder bikeways. The plan utilizes opportunities along Brushy Bayou and drainage ditches for trails and greenways and connects existing parks and recreation facilities. Bicycle lanes are shown along Valderas and Peach Streets, which is consistent with the proposed cross section for a collector street, with a 6 foot bike lane as shown in the Transportation element of this plan. Pedestrian amenities such as crosswalks will need to be considered and developed in conjunction with the trail system, particularly where segments of the trail cross major intersections.

Bicycle and pedestrian facilities are an important component of quality of life and residents of Angleton have expressed the need for such facilities. However, with limited resources and possible constraints associated with right-of-way acquisition the City will have to determine the feasibility of developing the proposed trail system.

The plan also identifies the general location for proposed parks based on existing deficient areas and future residential development as identified on

the Future Land Use Plan. As shown in Figure 7.3, within the city limits there are two areas underserved in community parks. To eliminate this deficiency the plan proposes establishing agreements with the Angleton Independent School District for joint use of property around the Northside Elementary and Angleton Middle Schools and the Southside Elementary School as community parks. Additional areas for proposed parks are identified in the planning area. As new residential subdivisions are platted and developed, there should be allowances for sufficient land capable of being developed for public park and recreation uses

This general plan should be a valuable resource that is used on a continuous basis in guiding the City's parks and recreation development program. The goals, objectives and recommended actions included in this chapter should also be referenced in other planning studies and development proposals to ensure consideration of existing and planned public parks, recreation areas and open space.



Chapter 8 Housing

Introduction

The City of Angleton is very proud of the small town character of the community. Intrinsic in discussion of “small town character” are traits such as “a great place to live and raise a family,” “a quiet, safe community,” and “neighbors that care about each other.” These are not just traits of small town America. They are also the traits of a strong neighborhood.

On a very basic level, housing and neighborhoods are critical as a source of shelter. However, a home is also a symbol of quality of life and personal pride. Likewise, neighborhoods offer an image of community pride.

Quality neighborhoods begin with housing. Generally, housing is judged successful if it is:

- ◆ Affordable to the extent that a household can cover the costs of purchase, maintenance, utilities and other regular expenses at an acceptable rate;
- ◆ Adequate to meet the needs of all household types in terms of living space, location, amenities, and infrastructure;
- ◆ Accessible to destinations for work, shopping or recreation;
- ◆ Appealing to the investor, homeowner or renter because it is well maintained, in an attractive location, and offers a distinct or desired character; and,

- ◆ Quality in its materials, construction and design.

Housing is certainly not the only characteristic that is important in the desirability of a neighborhood. Potential and existing homeowners and renters will be more attracted to areas that include:

- ◆ Quality infrastructure such as well-maintained streets, curbs (in urban settings), and storm drainage;
- ◆ Identity through gateways, defined edges, landscaping, lighting, signage, architecture, other streetscape amenities, or history;
- ◆ Dynamic character, particularly pedestrian activity such as, walking, bicycling, open communication, and children playing;
- ◆ Proximity to amenities such as parks, schools, churches, daily shopping, work opportunities; and,
- ◆ “Curb appeal” of maintained landscaping and other features that indicate active and attractive upkeep.

The purpose of the Housing element of the Angleton Comprehensive Plan is to ensure that area homes and neighborhoods meet the current and future needs and requirements of residents. To do so, housing should be affordable, adequate, appealing and of sound quality. Neighborhoods should offer quality infrastructure, a strong identity, dynamic character, proximity to amenities, and curb appeal.



Key Housing Issues

Residents and leaders of Angleton have raised a number of issues that play a role in the ability to provide an exceptional living environment. These issues form the basis for goals, objectives and action statements regarding housing needs in the community.

Housing Affordability

Currently, statistics show that the median household can roughly afford the cost of the median Angleton home. However, trends indicate that the number of households in Angleton is growing at a slightly faster pace than the municipal housing stock. As demand continues to outpace growth in supply, the vacancy rate will decline and the cost of housing will increase at an incrementally faster pace. If these trends continue, affordability could become a more widespread issue.

Life Cycle Housing

Many residents mentioned the lack of available “starter homes” or “retirement” homes in Angleton. Statistics indicate that this, lack of “life cycle” housing - more than wholesale affordability - is the more relevant issue facing the community.

Life cycle housing seeks an adequate supply of housing to meet the needs of households as they evolve. A household may grow from a single person to include a spouse and children over time. Likewise, as time continues, the same household may decline in size as the householders age and children move on to form their own households. The evolution of the household impacts issues such as the number of bedrooms, space for automobiles, and neighborhood amenities. Life cycle housing ensures that

a household that begins in Angleton can continue to find appropriate housing in the community as needs change. The focus of life cycle housing is on diversity and balance in the housing stock and ensuring that new construction include the appropriate types of homes to fill gaps in the market.



New housing in Angleton

Maintaining Healthy Neighborhoods

As a community seeking to maintain a sense of the “small town”, among the most important elements are a sense of quality, safety, and well maintained neighborhoods in which neighbors are friendly and look out for one another. Residents in the community indicate a pride in Angleton neighborhoods. In fact, Angleton offers a variety of single family neighborhoods and subdivisions that cross the spectrum of cost, style, age, size and location.

Revitalization and Reuse

Few activities have a more pronounced impact upon the fiscal and mental well being of area residents and investors than to witness the reinvigoration of older, threatened, or undesirable portions of the community. Several important areas within Angleton are poised for housing redevelopment or reuse including historic



areas and downtown. Other areas such as many of the housing developments south of SH35 have transitioned quickly because they have never been more than strip lot development without the amenities or characteristics of an organized neighborhood.

Aggressive revitalization efforts are often hindered by aged infrastructure, difficulty in land assembly, perceptions of high risk with marginal return, or comparative ease of new development. Steps can be taken to add balance to the process and make redevelopment more likely, but they require a significant level of coordination and commitment by various public and private entities.

Quality of Life

Residents of Angleton hold Heritage Oaks, a new subdivision created by a local developer, as a strong, local example of a quality neighborhood. In discussion of features or qualities desirable in a place to live, this new community was often cited and often for more than simply the quality of new housing stock. Subdivisions such as Heritage Oaks are successful because the *neighborhood* – not just the home- is a great place to live. In the case of Heritage Oaks, quality homes are surrounded by quaint, winding roadways, sidewalks, and well designed and accessible lakes.

Angleton residents identified several housing and neighborhood enhancement priorities that would improve local neighborhoods including street and drainage improvements, protection of neighborhoods from incompatible uses and the provision of sidewalks, trails and parks. Combined, such improvements

form an important part of well planned and designed neighborhoods that contribute to the quality of life of residents. Many of these have been addressed through other elements of the Comprehensive Plan including **Land Use, Transportation and Parks and Recreation.**

Goals, Objectives and Actions

Relative to housing and neighborhood improvements, the City of Angleton strives to offer:

- ◆ A community in which quality housing is attractive, available and affordable to all residents.
- ◆ A variety of housing options that meet the needs of an increasingly diverse population.
- ◆ Healthy, well designed neighborhoods that reflect the character and pride of Angleton.



Heritage Oaks Subdivision

Provide Affordable, Available Housing

Goal One: A community in which quality housing is attractive, available and affordable to all residents.



Objectives

- ◆ Promote techniques improving housing affordability in Angleton that maintain quality and character.
- ◆ Coordinate between public and private entities to address affordability issues.
- ◆ Establish methods of improving affordability through innovative site design techniques.

Actions

- ✓ Conduct a full-scale market analysis designed to further study the issue of affordability in the Angleton market.
- ✓ Improve affordability through active pursuit of economic development and education programs designed to increase the income of Angleton households.
- ✓ Provide opportunities for innovative site design techniques such as decreased setbacks, cluster housing, zero lot line development and reduced lot size that can improve quality of life while also increasing affordability.
- ✓ Coordinate with local builders and developers to agree upon methods for improving affordability without jeopardizing quality.
- ✓ Initiate research of successful public/private programs offering assistance in land acquisition, infrastructure costs, pre-construction loans and other elements that impact the cost of housing.
- ✓ Establish limited design guidelines that address issues such as materials, roof pitch, façade treatment, porches (if applicable), proportional dimensions, garage,

and other elements necessary to ensure that affordable new development and rehabilitation are consistent with the character of the area.

Housing Choice

Goal Two: A variety of housing options that meets the needs of an increasingly diverse population.

Objectives

- ◆ Promote housing opportunities that address the needs of a variety of household types, including “nontraditional” households, “starters”, and “empty nesters.”
- ◆ Establish “life-cycle housing” as an optional component of subdivision design and reinvention of existing neighborhoods.

Actions

- ✓ Utilize low interest loans and grant programs as a means to entice residents to invest in downtown mixed use activities that include residential units.
- ✓ Revise ordinances as needed to permit development of alternative housing types such as granny flats, row houses and multiple family homes in select new development and existing neighborhoods.
- ✓ Provide density incentives to developers that are willing to incorporate alternative housing types into a new development.
- ✓ Educate builders, developers and the general public regarding the benefits of a diversified housing stock.



Creating and Keeping Neighborhoods

Goal Three: Healthy, well designed neighborhoods that reflect the character and pride of Angleton.

Objectives

- ◆ Ensure that quality neighborhoods are free of unkept vacant lots, unsafe structures, and other potential health and safety risks.
- ◆ Promote strong community participation as a resource and an instrument for neighborhood revitalization.
- ◆ Protect neighborhood character and condition through enforcement and improvement of related codes.

Actions

- ✓ Initiate a neighborhood improvement plan for declining neighborhoods as a first priority revitalization effort outside of downtown.
- ✓ Promote incorporation of deed restrictions or covenants into established neighborhoods along with development of a homeowners association with the capacity of enforcement.
- ✓ Support coordination between local banks to create a revolving loan fund that can assist in homeownership assistance or housing rehabilitation.
- ✓ Develop a voluntary “neighborhood conservation” overlay district designed to place additional maintenance, character, use, and appearance restrictions upon properties within the district.

- ✓ Discuss the concept of annual rental registration requirement for all housing structures that will at least partially be available for lease. Registration may require an inspection of facilities prior to issuance of a permit.
- ✓ Consider the use of incentives to entice development to established neighborhoods, including tax deferral, fee waivers, and a variety of other methods.
- ✓ Utilize Community Development Block Grant funds to improve neighborhood conditions in efforts to eliminate “slum and blight.” Projects and programs may include infrastructure repair, park and recreational opportunity development/improvement, removal of unsafe structures, or a variety of client-specific programs.
- ✓ Encourage participation in neighborhood improvement and revitalization efforts from entities such as churches, civic organizations, schools, and businesses through programs such as neighborhood clean-up, home improvement, and beautification.

Summary of Market Dynamics

At first glance the housing market in Angleton appears to be functioning quite smoothly. Two initial indicators discussed in the Community Profile, total population and housing over time, show a housing supply that is growing at a faster pace than population. Household growth – the best general indicator for future housing demand – commonly grows in a similar, although slightly faster fashion, than population.



Further analysis of household characteristics indicates a different housing market, one that remains healthy, but shows signs of gaps between supply and demand and a potentially increasing issue of affordability. This is not to say that Angleton’s housing market is not functioning or in crisis; rather, opportunities exist to improve the housing market.

The number of households is growing at a faster pace than the number of new units.

As indicated in the Community Profile, the housing stock in Angleton grew at a healthy rate of 7.4% between 1990 and 2000. In comparison, households grew at a rate of approximately 9.3% - slightly higher than the rate for housing units. The difference of 1.9 percentage points is not sufficient to suggest a housing shortage, particularly given that the City of Angleton has a healthy vacancy rate among housing units. On the other hand, the trend does indicate a gradual tightening in the housing market that could eventually begin to impact the affordability of local housing.

Median housing and median income are relatively comparable.

The median household income in 1999 for the City of Angleton was \$42,184 while the median value of owner occupied units was \$67,700. Calculations commonly utilized in determining affordability indicate that the median housing value in Angleton is roughly in the range of home affordable to the average household. Assuming approximately \$500 in monthly debt, availability of \$2,500 for downpayment, and an interest rate of 6%, the median household in Angleton can afford a home of approximately \$69,193 (also assuming a long term debt to income ratio of 35%).

This figure is extremely sensitive to household and market characteristics. For example, an increase in interest rate to 7%, even with an increased downpayment of \$5,000 results in a maximum housing price of \$66,906.

In general, housing appears to be affordable to the average Angleton household. However, the fact that the median home value is so close to the maximum home price affordable to the average household is likely an issue that will continue to grow, particularly as the growth in households outpaces both population and housing supply.

Households in Angleton are diversifying at a notable rate.

For decades, household size in the United States has been decreasing. The decrease has been gradual and reflects a number of trends including individuals remaining single or unmarried for a longer period of time, couples choosing to have fewer children, an increased rate of divorce or children raised by a single parent, and increased lifespan. In Angleton, the difference between the growth rate of households and that of the population was higher than expected – a difference of 3.5% for the decade between 1990 and 2000. Further analysis of households confirms that the number of married couple households in Angleton decreased slightly between 1990 and 2000. Married couples with children decreased by more than 13% while all other household types increased. Along the same lines the number of family households comprised of 2 or 3 persons increased by nearly 29% while those comprised of 4 to 6 persons decreased by nearly 8%.



Implications of these trends upon the housing market are significant, particularly over the long term. Housing needs of “nontraditional” households are diverse. Smaller households indicate an increased potential for demand in existing, older small homes, including revitalization of historic areas. Additionally, diversity may impact the types of housing built in the community.

Housing supply does not appear to be changing to meet new market dynamics. Addition of new units in the City of Angleton appears to be following traditional development patterns. Single family homes dominate new construction coupled with the occasional small apartment complex. Single family homes continue a trend toward bigger units with additional or larger bedrooms, bathrooms, and garages. The target market is the shrinking number of married households with more than one child.

Implications

- ♦ Characteristics of households continue to evolve toward a smaller, more diverse unit that may feature one or fewer children, a single parent, a couple without children, or an individual living alone.
- ♦ Housing supply continues to provide a product for a target market that is actually declining.
- ♦ Diversity in the existing and new housing market consists of a range of single family homes and apartments with size, cost and other features dependent upon the age and condition of the unit. No diversity is planned on a large scale to address the needs of a more diverse market.

- ♦ Lack of diversity is likely the cause for residents indicating a need for increased “starter” and “retirement” homes. Those units that meet the demands of younger or older households are likely consumed by “nontraditional” households.

Improving Housing Affordability

Affordability may not be an immediate issue for the general populace of Angleton, however, it appears to be an item that will be increasingly important to a viable local housing market. Unfortunately, most perceive affordability to mean reduced quality, subsidized housing or a proliferation of mobile home parks. A number of options can be implemented to improve the affordability of the local housing stock without detracting from the quality of area housing or neighborhoods.



Apartments in Angleton

Increase density. The number of units permitted on a particular site has a direct impact upon housing cost. The cost of materials and product development may remain the same; however, the cost of providing infrastructure and other services is spread among additional units. Additionally, the decreased lot size should



result in additional savings. One common method of addressing lot size is implementation of “zero lot line” development that places a home directly upon a side property line resulting in the appearance of a spacious side yard.

Diversify housing stock. Availability of only two types of housing – single family detached units and apartments – diminishes the ability of households to find a home that specifically meets needs and desires. Introduction of new units such as townhomes, duplexes and “granny flats” allows for improved choice and affordability.

Improve existing housing. The existing Angleton housing stock includes a variety of single family and apartment homes that differ in size, cost, quality and amenities. Unfortunately, some neighborhoods or specific homes have declined due to lack of maintenance, intrusion of undesirable activities or simple lack of evolution to continue to meet the demands of today’s market. Improvements to the existing housing stock would both improve the local tax base and improve the availability of affordable homes.

Streamline standards. Many of today’s development requirements play a role in housing affordability without necessarily providing significant benefit to the project. A reduced street width for local or access roadways can result in reduced infrastructure costs. Minimized setbacks permit flexibility in lot development and potentially permit increased units. Reduced parking requirements (either on site or within the public right-of-way) reduces the “double coverage” that occurs by requiring space for a garage,

additional driveway space, and on-street parking.

Modular Housing. A hybrid between traditional site-built housing and manufactured housing, modular housing is increasingly becoming a viable alternative to traditional home construction. Unlike manufactured housing, modular housing is designed to seamlessly fit into the surrounding environment including use of multiple stories, a front porch, appropriate materials, and a roof pitch that matches surrounding homes. Modular housing must also meet local building requirements similar to traditional, site-built housing.

Housing Assistance. Public assistance with development or housing costs is often characterized as “subsidized housing” and associated with low income clientele. Public involvement in development, however, can take on a number of roles ranging from site acquisition or assembly to downpayment assistance.

Improving Housing Diversity

Angleton’s housing stock is comparable to similar communities across the country in that it is almost exclusively comprised of two types of housing: single family detached homes and apartments. For the most part, existing housing follows traditional planning practices – a structure located in the center of a site with ample space for side yards, a front yard, and a rear area.

While not surprising, the lack of diversity in housing contributes to issues regarding affordability and adequacy. Diversity



improves variety and allows for transition in housing to occur. While some of the types discussed, may not be as appropriate to Angleton as others, the list of types exhibits the variety of housing options that are available beyond the traditional single family home or apartment complex.

Single Family House. This category includes the traditional home associated with the American Dream. The structure is detached from and represents the only dwelling unit on a parcel. Most often, the single family home is located in or near the center of the site.

Single Family House with Secondary Unit. While the appearance remains similar to the simple single family house, this category includes space for a second unit within the structure that can be leased to individuals or families. Historic homes often designed secondary unit features into the structure in order to lease space or for use by domestic assistants. Home design eventually evolved away from this practice as leasing portions of a home became “undesirable.” Today the practice is being reconsidered as the benefits of placing renters in a single family environment and away from the social culture of apartments becomes apparent.

Single Family House with Cottage. Like the home with a secondary unit, accessory cottages were once commonplace and are only recently beginning to witness resurgence. Commonly referred to as a “Granny Flat”, the accessory cottage or above garage apartment inserts renters into the stable environment of homeownership. Additionally, the unit provides added income to the homeowner

and makes the cost of the home more affordable.

Two Family Home. Once common, duplex construction is rare and almost never incorporated into new, large scale housing development. Duplexes can provide both rental and homeownership opportunities and, when designed as cluster housing, provide an outstanding housing alternative for seniors.

Three Family Home. Triplexes are fairly rare in today’s housing market; however, like duplexes, they provide a viable alternative to the single family home. Triplexes, like duplexes, can be designed to appear as large scale single family structures with multiple stories and provide opportunities for both renters and owners.

Multiple Family Home. A larger variety than duplexes and triplexes, the multiple-family home can be designed to accommodate numerous households. While the scale of multiple family home design is too large to appropriately fit within established neighborhoods in Angleton, it is a strong candidate for incorporation into new development.

Row Houses. Similar to duplexes, triplexes and multiple family homes, row houses offer the reduced construction cost that come with attached structures while also permitting a sense of independence. Like other forms of housing, row houses have reemerged as an option to single family homes and apartments.

Flats. While popular in other countries, such as Britain, flats – ownership or control of a substantial portion of a single story in a multiple story structure - have



never been as abundant in the United States. Nevertheless, flats offer an additional alternative when considering affordable housing opportunities.

Courtyard Housing. This category offers the benefits of a row house, with the added “twist” of entry through a courtyard. Courtyard homes may be incorporated into innovative development techniques to include playgrounds, a community center or a forested green space.

Apartments. Divided into four housing types (walk-up, low-rise, mid-rise, and high-rise), apartments offer affordability through the reduced construction cost per unit and added density. As in Angleton, apartment construction is sporadic with a tendency to be developed in quantity once sufficient demand is available. As a result, the market for apartment units tends to swing between need and saturation.

Mixed Use Housing. Mix of uses was commonplace until separation of land uses through zoning and other mechanisms in order to address negative impacts on adjacent residents. Today, mixed use housing is making a tremendous comeback, particularly in areas such as downtown Angleton that can offer a variety of commercial retail and entertainment activities and proximity to a variety of resources such as parks, schools and work.

Improving Existing Neighborhoods

The majority of neighborhood reinvestment strategies deal with renovation of the housing stock. However, a strong redevelopment program must focus on the fact that neighborhoods are

more than housing. A thriving, dynamic neighborhood requires a number of characteristics beyond an adequate housing stock.

Active and organized residents. Simply put, without a strong and active effort by neighborhood residents and business owners it is extraordinarily difficult to develop a successful revitalization effort. Key to community participation is organization. In many new communities, homeowner associations keep residents informed of important information and represent the neighborhood in major issues. In older, established communities, this role is often more challenging because tremendous effort is needed to organize, build excitement and gain long term participation. Often, neighborhood groups form with assistance from area churches, nonprofit organizations or other entities that have the financial and



T.J. Wright, Angleton

structural capacity to support and nurture the group through infancy and startup “growing pains”. Many of the more effective organizations establish Community Development Corporations designed specifically for revitalization. Still others specialize to become Community Housing Development Organizations (CHDO) that act as local housing developers or Community Based



Development Organizations (CBDO) that promote area economic activity.

Quality Infrastructure. Water, wastewater, storm drainage, roadway systems, and sidewalks that are in sound condition and well maintained are among obvious features that require strong public support. While discussed significantly in other chapters of the Comprehensive Plan, the availability of quality infrastructure has a direct impact upon the viability of a neighborhood.

Investment Potential. A dynamic neighborhood is always seeking ways to upgrade the value and quality of life for residents. Vacant or abandoned parcels provide a strong opportunity to inject needed investment into the community including infill housing, park space or other resources needed by the community. A local organization has the opportunity to assemble available parcels and coordinate with other parties to meet needs in the community.

Partnership. The quality of Angleton's neighborhoods is important to a number of parties. Organizations such as local businesses, charitable organizations, civic groups, and churches, are all potential partners for projects such as neighborhood clean up, neighborhood watch, landscaping, home improvements, painting, sidewalk construction, organization assistance, and research. Partners offer time, funds, materials and experience that would otherwise be unavailable.

A Vision. Neighborhoods have a particularly difficult time moving from organization to action because, generally, residents have not developed a plan for

action. To move forward in a manner that maintains excitement and focus, the neighborhood requires a simple, targeted implementation plan.



Chapter 9 Implementation

Introduction

The Comprehensive Plan for the City of Angleton is an action oriented document. It is designed for a community that wants to direct, rather than react. It is the result of numerous individuals looking to make a difference in the future of Angleton with full knowledge that success of the plan will rest in its implementation.

The purpose of the Implementation Element is to provide the bridge between “planning” and “completing”. The element includes specific recommendations designed to make implementation easier. This element will also include a short term strategic plan that will serve as a starting point for putting the Comprehensive Plan into action.

Implementation Recommendations

Following are techniques designed to improve the chances of succeeding in implementation of the Angleton Comprehensive Plan:

Form Implementation Task Force

Momentum must not be allowed to falter once the plan has been adopted. Immediately following approval of the plan, it is highly recommended that the City establish an Implementation Task Force. The role of the Task Force is to refine and prioritize the Implementation Plan and initiate action. Task Force membership may include key members of City Staff; select members of the

development and business communities; individuals from other public agencies and institutions; leaders from organized civic groups; and, residents of Angleton.

Much of the initial responsibility of the Task Force has been completed through the development of the initial Strategic Plan included in this chapter. After the first year, however, the Implementation Task Force will be charged with the task of honing actions beyond the information provided in the plan and revising the Strategic Plan. The Task Force will propose methods or programs to be used to implement the proposed actions, specifically identifying which agencies/ departments will be responsible for implementation, defining costs, proposing sources of funding, and establishing a time frame in which the recommended action will be accomplished.

The work of the Implementation Task Force should be short term and occur annually. The product of the Task Force should be a revised strategic plan based upon the accomplishments of the prior year and determination of actions to accomplish or initiate within the year. Departments and organizations charged with completing tasks, or aiding in their completion, can use the proposal in the budget process and in determining other needed resources. The City Council can utilize the proposal for overall budget and resource decisions as well as establishing benchmarks for departmental performance.



Maintain Citizen Involvement

Active participation has been a cornerstone of the process to create the Comprehensive Plan; however, it is even more essential as a means of implementing the plan. To do this, current and future leaders must pledge their support to maintain public involvement, awareness and commitment to the purpose and importance of the plan.

Angleton residents shared in developing the plan's goals, objectives and proposals by participating in a Community Forum and a series of key person interviews. The many ideas and comments contributed by citizens during the plan's development were incorporated and shaped the resulting priorities and action strategies. Citizens should continue to be involved in implementation and maintenance of the plan. Advisory committees, public meetings and community workshops, open houses and public forums, newsletters, media releases, and public notices should be used to inform and involve citizens in continued planning. Methods and activities for public participation should be carefully chosen and designed to achieve meaningful and effective involvement.

Quality is Key

The plan is designed to improve and enhance the quality of life for current and future residents. It is meant to provide a standard of excellence by which future development, programs and activities can be measured. It is this level of quality that is highly desired by stakeholders in the community, whether it is in terms of storm drainage, well maintained streets, downtown redevelopment, or simply Angleton's approach to its future.

Quality is consistently mentioned throughout the Comprehensive Plan. It is a standard to which all elements of the plan should be held. New facilities should be designed as landmarks with an understanding of their ability to positively impact the surrounding environment. Programs created as part of the plan should establish best practices for other communities to follow.

Make Success Quick and Constant

A strategy used by successful organizations is to seek results early in the implementation process. Momentum created by success naturally solicits more involvement by persons desiring to be involved in a successful program. Some recommended actions do not bear significant budgetary obligation. These programs and activities provide an immediate opportunity to make an impact on the community, and thus on the successful implementation of this plan.

Serious consideration should be given to making sure that successes are consistent throughout the implementation process. Some actions will take longer to complete than others. Those projects should commence in a timeframe that will allow for both balancing resources and constant success.

Share Responsibility and Rewards

This plan cannot be carried out by an individual or even a single department, particularly in absence of a full-time professional planner on City staff. Implementation of the Comprehensive Plan requires responsibility and accountability from a number of diverse parties. In several cases, results will not come quickly, particularly in instances that are likely to create some controversy



or come at a significant expense. However, once accomplished, each task of the plan will improve area quality of life and instill a sense of pride and accomplishment in the community.

To ease effort and expense, responsibility for accomplishing the tasks of the Comprehensive Plan should also be shared by a number of individuals and organizations. By working together the community can achieve its vision, which is of benefit to all involved.

Integrate Planning into Daily Decisions

Opportunities for integrating the plan's recommendations into other business practices and programs of the City are vital to widespread recognition of the plan as a decision-making tool. For instance, the plan's recommendations should be widely used in decisions pertaining to infrastructure improvements, proposed new development and redevelopment, expansion of public facilities, services and programs, and the capital budgeting process. The plan should be referenced often to maintain its relevance to local decisions and to support the decisions that are being made.

Acquire Financing

There are a variety of financing tools and techniques that are available to the City, which are not commonly used by municipalities. These tools, under the right circumstances, may be used effectively to finance public improvements and to provide incentives to private businesses. Access to grants and loans from public and private sources is a prime example from the standpoint that they are rarely used to the extent possible. Literally

millions in available resources go unutilized every year, the majority of which are available to government entities or partner nonprofit organizations.

Require Updates and Implementation

To ensure that current and future elected officials, as well as the general public, remain committed to the success of the Comprehensive Plan, it is recommended that some form of commitment be officially be made toward following and maintaining the plan. A popular form of commitment among communities is a resolution that confirms the community's commitment to the steps necessary to enhance area quality of life. Recommended items to incorporate into a resolution include development of an Implementation Task Force, annual updates on success of the plan by the Planning and Zoning Commission, consideration of the plan in development of budgets and in daily decisions, and a schedule of minor and major updates

Maintain the Plan

Circumstances will continue to change in the future, and the plan will require modifications and refinements to be kept up to date. Some of its proposals may be found unworkable and other solutions will continue to emerge. Needed refinements and changes should be carefully noted and thoroughly considered as part of Annual Plan Amendments and Five-Year Major Plan Updates. As changes occur, however, the essential vision of Angleton should remain the central theme and provide a unifying focus. Since change is certain to occur, both the plan and the City's implementation tools should be



periodically reviewed and updated to ensure their effectiveness in achieving the desired vision, goals and objectives of the community.

Amend the Plan Annually

The Planning and Zoning Commission is responsible for continuous monitoring and evaluation of the Comprehensive Plan. It is recommended that the responsibility be shared or initiated by an Implementation Task Force. Annual plan amendments will provide an opportunity for relatively minor plan updates and revisions such as changes in future land use policies, implementation actions, and review of plan consistency with ordinances and regulations.

Annual plan amendments should be prepared and distributed in the form of addenda to the adopted plan. Identification of potential plan amendments should be an ongoing process by the Planning and Zoning Commission and City staff throughout the year. Citizens, property owners, community organizations and other governmental entities can also submit requests for plan amendments. Proposed plan amendments should be reviewed and approved by the Planning and Zoning Commission. The Planning and Zoning Commission and City Council should adopt plan amendments in a manner similar to the plan itself, including public hearings and consideration of action.

Report Progress to P&Z

The Planning and Zoning Commission should prepare an Annual Report for submittal and presentation to the City Council. The proposed, updated Strategic Plan should be a part of the Annual Report. Status of implementation for the

plan should be included in the Annual Report. Significant actions and accomplishments during the past year should be included as well as recommendations for needed actions and programs to be developed and implemented in the coming year. The time schedule for preparation and submittal of the Annual Report should be coordinated with the City's annual budget development process so that the recommendations will be available early in the budgeting process.

Make Major Plan Amendments

Major updating of the plan should occur every five years. These updates will ensure renewal and continued usefulness of the plan for use by City officials, staff and others. Annual plan amendments from the previous four years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving City officials, City departments and citizens. Consultant services may be utilized if necessary.

As a part of major plan updates, the City should review and update the base data including population projections and existing land use. Additionally, the goals, objectives and policies of the plan should be analyzed and reviewed to determine their effectiveness and relevance to current conditions. Goals, objectives and policies that were not previously achieved due to obstacles should be identified, and new or modified goals, objectives and policies should be developed as necessary based on new data, revisions to the anticipated time frame, specificity of objectives and actions, and identification of appropriate implementation agencies.



The result of a major plan update will be a new plan for the City, including identification of up-to-date goals, objectives, policies and implementation actions.

Implementing the Plan

The essence of the plan is in the City's ability to implement its goals, objectives and actions through tools like subdivision regulations, the zoning ordinance and coordination with entities such as TxDOT or the Chamber of Commerce. In a continually changing environment, enforcement is a necessary action not only to preserve the character and integrity of established neighborhoods and nonresidential areas, but also to ensure sustainable quality development in the future.

Plan implementation activities should include the following:

- ♦ **Future Land Use Plan** – Implementation will include use of the Future Land Use Plan and policies in decision-making relating to zoning and subdivision approvals, to ensure that development and redevelopment are consistent with the City's plan. The plan should be used to identify appropriate areas for development based on land use compatibility, infrastructure availability and environmental constraints. Additionally it should be used to direct residential and nonresidential growth in appropriate areas.
- ♦ **Mobility Plan** – The Mobility Plan should be used in subdivision plat review and dedication of needed rights-of-way for street and highway improvements.
- ♦ **Existing Regulations** – Existing regulations and ordinances, including the zoning and subdivision ordinances, should be reviewed and updated to reflect the policies identified in the plan.
- ♦ **Economic Development** – Policies and strategies identified in the plan should serve as a basis for providing economic incentives and enhancing economic development opportunities in the City. Land use policies should be used in encouraging industrial and commercial development in appropriate and compatible areas.
- ♦ **Private Property Owners and Developers** – Private property owners and developers should utilize the plan in identifying appropriate areas for development, based on natural constraints, land use compatibility, and upgrading of transportation facilities and public utilities. The plan should be used by local leaders in encouraging development that is compatible with the policies identified in the plan.
- ♦ **Elected Officials and Staff** – The City Council, Planning and Zoning Commission and City staff should constantly use the plan in guiding decisions regarding subdivision changes/revisions and in implementing the zoning ordinance. The plan should continually be referenced in planning studies and zoning case reports as well as informal discussions. Proposals for new development should be consistent with the policies outlined in the Comprehensive Plan.



Strategic Implementation Plan

The Strategic Plan is the final, essential step in the comprehensive planning process. The Strategic Plan is a prioritized, detailed “checklist” of action statements to be completed within the first two years of following approval of the Comprehensive Plan. This initial plan of action is designed to “kick start” implementation activities by the City and other public and private partners.

As discussed, the Strategic Plan is meant to evolve. Each year, actions that have been accomplished should be removed from the list, perhaps to be placed in a new list highlighting the “successes” of the Comprehensive Plan. New actions should be placed into the Strategic Plan so that continuous effort is taken toward meeting the vision established in the Comprehensive Plan.

Chapter 9 – Implementation

Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
Land Use				
Grow Sensibly				
	Determine acceptable levels of service for all public services and facilities and make them a consideration in approval of new development to ensure that water, wastewater, law enforcement, fire protection, emergency medical service, trash disposal, and recreational opportunities are adequately available.			X
	Identify targeted, preferred growth areas just beyond the existing city limits.		X	
	Revise development related ordinances such as zoning and subdivision requirements.	X		
	Adopt infill/redevelopment incentives (flexibility in development regulations, waiver of development fees, direct grants, tax incentives).		X	
	Use capital improvements planning to extend utilities; acquire sites for facilities such as schools and parks; implement the Mobility Plan; and annex as needed to promote development in preferred growth areas, as well as infill and redevelopment areas.	X		
Economic Sustainability				
	Update development related regulations such as zoning and subdivision requirements to reflect the patterns, character, mix and intensity of uses identified in the Future Land Use Plan.	X		
	Establish minimum design standards for the Downtown District that ensure complementary design.	X		
	Promote the concentration of retail development at existing commercial nodes such as Downtown, the Midtown District and the SH 35 Commercial Corridor through incentives and restrictions.	X		
	Anticipate future commercial growth along SH 288 through annexation and appropriate zoning.	X		
	Allow for introduction of compatible uses into residential areas, including limited neighborhood commercial development as well as major focal points such as schools, places of worship, parks, open spaces, day care, and post office as a means of strengthening neighborhood dynamics and pedestrian activity.		X	
	Utilize planned development provisions to encourage innovative and imaginative site design that minimizes adverse impacts on adjacent properties.		X	
	Protect the integrity of existing neighborhoods from intrusion by undesirable land uses through enforcement of development-related ordinances.		X	

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
	Promote remodeling and ongoing maintenance of existing structures and amenities.		X	
	Coordinate with local lending institutions and the Small Business Administration to develop a low interest loan program for small businesses seeking to improve the appearance and integrity of existing structures.		X	
Image and Identity				
	Revise development ordinances to include or enhance provisions for signage, landscaping, tree preservation, lighting, building façade design and materials.	X		
	Actively support visual enhancements and beautification efforts along the SH 35 corridor through public and private efforts.		X	
	Establish reasonable minimum standards for the screening of unattractive sites and views and the provision of buffering (dense vegetation, walls/fencing, increased setbacks, etc.) between incompatible land uses.	X		
	Utilize tax incentives, sales tax revenues, bonds, and public improvement districts to fund specific visual improvements and enhancements.			X
	Enhance existing neighborhoods through improvements to the public right of way (such as street trees), protection of open spaces and scenic areas utilizing quality signage, landscaping, sidewalks, subsurface drainage and lighting.			X
Transportation				
Connectivity				
	Require connections between adjacent commercial developments and street stubs to areas available for future development.	X		
	Require all subdivision development to provide a minimum of two entrances. Consideration should be given for added entrances for large developments and single, divided entrances for small developments.	X		
	Encourage street stubs and connection to surrounding major roadways by permitting stubs and connectors to count as entrances.	X		
	Mandate connection to stub streets by adjacent new development.	X		

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
A well maintained safe and efficient system of travel				
	Develop driveway or curb cut separation standards that increase the length of separation according to street type, such as: - Arterial – 400 feet; - Major Collector – 300 feet; - Minor Collector – 200 feet; and, - Local Collector – 100 feet.	X		
	Examine the concept of requiring low maintenance medians for management of future major collector and arterial left-turn access.			X
Bicycle and Pedestrian				
	Complete proposed trails along Brushy Bayou and Rancho Ditch and consider development of additional trails along other drainage ditches that include sufficient right-of-way.			X
	Place protected crosswalks along local or collector roadways with an uninterrupted street length greater than 1,000 feet and at points of intersection with pedestrian paths.		X	
	Incorporate bicycle lanes along existing collector roadways that offer sufficient pavement width for safe bicycle travel (minimum six feet per side).			X
	Coordinate bicycle lanes and trails to establish a connected bicycle network.			X
Marketable Streetscape				
	Evaluate the feasibility of a Public Improvement District, Tax Increment Reinvestment Zone or other special assessment approach to fund streetscape enhancements in downtown Angleton.			X
	Revise cross sections of local and collector roadways to encourage installation of bike lanes and crosswalks where appropriate.			X
	Establish bufferyard requirements within specific zoning districts (or in new overlay zones) to increase the visual appeal along specific corridors such as SH288 or Loop 523.		X	
	Enhance signage requirements, such as shared signage, use of quality materials, and appropriate height, particularly within specified corridors to reduce visual clutter.	X		
	Revise parking standards to require increased vegetation within the parking area.	X		

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
Public Facilities				
Space and Facilities Requirements				
	Acquire additional space for housing municipal administrative functions, ensuring adequate space for current and future staffing needs. - Consider housing departments that have significant contact with the public in the same facility in or very near City Hall. - Evaluate the feasibility of acquiring new space to provide additional office, meeting and storage space for City Hall.			X
	Acquire space surrounding City Hall, as it becomes available, for municipal purposes.		X	
	Initiate study of a separate facility for the court system adjacent to the police department.		X	
	When appropriate, hire adequate staff to meet the growing needs of the City.		X	
Location and Efficient Use of Resources				
	Construct a new animal control facility. - Identify space, equipment and staff needs for an animal control facility. - Consider partnerships with other organizations and agencies.		X	
	Combine resources related to water, wastewater, streets and parks - Establish a single wastewater, streets, water and parks work yard facility. - Cross train water and wastewater maintenance crews and parks and streets maintenance crews.	X		
	Construct a community center and utilize its placement as a tool for economic and physical redevelopment. - Coordinate with Brazoria County to consider construction of a community center to enhance the Brazoria County Fairgrounds. - Consider rehabilitation and reuse of the vacant structure along SH35 formerly occupied by WalMart.			X
	Improve signage in the downtown area to clearly direct traffic to public parking facilities in the area.		X	
	Identify strategic locations for parking in downtown Angleton that can be utilized by various uses and compensate for loss of parking by expansion of SH35.	X		
	Acquire land as needed and as it becomes available for parking in the downtown area.		X	

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
Growth Capacity				
Stormwater				
	Integrate regional planning underway by the Angleton Drainage District into the City's Detention Strategy.		X	
	Identify critical drainage junctions, conveyance and detention facilities which meet current demands, but would need improvement as development occurs.	X		
	Identify watersheds that will be part of a regional detention system and those that will require exclusive use of on-site detention.	X		
	Research methods of integrating regional detention in areas requiring on-site detention to reduce on-site requirements.	X		
	Improve the storm drainage system in areas requiring on-site detention through improvements to the street corridor including curbs, gutters and improved temporary water storage capacity.		X	
	Adopt, by City policy, a requirement that small development use regional detention in those watersheds where it exists.	X		
	Adopt on-site detention regulations that require development to use street "ponding" techniques and underground detention to the full extent possible. Allow for dry detention ponds as a last resort while encouraging landscaping and enforcing maintenance codes.	X		
	For watersheds in which the City nor the District have plans for regional detention, encourage developer provided regional detention. Discourage on-site detention to a limited, case by case basis.	X		
	Integrate review of detention construction and maintenance as a part of the normal development/inspection process.	X		
	Prepare a hydrological and hydraulic model for all areas of the community based on a rigorous, citywide elevation grid map for use in stormwater management.		X	
	Protect the integrity of the floodway of Brushy Bayou, Ditch 7, Ditch 10 and proposed Ditch 9, including coordination with the Angleton Drainage District. - Annex or condemn that portion of the Brushy Bayou Watershed above Angleton and outside current City limits. - Preserve floodway as natural, undeveloped open space or as park lands.		X	

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
Wastewater				
	<p>Minimize the number of future lift stations required.</p> <ul style="list-style-type: none"> - Assign all of the undeveloped planning area to a sanitary sewer collector and/or lift station. - Identify areas requiring new lift stations and assign the largest area reasonably possible to each new station. - Integrate the Future Land Use Plan into Lift Station and Collector Service areas. 		X	
	<p>Adopt a standard City policy that promotes efficient development of collectors and lift stations that may service areas beyond the boundary of a single, proposed project. Incorporate a consistent policy on City participation when size exceeds that required to provide service to the proposed project.</p>		X	
	<p>Using the proposed Thoroughfare Plan, identify where the City must provide space in the right-of-way for the expansion of the collector system.</p>		X	
	<p>Identify collection system costs reasonably born by the developer compared to those that the City would need to bear to ensure systemwide efficiency.</p>	X		
	<p>Continue to address the impact of inflow and infiltration (I&I), particularly in areas with potential gaps in service during wet weather.</p>	X		
	<p>Determine the capacity and condition of all lift stations throughout Angleton.</p>	X		
	<p>Develop a strategic funding plan to cover the cost of meeting the City’s future wastewater needs.</p>	X		
	<p>Determine a general location within the northeast quadrant of the planning area for development of an additional wastewater treatment plant.</p> <ul style="list-style-type: none"> - Prepare a schedule of required steps for development of a new wastewater plant including projection of 75% (begin design) and 90% (complete construction of new plant) milestones. - Poll property owners to determine interest in sale to City for use as a wastewater treatment plant. Make an option (open ended, right of first refusal) payment when appropriate. - Notify adjacent property owners of the City’s intent. Provide area owners with an approximate timeline and schedule to the extent possible. - Prepare signs and other on-site documentation to facilitate notification of plans for the site to the general public. 		X	

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
	Initiate discussions regarding the possibility for additional service capacity to address long term growth to the north or east if unexpected growth in these areas occurs.	X		
Water Supply				
	Determine the potential of BWA to meet future demand, including plans for system expansion and peak flow delivery.	X		
	Conduct lab tests needed to address quality issues associated with mixing surface (BWA) and ground (well) water.	X		
	Provide a 1 million gallon ground storage tank at the site of the Jamison Water Plant.			X
	Interconnect the Jamison Plant with the existing southside distribution system and extend the water transmission main to the northside distribution system to allow for periodic shutdown for maintenance of the two older plants.		X	
	Investigate the potential for alternate water sources. - Prepare alternate supply scenarios and investigate the potential for an additional well field as one option. - Monitor development of the Poseidon desalination project as a potential, alternate source.		X	
	Use historical data to determine the impact of growth in daily demand on growth in peak demand.		X	
	Use information available through the Comprehensive Plan to identify patterns in the location and type of future development as well as the availability within the road network for location of transmission mains.		X	
	Develop information regarding the size of transmission lines needed for communitywide purposes compared to a developers' immediate need at a particular site.	X		
	Size water transmission needs to accommodate projected commercial and industrial applications.	X		
	Prepare a network model that addresses fire protection needs for development anticipated in the Future Land Use Plan.	X		
	Investigate alternatives regarding the future of the Chenango Street Water Plant.		X	
	Identify sites for a future southside pumping station and a future northside water tower		X	

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
	Identify a potential site for ground storage of water to allow flexibility in planning for anticipated City needs - including the potential for abandoning and relocating the Chenango Street Water Plant.		X	
	Prepare a consistent City policy in cost sharing where the plan requires larger facilities than a developer would need for a particular site. • Present City Council with a recommended policy on cost sharing with developers for “oversized” water lines.		X	
Parks and Recreation				
Maintaining and Enhancing Existing Facilities				
	Conduct an annual condition assessment of existing parks and recreational facilities to identify improvement needs and determine the level of annual financial commitment required to maintain existing facilities.		X	
	Improve the maintenance of all parks and recreation areas and facilities by funding preventive maintenance schedules.	X		
	Establish a replacement program for playground equipment through which equipment is annually inspected and, when necessary, added to a five-year capital improvements program.		X	
	Consider private sponsorship of park improvements and upgrades in some of the City’s existing parks.		X	
	Focus community involvement towards recreation programs and events rather than maintenance and operations of the parks	X		
	Continue “Adopt a Spot” program targeting community involvement towards specific projects.	X		
	Identify needed improvements to existing recreation programs based on public input and participation rates.	X		
	Prioritize and implement improvements at existing parks as identified in the <i>Parks Master Plan</i> .		X	
Enhance Recreation Opportunities				
	Develop Freedom Park to include ball fields, natural areas and trails.	X		
	Implement recommendations for new parks and recreation facilities as identified in the <i>Parks Master Plan</i> .		X	
	Create an agreement with the Angleton Independent School District for joint use of school recreation facilities after school hours and during the summer.		X	

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
	Develop a joint agreement with the Angleton Independent School District for joint use of property around the Northside Elementary and Angleton Middle Schools and the Southside Elementary School as community parks.			X
	Acquire and develop parks in identified deficient areas, as shown on the Parks and Recreation System Plan. (identify and prioritize improvements)			X
	Identify natural areas in the City that warrant protection and/or conservation.			X
	Encourage the preservation of unique natural and native vegetation and habitat areas in developing new parks.		X	
	Acquire land along Brushy Bayou (through lease agreement) for open space, greenbelts and/or trails.		X	
Implementing Bicycle and Pedestrian Amenities				
	Prepare a comprehensive bicycle/trail master plan that will define the routing and design standards for all trails.			X
	Include trails in the development of new parks and recreation facilities (Freedom Park) and when making improvements to existing parks (Bates/Dickey).	X		
	Designate appropriate arterial, collector and residential streets that are suitable for bicycle traffic.			X
	Identify rights-of-way, easements and natural drainage ways that would be suitable for bike or hike trails.		X	
	Consider the feasibility of developing trails along drainage easements and Brushy Bayou.		X	
	Coordinate with the Angleton Drainage District and other owners of utility easements and rights-of-way for pedestrian and bicycle use.			X
Support Economic Prosperity				
	Acquire incrementally and develop parkland (through lease agreements, donations and/or partnerships) to meet local requirements and needs for park acreage for the 20-year projected population.			X
	Conduct periodic needs assessments to update the types of recreation needs and improvements desired by the local community.		X	
	Work with the Angleton Little League, Angleton Soccer Association and Angleton Girls Softball Association in hosting baseball/softball, soccer and other athletic tournaments in the City.	X		

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
	Identify and explore all potential funding sources, including federal and state programs and local revenue options such as fees, exactions, fee-in-lieu of lands, etc.		X	
	Develop corporate, memorial and individual sponsorships with naming privileges for facilities, parks, trails and greenbelts.		X	
	Include parks and recreation facilities improvements in a five-year capital improvements plan.		X	
	Revise the City’s Open Space Requirement to better suit the City’s goals for parks and recreation facilities.		X	
Housing				
Affordable, Available Housing				
	Conduct a full-scale market analysis designed to further study the issue of affordability in the Angleton market.			X
	Improve affordability through active pursuit of economic development and education programs designed to increase the income of Angleton households.			X
	Provide opportunities for innovative site design techniques such as decreased setbacks, cluster housing, zero lot line development and reduced lot size that can improve quality of life while also increasing affordability.	X		
	Coordinate with local builders and developers to agree upon methods for improving affordability without jeopardizing quality.	X		
	Initiate research of successful public/private programs offering assistance in land acquisition, infrastructure costs, pre-construction loans and other elements that impact the cost of housing.			X
	Establish limited design guidelines that address issues such as materials, roof pitch, façade treatment, porches (if applicable), proportional dimensions, garage, and other elements necessary to ensure that affordable new development and rehabilitation are consistent with the character of the area.	X		
Housing Choices				
	Utilize low interest loans and grant programs as a means to entice residents to invest in downtown mixed use activities that include residential units.	X		
	Revise ordinances as needed to permit development of alternative housing types such as granny flats, row houses and multiple family homes in select new development and existing neighborhoods.	X		
	Provide density incentives to developers that are willing to incorporate alternative housing types into a new development.	X		

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Strategic Plan for Angleton, Texas				
Element	Action	Priority (most important)		
		1 (high)	3	5
	Educate builders, developers and the general public regarding the benefits of a diversified housing stock.			X
Creating and Keeping Neighborhoods				
	Initiate a neighborhood improvement plan for declining neighborhoods as a first priority revitalization effort outside of downtown.	X		
	Promote incorporation of deed restrictions or covenants into established neighborhoods along with development of a homeowners association with the capacity of enforcement.		X	
	Support coordination between local banks to create a revolving loan fund that can assist in homeownership assistance or housing rehabilitation.		X	
	Develop a voluntary “neighborhood conservation” overlay district designed to place additional maintenance, character, use, and appearance restrictions upon properties within the district.			X
	Discuss the concept of annual rental registration requirement for all housing structures that will at least partially be available for lease. Registration may require an inspection of facilities prior to issuance of a permit.		X	
	Consider the use of incentives to entice development to established neighborhoods, including tax deferral, fee waivers, and a variety of other methods.		X	
	Utilize Community Development Block Grant funds to improve neighborhood conditions in efforts to eliminate “slum and blight.” Projects and programs may include infrastructure repair, park and recreational opportunity development/improvement, removal of unsafe structures, or a variety of client-specific programs.			X
	Encourage participation in neighborhood improvement and revitalization efforts from entities such as churches, civic organizations, schools, and businesses through programs such as neighborhood clean-up, home improvement, and beautification.	X		