



City of Angleton

Comprehensive Plan Update 2027

To be updated

Rev. 5/22/26



ACKNOWLEDGEMENTS

This 2027 Angleton Comprehensive Plan Update has been developed by the City of Angleton with the assistance of the Comprehensive Plan Advisory Committee, City staff, and the planning team of Ardurra and Community Development Strategies. This Angleton Comprehensive Plan Update is a result of invaluable input, expertise, and collaboration among many organizations and individuals. It would not have been possible without their assistance, guidance, time, and dedication.

City of Angleton City Council

- **John Wright** - Mayor
- **Christiene Daniel** - Position 1
- **Travis Townsend** - Mayor Pro-Tem
- **Barbara Simmons** - Position 3
- **Blaine Smith** - Position 4
- **Tanner Sartin** - Position 5

Planning and Zoning Commission

- **Regina Bieri** - Position 4
- **Andrew Heston** - Position 5
- **Jeff Roberson** - Position 7
- **Michelle Townsend** - Position 6

Comprehensive Plan Advisory Committee (CPAC)

- **Tara Sartin** - Resident/Retired Educator) – Chairperson
- **Denese Jackson** - Angleton Better Living Corporation (ABLCC) Board Member – Vice Chairperson
- **John Wright** - Mayor
- **Blaine Smith** - Council Member
- **Christiene Daniel** - Council Member
- **Andrew Heston** – Planning and Zoning Commission (P&Z) Member
- **Regina Bieri** - Planning and Zoning Commission (P&Z) Member
- **Janie Schwartz-Shaw** - Board of Adjustments
- **Michelle Townsend** – Planning and Zoning Commission (P&Z) Member
- **Sunni Weeks** - Resident/Regional Sales Manager
- **Ashley Khoury** - Small Business Owner
- **Gina Aguire Adams** – President/CEO, Brazoria County Hispanic Chamber of Commerce
- **Christi McCracken** - Angleton Independent School District (ISD)
- **Stephen Keen** - HGAC Council/Resident/Transportation Planner
- **Karen O. McKinnon, PE** - Brazoria County Engineering
- **Brent Bowles, AIA** - Brazoria County Economic Development Alliance
- **Michele Allison** - President CEO Angleton Chamber of Commerce

Stakeholders and Focus Groups

- City Leadership
- Homeowners' Associations and Residential and Commercial Developers
- TxDOT
- Gulf Coast Transit District
- City Council Members
- Nonprofit and Faith-Based Organizations
- Angleton High School Student Group
- Senior Citizens

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- **Hector Renteria** – Director Public Works
- **Kyle Reynolds** – Assistant Director of Development Services

Planning Team

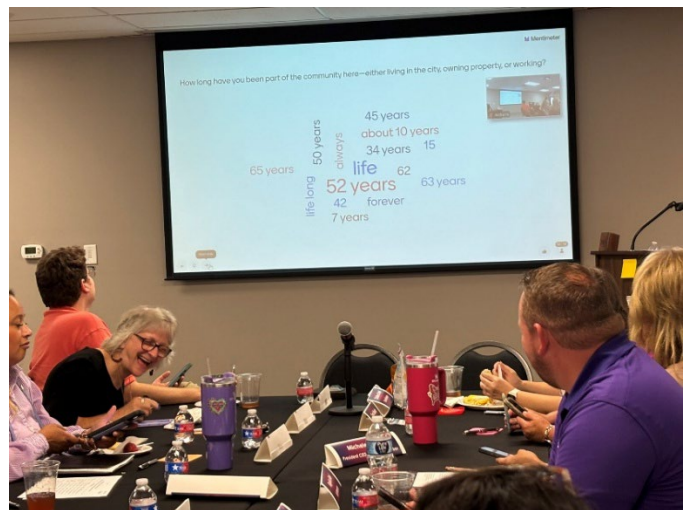
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Angleton Community



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THE HEART OF BRAZORIA COUNTY
ANGLETON
**COMPREHENSIVE
PLAN 2025**



1

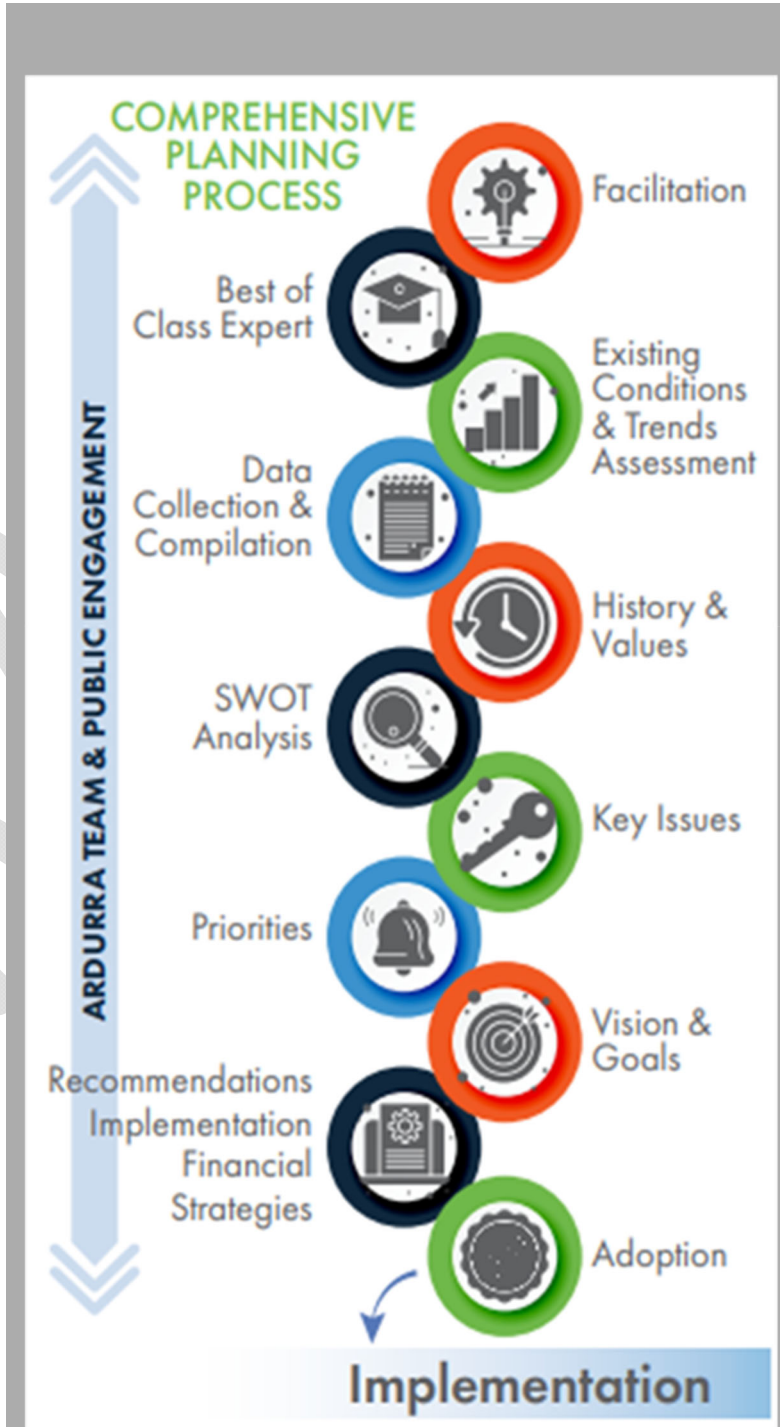
INTRODUCTION

1.2 Process

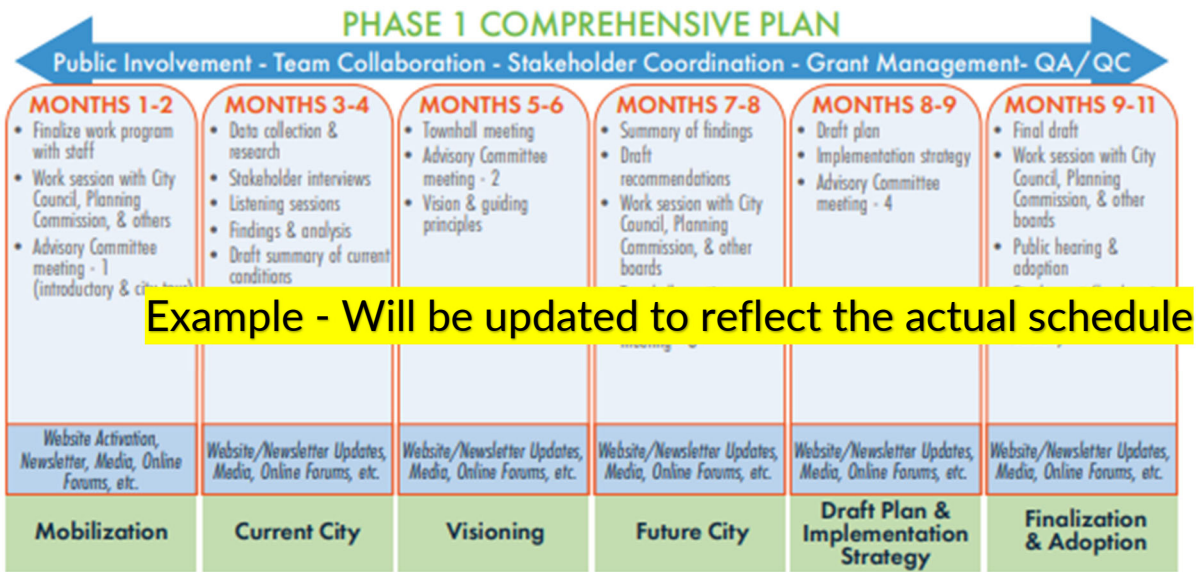
The 2027 Comprehensive Plan Update for the City of Angleton was developed through extensive discussions with the city's residents regarding their aspirations for the future. This dialogue played a crucial role in shaping recommendations that align with the community's vision for their families, neighborhoods, and the city as a whole.

To begin with, an assessment of the existing conditions in Angleton was conducted. This involved a thorough analysis to establish context, including a review of current planning documents. Data was gathered on numerous factors, including population demographics, land uses, floodplains, economic conditions, market trends, and infrastructure.

Following this initial assessment, a collaborative effort was initiated to formulate a vision and recommendations for Angleton's future. This process involved engaging all stakeholders in the City and coordinating with City leadership early in the plan development. Emphasizing inclusivity, the plan ensured that residents and stakeholders were effectively engaged through a diverse outreach strategy that incorporated both traditional communication methods and modern technology, including multilingual communications. The details of the community engagement are outlined in Chapter 2 of the report.

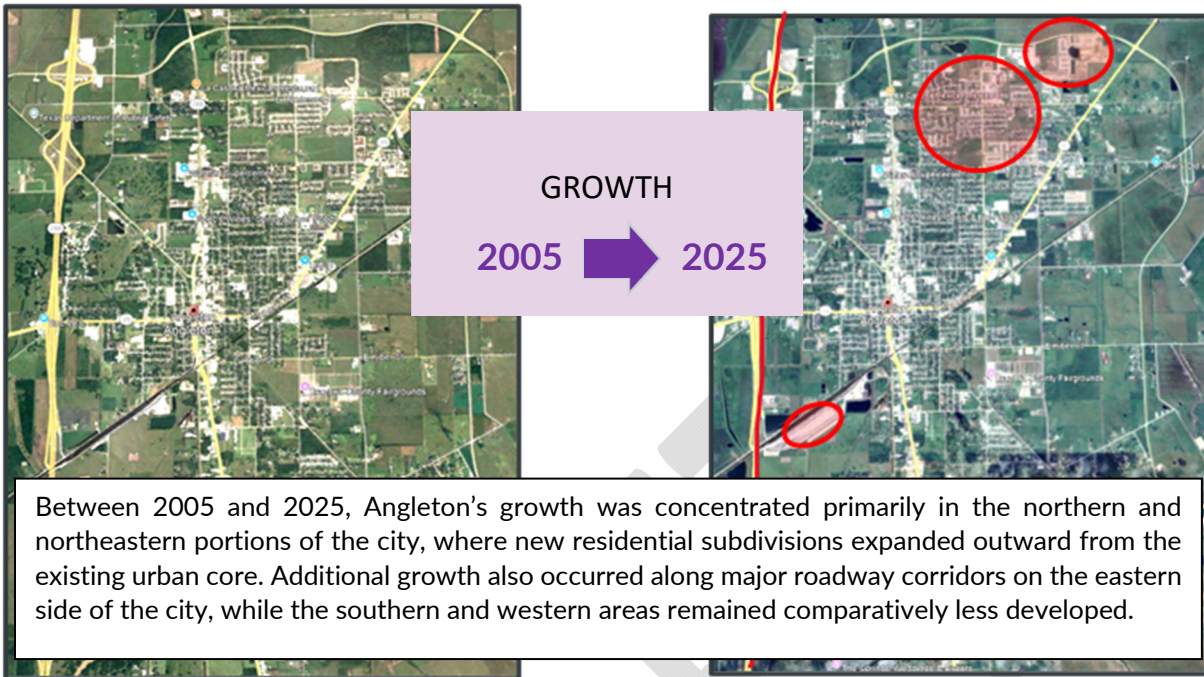


The project's work plan envisioned six (6) phases that were completed over a period of eleven months. The following flow chart describes the phases, and the activities performed in each phase.

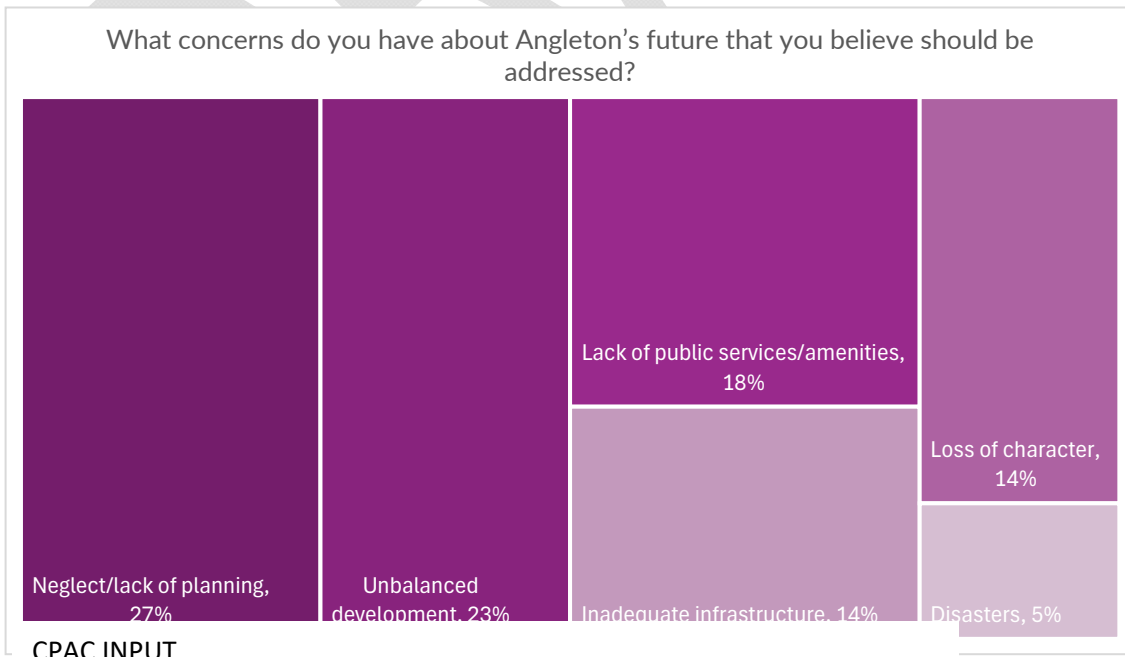


1.3 Why Do This Now?

Like many communities across the country, the future of the City of Angleton will be shaped by a combination of global, national, regional, and local forces. As the county seat of Brazoria County, Angleton sits at the center of a rapidly evolving regional economy. Several emerging trends, including the concentration of Fortune 1000 companies, growth in manufacturing and logistics, and continued expansion of major economic anchors such as Port Freeport and DOW's industrial operations—are reshaping development patterns throughout the county. Port Freeport's ongoing expansion is driving significant increases in freight movement, logistics activity, and supporting industrial growth. While the proximity of the DOW Chemical plant and related industrial employers also contribute to strong regional job demand and associated housing needs. Additionally, neighboring communities such as Lake Jackson are approaching full build-out, redirecting development interest and housing pressure toward Angleton. At the same time, the region is experiencing shifts in housing preferences, a diversifying younger population, increasing remote-work opportunities, and a tight labor market.



While these trends create opportunities, they also present challenges. Without a coordinated long-range vision, incremental and unplanned development may erode Angleton’s small-town character, strain transportation networks, increase flooding and drainage vulnerabilities, and place additional pressure on utilities, public services, and surrounding agricultural lands. The inevitable change and the pace of growth in surrounding areas and Brazoria County requires Angleton to proactively shape its desired future.



The City contains significant vacant and underutilized land that represents an opportunity for strategic and high-quality development if guided by updated policies. Portions of Angleton's existing development regulations are outdated and no longer aligned with current market conditions or community expectations. The City also faces vulnerabilities to natural hazards, underscoring the need for resilient land use, stormwater, and infrastructure strategies. In addition, the availability of grant funding—including support through programs such as the GLO Resilient Communities Program—creates a timely and cost-effective opportunity to undertake this planning effort.

Now is the ideal moment for Angleton to establish a forward-thinking vision that honors its heritage while preparing for the next generation of growth. The Comprehensive Plan will help the City to develop context-sensitive and culturally appropriate solutions that protect community character, strengthen economic competitiveness, support mobility and infrastructure improvements, and enhance long-term resilience. The Plan will translate these ideas into actionable policies to guide future decisions on land use, development regulations, capital investments, and quality of the built environment which will position Angleton for a vibrant and sustainable future.

1.4 Plan Outline

The Plan outline follows the grant guidelines set by the General Land Office Resilient Communities Program (GLO RCP). In general, the Comprehensive Plan addresses the following components:

- ▶ Vision Statement
- ▶ Key Themes
- ▶ Community Profile
- ▶ Plan Elements
- ▶ Implementation Plan
- ▶ Future Land Use Map

The **Vision Statement** articulates the City of Angleton's values, aspirations, and sense of identity. It paints a picture of the community's desired future and serves as a unifying guide for all recommendations in the Plan. Developing this vision statement was an essential early step in preparing Angleton's Comprehensive Plan.

The **Key Themes of the Comprehensive Plan** establish the overarching goals that express the community values and guide all policies and actions. These themes are interconnected and intended to work together to shape the direction of the Plan.

The **Community Profile** section provides historical context and major milestones in Angleton’s evolution. It describes the City’s demographic characteristics, economic conditions, school district, and regional context—forming the foundation for understanding current conditions and future opportunities.

Elements of Comprehensive Plan include Land Use and Growth, Urban Character and Development Standards, Housing and Neighborhoods, Mobility, Infrastructure, Drainage and Hazard Mitigation, Parks and Recreation, and Economic Development. For each of these elements, the Comprehensive Plan summarizes the existing conditions and findings and includes recommendations that support the Key Themes.

The **Implementation Plan** contains specific, achievable, measurable steps that need to be taken to achieve the goals and objectives of the community as expressed in the Comprehensive Plan. This section identifies the who, what, when, and how to accomplish the goals. This section of the plan provides a road map to the City Council for adopting ordinances, resolutions, programs, and other policies and allocating resources to fulfill the community’s vision.

The **Future Land-Use Map** illustrates future desired land-use classifications and locations, both within the City limits and the Extra Territorial Jurisdiction (ETJ).

1.5 Authority for Plan

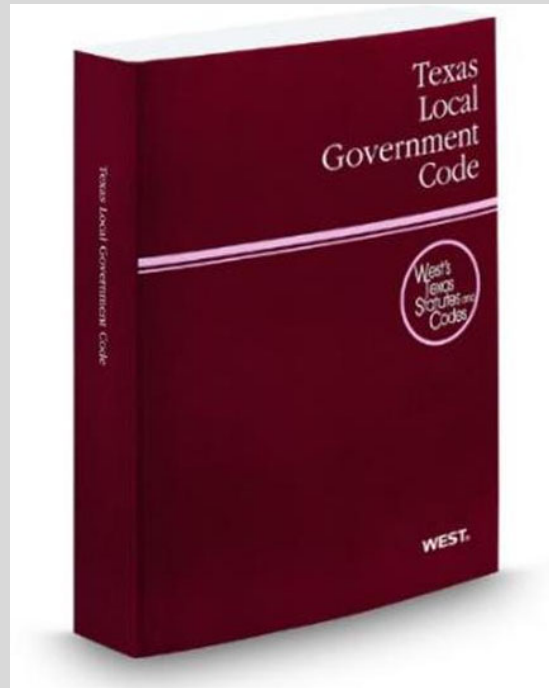
In the State of Texas, cities are legally empowered to create a Comprehensive Plan under Chapter 213 of the Texas Local Government Code (LGC). This chapter authorizes a community’s governing body to “adopt a comprehensive plan for the long-range development of the municipality.”

The primary purpose of a Comprehensive Plan is to promote orderly and effective development while ensuring the public’s health, safety, and general welfare. Under Chapter 213, a city has full authority to determine the content, scope, and design of its Comprehensive Plan. Although the statute identifies land use, transportation, and public facilities as core areas of focus, a Comprehensive Plan may address any additional issues that reflect the community’s priorities and long-term needs.

Importantly, a Comprehensive Plan is not a regulatory document. In Angleton, zoning and development decisions are implemented through the City’s adopted codes—such as the Land Development Code (UDC), zoning regulations, subdivision standards, and other ordinances.

In addition, Section 211.004 of the Texas Local Government Code requires that zoning regulations be adopted “in accordance with a comprehensive plan.” This statute establishes the Comprehensive Plan as the legal and policy basis for zoning decisions in Texas cities.

The Comprehensive Plan provides the policy foundation for these regulatory tools but does not regulate development on its own. Its recommendations only become enforceable when the City adopts or updates regulations, programs, or policies to implement them.



For Angleton, this means that future updates to zoning districts, development standards, subdivision regulations, and other land-use tools must align with the vision, goals, and land-use direction set forth in the Comprehensive Plan. While the Plan itself is not regulatory, it ensures that zoning actions remain consistent, legally defensible, and supportive of the community's long-term vision.

1.6 City Limits and Extraterritorial Jurisdiction

A city's Extraterritorial Jurisdiction (ETJ) is the unincorporated area contiguous to its corporate boundaries—a buffer area located just outside the city limits. In 1963, the Texas Legislature granted municipalities limited authority within their ETJs to ensure orderly growth and prepare for future service and annexation boundaries. According to Section 42.001 of the Texas Local Government Code, it is the policy of the state to designate ETJs “to promote and protect the general health, safety, and welfare of persons residing in and adjacent to municipalities.”

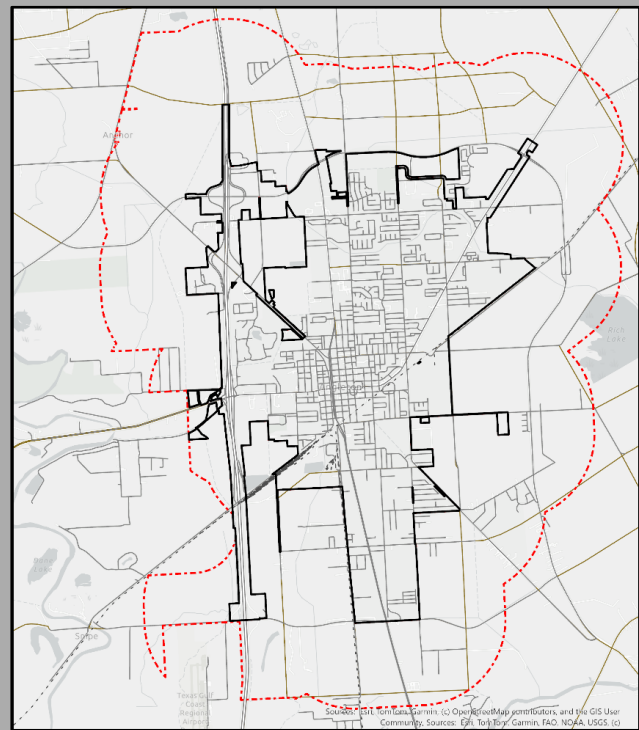
ETJs allow cities to regulate certain aspects of development outside their official boundaries—primarily related to platting, subdivision regulations, and infrastructure standards—even though municipalities are not required to provide services such as drainage, utilities, or emergency response in these areas. Land within Angleton's ETJ is subject to the City's subdivision and

development standards, which helps ensure that new development occurring just outside the city limits does not adversely impact Angleton’s long-term growth, infrastructure capacity, or fiscal health.

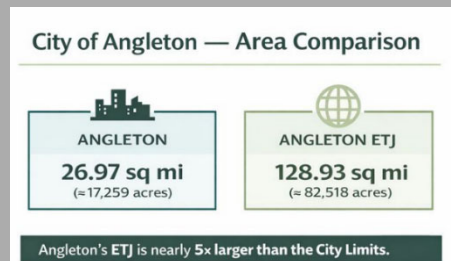
Recently, several state laws have been enacted that affect municipal authority over land use and development decisions both within city limits and in the ETJ. As these legislative changes continue to evolve, it will be important for Angleton to closely monitor new requirements and adjust policies and strategies accordingly to protect community interests and maintain responsible growth practices.

In Texas extraterritorial jurisdictions (ETJs), municipalities regulate how land is subdivided and serviced rather than how it is used. Although cities do not have authority to impose zoning or direct land use controls in the ETJ, Chapter 42 of the Texas Local Government Code authorizes municipalities to guide development through the platting process. This includes establishing infrastructure standards and utility extension policies that promote orderly and efficient growth.

In addition, municipalities retain the authority to enforce regulations that protect public health and safety, including the abatement of nuisances and mitigation of conditions that pose risks to the community. Cities may also utilize development agreements as a regulatory tool, particularly when developers seek flexibility and long-term certainty. These agreements allow municipalities to secure upfront commitments related to infrastructure provision and development standards while providing predictability for both parties.



CITY LIMITS AND ETJ



Development agreements, consistent with Texas Local Government Code Chapter 212, are used to guide growth and development within the Extraterritorial Jurisdiction (ETJ).

Development agreements serve as a collaborative tool between the City and landowners to establish clear expectations for land use, infrastructure provision, and development standards in areas where zoning authority does not apply. Through these agreements, the City ensures that new development aligns with the Comprehensive Plan, supports orderly growth, and provides adequate public infrastructure, while also offering developers predictability, flexibility, and long-term certainty.

1.8 Existing Framework

As part of the Comprehensive Plan process, the City of Angleton’s previous planning efforts and adopted planning documents were reviewed to understand the policy framework that guides current development and their implications for the Comprehensive Plan update. An assessment of existing documents is included in Appendix XXX.

These documents include:

Regulatory Documents

- **Zoning Ordinance** – Regulates permitted uses, zoning districts, development standards, and site design requirements within the City of Angleton.
- **Land Development Code / Unified Development Code (UDC)** – Contains subdivision regulations, infrastructure standards, platting requirements, and other development procedures.
- **Code of Ordinances** – Includes additional regulations that influence growth, development, public safety, and community character.

Will be updated with staff input and additional documents that may have been adopted

Adopted Plans and Studies





Add caption

2 COMMUNITY ENGAGEMENT

2.1 Overview

The 2027 Comprehensive Plan Update Community engagement is about listening to people and planning alongside them. It means creating meaningful opportunities for residents, stakeholders, and community partners to share their ideas, experiences, and priorities—and ensuring those voices help shape decisions about the future of their community.

When planning is guided by the people it serves, it builds trust, strengthens transparency, and leads to plans that better reflect everyday needs and lived experiences. By welcoming diverse perspectives, community engagement supports decisions that are more equitable, responsive, and widely supported. To make participation accessible and inclusive, the Comprehensive Plan process in Angleton used a tailored engagement approach developed with City officials and staff, combining both traditional and creative communication methods. The goal was to reach a wide cross section of the community where they are and in a manner that they were comfortable with.

Community voices shape better plans.

Planning with people, not just for them—every step of the way.

City Council

- Work Session 1 - 5/27/25
- Work Session 2 - 11/18/25

CPAC

1. Kick-off Meeting 7/31/25
2. Findings 10/15/25
3. City Tour 1/14/26
4. Add - XXX
5. Add - XXX

Community Events

- Angleton Market Days - August 2025
- Angleton Market Days - November 2025
- Heart of Christmas - December 2025

2.2 Listening to Angleton: How Community Input Shaped the Plan

A Community Engagement Plan (CEP) was developed in close coordination with City staff to guide an open, inclusive, and people-focused planning process (see Appendix XXX). Community engagement began in July 2025 and continued for approximately eight months, creating multiple opportunities for residents, business owners, and stakeholders to share their ideas and experiences.

The Community Engagement Plan (CEP) established a structured approach to ensure proactive public involvement and effective integration of stakeholder and community input into the planning process. It outlined strategies, tools, and activities for outreach and engagement, and was refined as needed throughout the project.

Community engagement was carried out as a collaborative effort between the Ardurra team and City staff. Ardurra supported staff in facilitating stakeholder meetings, advisory committee sessions, public workshops, and other engagement activities. The team developed agendas, outreach materials, presentations, boards, handouts, and reports in digital and printable formats. The City utilized its communication channels to promote engagement opportunities, assist with meeting logistics, and distribute public notifications.



A range of outreach materials was produced to promote participation, including flyers, yard signs, and large QR code displays. Materials were provided in both digital and print formats, and engagement activities included age-appropriate giveaways and activities to encourage participation across all demographics. To support inclusivity, key materials were prepared in English and Spanish, and bilingual staff were present at public events to facilitate participation.

Multiple engagement activities were conducted throughout the project. A project website was maintained by the City as a central hub for information, including surveys, materials, and updates. The community input was collected continuously via activities at popup events, SurveyMonkey online questionnaire, and interactive maps and City website. Engaging with stakeholders enabled discussions regarding city-wide or specific aspects with individuals and groups.

Work sessions were held with City Council, Planning and Zoning Commission, and other stakeholders at key milestones to present project updates and gather feedback. These sessions included interactive tools such as live polling, mapping exercises, and group discussions.

Stakeholder engagement was conducted through interviews and focus groups with key community representatives, including local leaders, organizations, developers, and City officials. Up to ten meetings were conducted to gather detailed input on issues and opportunities.

City of Angleton, Texas - Government
Nov 13 · 🌐

🌟 **Help Shape Angleton's Future!** 🌟

The City of Angleton is updating its Comprehensive Plan – a community-driven roadmap that will guide development, policy, and investment for the next 20 years. And we want your voice to be part of it.

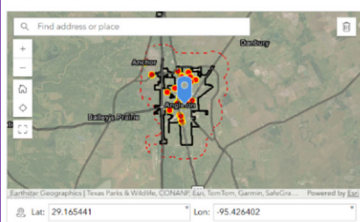
📍 **Stop by our Comprehensive Plan engagement booth at Angleton Market Days!**
Share your ideas, concerns, and vision for Angleton's future. Whether it's growth, parks, roads, neighborhoods, or overall quality of life – your input matters.

🕒 **Saturday, November 15**
10:00 AM – 12:00 PM
📍 Brazoria County Fairgrounds

You can also complete the community questionnaire at any time. Scan the QR code or visit the project page on the City's website to share your feedback. <https://angleton.tx.us/CivicAlerts.aspx?AID=421>

For questions about the Comprehensive Plan, contact Development Services Director Otis Spriggs at ospriggs@angleton.tx.us

Comment Location
Please select a location on the map for your comment.



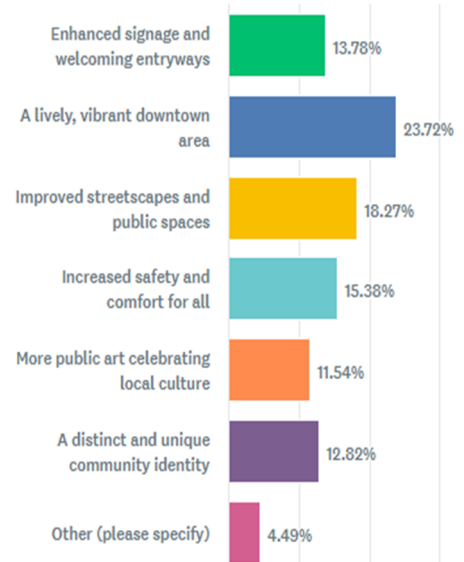
Comment*

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Interactive GIS Map

Stakeholder Involvement

- City Council Members
- City Leadership
- Homeowners' Associations
- Residential and Commercial Developers
- TxDOT
- Gulf Coast Transit Representative
- Nonprofit and Faith-Based Organizations To be updated
- Student Group
- Senior Citizens



Character and Image

Comprehensive Plan Advisory Committee

The Comprehensive Plan Advisory Committee (CPAC), appointed by the City Council, brought together a diverse group of residents, local business owners, organizational leaders, and public-sector partners. Representing a broad cross-section of the community.

CPAC members played a key role in reaching different parts of the community and championed the engagement process by encouraging participation and supporting the goals of the community engagement activities.

CPAC members met at key milestones throughout the planning process to share local knowledge, identify community assets and challenges, and articulate aspirations for the future.

The Committee played an active role in shaping the plan by reviewing draft ideas and recommendations, offering constructive feedback, and serving as ongoing partners in guiding the planning process from visioning through plan development.



CPAC MEETING 1



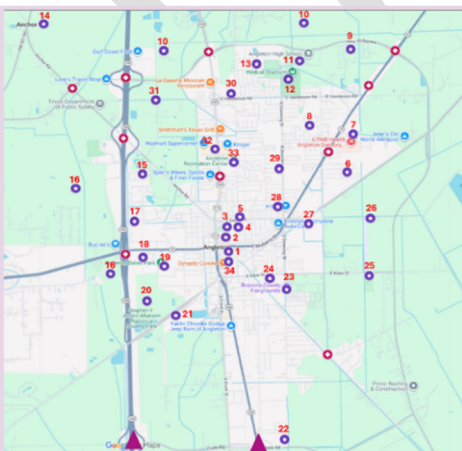
CPAC MEETING 2



CPAC MEETING 2



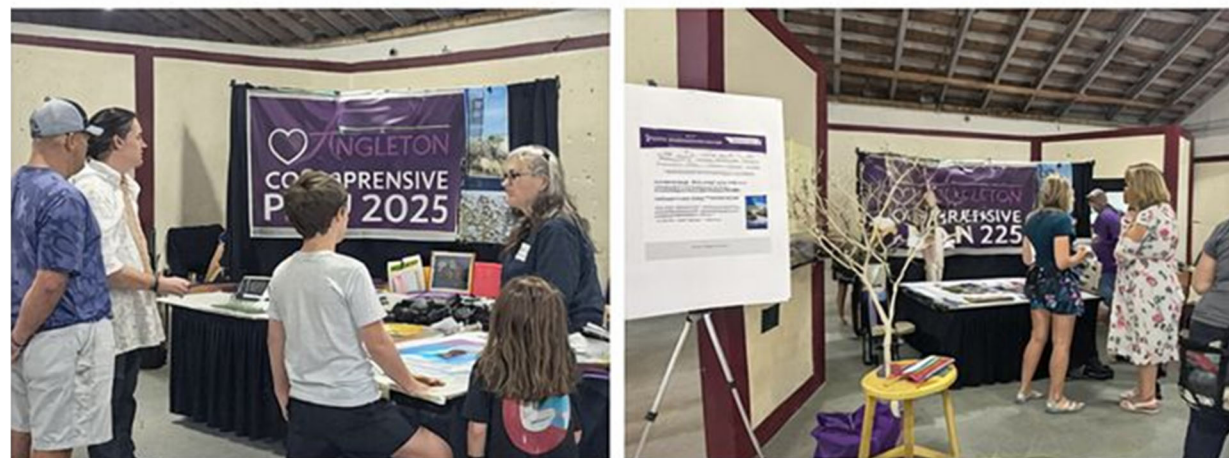
CPAC BUS TOUR



BUS TOUR ROUTE MAP

Community workshops were held at two Angleton Market Days to engage the broader public. These in-person events included interactive stations, presentations, and opportunities for feedback on existing conditions, visioning, and draft recommendations. Workshops were also conducted as pop-up events at community gatherings such as Heart of Christmas and XXX to increase outreach.

At the conclusion of the engagement process, a **Community Engagement Summary Report** was prepared. The report documented all engagement activities, summarized input received from surveys, meetings, and workshops, and demonstrated how community feedback informed the final recommendations. It also included supporting materials such as photographs, presentation content, and other graphic displays. This report is included as Appendix XXX.



ANGLETON MARKET DAYS – AUGUST 2025

VISION TREE, PIN MAP EXERCISE, SWOT ANALYSIS BOARD

2.3 Takeaways

Community input emphasized preserving the small-town feel, strengthening downtown, support small businesses, improving walkability, expanding shopping options, enhancing parks and recreation, promoting economic resilience, preparing for industrial development, and addressing housing affordability. These themes that evolved from the extensive community engagement informed the vision, guiding principles, and recommended strategies.

- **106 + Survey Responses**
- **16,000 + Data Points**

(As of 02/26/25)

Summary of Responses – Community Voices

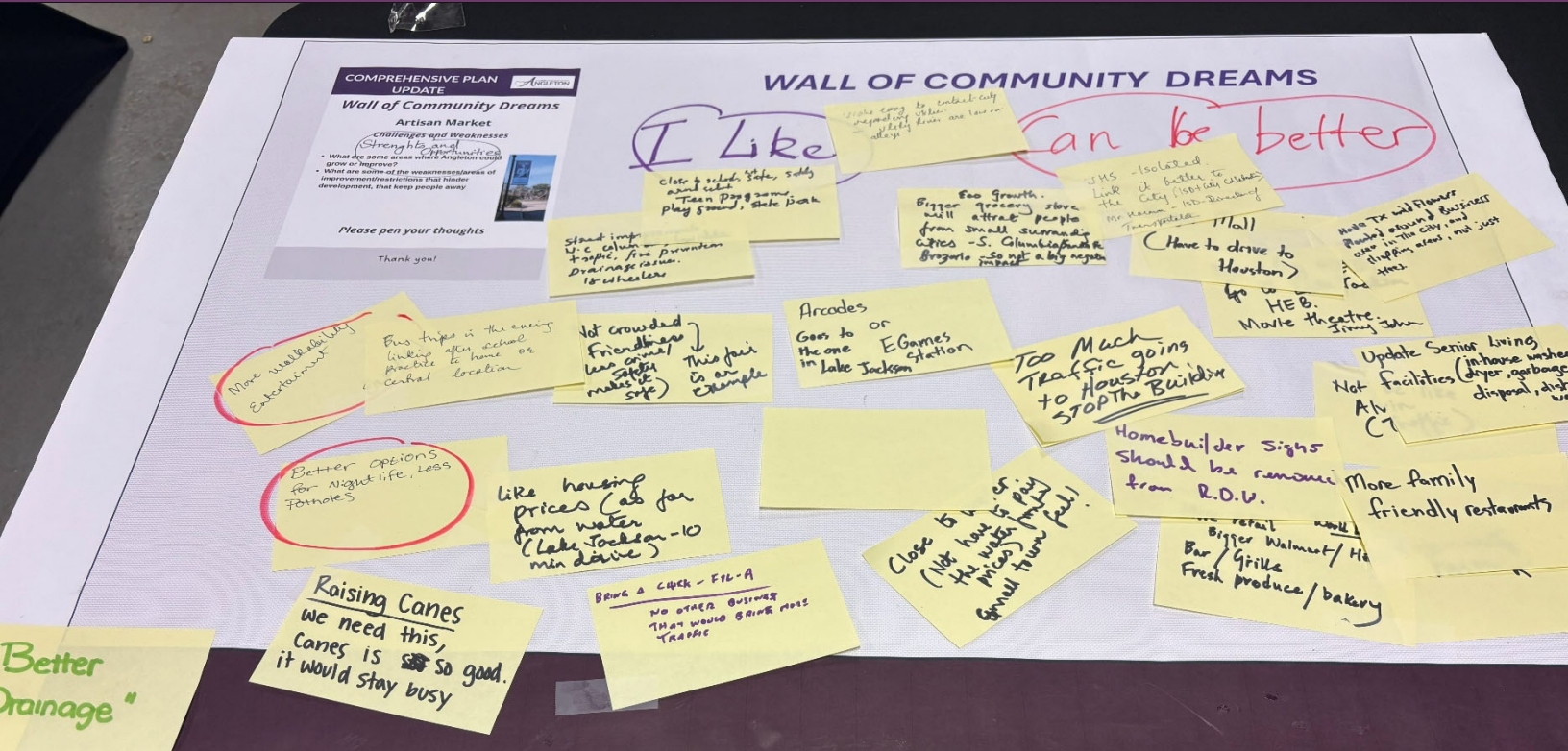
COMMUNITY VOICES

"More small business and a unique small town feel"

"More community parks, walkable & safe downtown. Clean up neighborhoods"

"Aging school facilities replaced, improvements in drainage, street improvements (particularly Henderson), people shopping locally"

"Community Event Center, more grocery stores, bike trails and sidewalks throughout city."



3

VISION & GUIDING PRINCIPLES

Rev. 5/22/26

3.1. Vision Statement

The Vision Statement articulates the City of Angleton's values and aspirations for the community and paints a picture of the desired future. The Vision statement is future-oriented and serves as a bedrock on which long-term decisions are built. Developing a vision statement was an essential early step in creating the Comprehensive Plan.

A **Vision Statement** was developed with input gained from input received from the City Council, CPAC, and public engagement.

Vision Statement

Angleton, the Heart of Brazoria County, will be a resilient and welcoming community that honors its rich history and small-town character while supporting balanced growth, vibrant neighborhoods, natural beauty, and a thriving city center that enhances quality of life for generations to come

Key words from other responses

- Rich history
- Small-town character
- Natural beauty
- Inclusive
- Welcoming
- Educational opportunities
- Enhance quality of life for all residents

City Signage
Gateways
Small Town Feel
Purple Heart City
Preserve Traditions
Public Art

THEMES FROM THE CPAC EXERCISE

3.2. Guiding Principles

The Guiding Principles establish overarching themes that reflect the vision of the community, express the values of the Plan, and apply to all policies and actions. These principles are not intended to stand alone, but to be used in concert with one another and to carry across the Comprehensive Plan as a whole. The Guiding Principles will inform City's future as a sustainable, equitable, inclusive, and healthy community for residents and visitors alike. The Guiding Principles aim to accommodate anticipated growth goals.

Shaped through conversations, workshops, and active engagement with citizens, stakeholders, and city leaders, these Guiding Principles captured the shared spirit and priorities of the community.

The Guiding Principles outlined below reinforce the priorities established by the City Council during the kickoff meeting early in the process.

Each Guiding Principle was brought to life through Goals for each component of the Plan, with Objectives that translated these aspirations into measurable outcomes, and Strategies that outlined the specific actions, programs, and initiatives needed to achieve them.

Together, this interconnected framework creates a clear path from community input to practical results, ensuring that every recommendation in the Comprehensive Plan is not just a policy but a reflection of the shared vision, energy, and spirit of the people of Angleton.

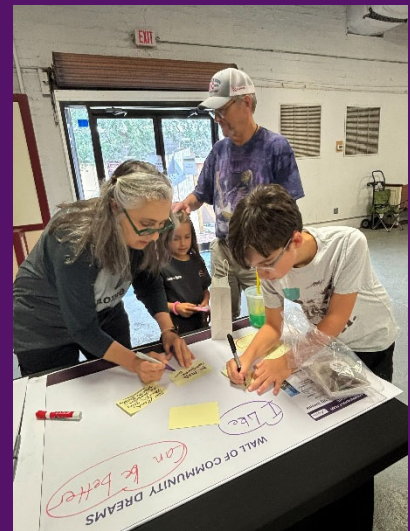


Community Voices

"Small-town feel and sense of community – strengths"

"Housing diversity, neighborhood preservation, large lots, walkability"

"Economic development, concern about unbalanced or unplanned growth"

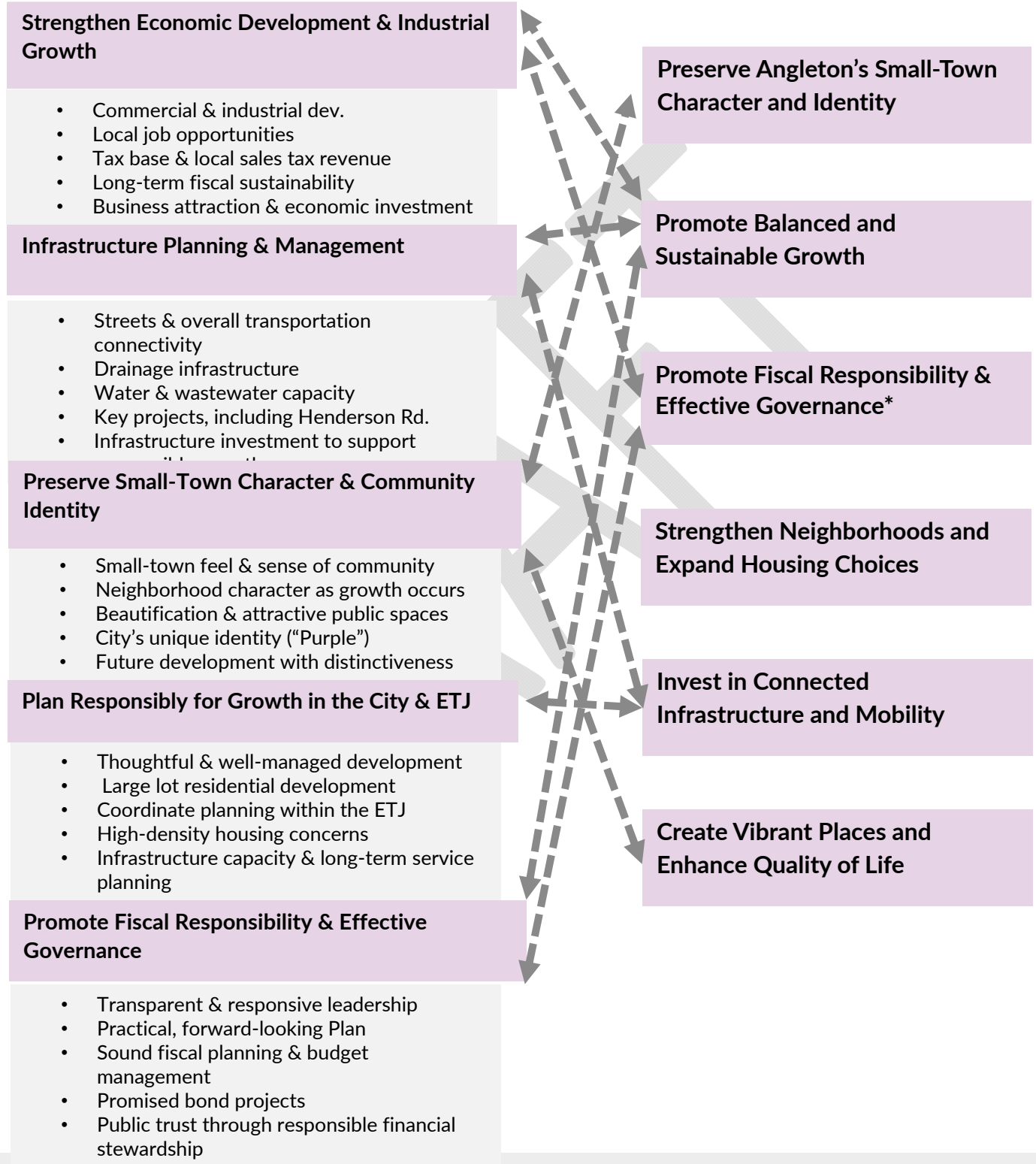


Council Priorities

(Set by the City Council in May 27, 2025 meeting)

Guiding Principles

(Derived from all Community input)



3.3. Goals, Objectives, and Strategies

In a Comprehensive Plan, goals are broad, outcome-oriented statements that define what a community aims to achieve over the long term. They translate the community’s vision into clear directions for future growth, development, and quality of life. Guiding Principles inform and shape the development of Goals. While principles articulate what matters most, Goals define what the community intends to accomplish in response to those priorities. Each Goal should align with one or more guiding principles, ensuring that the plan remains consistent with the community’s values.



The Objectives & Strategies for each Goals are included in the corresponding chapters.



STOREFRONT IN ANGLETON DOWNTOWN

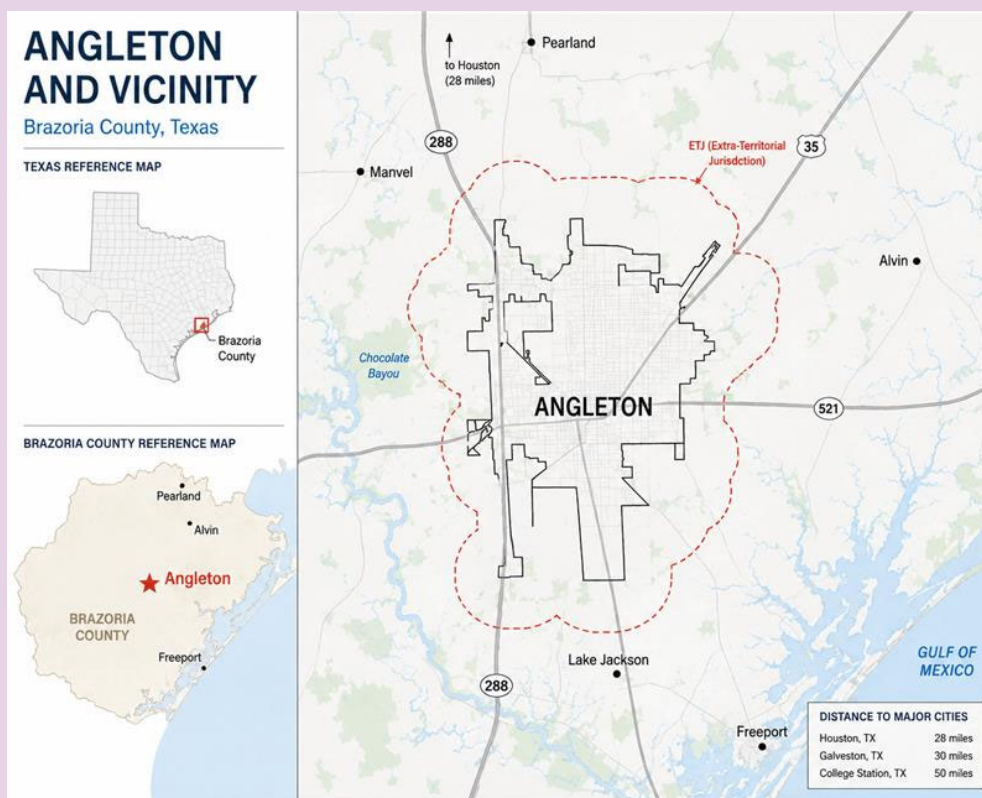
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COMMUNITY SNAPSHOT

Rev. 5/29/2026

4.1. Overview

The City of Angleton is located 30 miles south of Houston and 15 miles north of the Gulf of Mexico in the geographic heart of Brazoria County. Angleton lies approximately 10 miles north of Lake Jackson and 25 miles south of Pearland. The city is served by several major roadways, including State Highway 288, which runs north-south along the western edge of the city, and State Highway 35, which passes through the community in a northeasterly direction. The SH 288 Business overpass provides direct access to both the Houston metropolitan area and the Brazosport region. The Texas Gulf Coast Regional Airport is located three (3) miles south of Angleton, and William P. Hobby Airport is approximately 35 miles to the north. This strategic location that includes the Brazoria County Courthouse positions Angleton as the civic and governmental center of Brazoria County and an important hub between Houston, Port Freeport, and the Gulf Coast.



ANGLETON & VICINITY

Angleton's historic downtown surrounds the Brazoria County Courthouse and features a mix of civic buildings, local businesses, and traditional storefronts that reflect the city's late-nineteenth-century origins. Tree-lined residential neighborhoods radiate outward from downtown, transitioning to suburban subdivisions and commercial corridors along major roadways. Beyond the city limits, the landscape shifts to agricultural lands, drainage ways, and emerging master-planned communities within the extraterritorial jurisdiction.

Regional destinations such as the Brazoria County Fairgrounds, the Angleton Recreation Center and Sports Complex, and nearby access to the Brazos River corridor draw visitors from across the region and the county.

Like many Gulf Coast communities, Angleton has been affected by significant storm events, including Hurricane Harvey (2017) and Hurricane Beryl (2024), highlighting the importance of resilient infrastructure and flood-mitigation planning.

4.2. History of Angleton

Early Settlement and Impact

Long before Angleton became known as the “Heart of Brazoria County,” this area played a central role in early Texas history. In 1821, Stephen F. Austin—later celebrated as the “Father of Texas”—led his colony of 300 settlers to lands that would become modern-day Angleton, marking one of the first organized Anglo settlements in Texas. For decades the region remained largely rural, characterized by ranching, farming, and scattered homesteads tied to the fertile coastal prairie and the Brazos River watershed.

Founding of Angleton and the Railroad

Angleton emerged from the expansion of the railroad. In 1890, developers Faustino Kiber and Lewis Bryan acquired land to extend the Velasco Terminal Railway north from the port community of Velasco. They laid out a townsite and named it Angleton in honor of the wife of George Angle, general manager of the railway. A post office was established in 1892, signaling the community’s growing permanence.

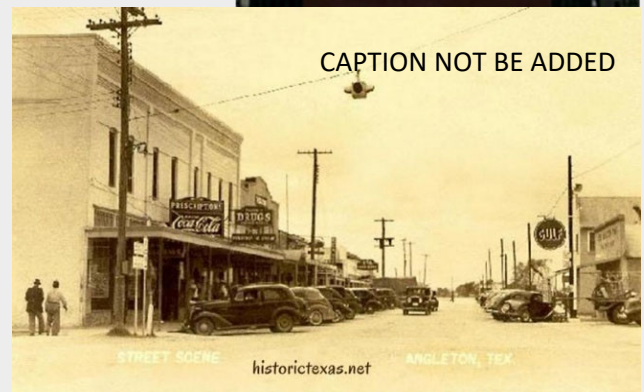
The railroad quickly made Angleton a focal point for trade and travel. Its central location within Brazoria County led citizens to vote in 1896 to relocate the county seat from Brazoria to Angleton. The Brazoria County Courthouse was completed in 1897, and the town’s first school opened the same year, establishing Angleton as the civic heart of the county.

Incorporation and Community Building

The early twentieth century brought steady growth as merchants, farmers, and professionals settled near the courthouse square. Angleton was incorporated in 1912, and electrical service followed soon after, supporting new businesses and residential expansion.

Page | 3

Community Snapshot



ANGLETON (CIRCA 1940)

Agriculture, oil related industry, and county government formed the backbone of the local economy, while the railroad continued to connect Angleton to regional markets.

Civic and social life flourished in the young community. Residents organized amateur theatricals, ice cream suppers to support churches, and a “reading and rest room” created by local women to provide a welcoming place for farmers’ families while business was conducted in downtown. A volunteer fire department was established and remained a cornerstone of public safety for decades. Baseball became a beloved pastime, with special trains carrying fans to out-of-town games. Community organizations such as the Angleton Embroidery Club (founded 1923) reflected a strong tradition of volunteerism. The local newspaper editor, W.F. Reed, organized a community band in 1907 that performed throughout the Houston–Galveston region and became a source of civic pride.

Growth, War, and Regional Identity (1940–1969)

Angleton originally developed as a trade center for agriculture—supporting cotton, corn, truck farming, cattle, rice, and soybeans. The economic landscape shifted in 1940 when Dow Chemical located a major facility in nearby Freeport, launching Brazoria County’s petrochemical era. Angleton increasingly served as a banking, professional, and distribution center for the expanding industrial corridor while retaining its agricultural base.

The Brazoria County Fairgrounds has evolved from its original fair site into a premier 120-acre regional venue that hosts the largest county fair in Texas and a wide range of community, cultural, and economic events throughout the year. During World War II, the fairgrounds were temporarily converted for federal use—first as a prisoner-of-war camp and later as a U.S. Signal Corps radar base—illustrating Angleton’s contribution to national defense.



CHERISHED TRADITIONS – BRAZORIA COUNTY FAIR PARADE



UTMB HEALTH ANGLETON DANBURY CAMPUS

Diversification and Suburban Expansion (1970–2000)

As Brazoria County industrialized, Angleton evolved from a small courthouse town into a diversified service center. New neighborhoods, schools, and commercial corridors emerged, and the city strengthened its role as the county seat and governmental hub. Healthcare became a defining component of the local economy, particularly with the growth of the Angleton-Danbury hospital and its transition to the UTMB Health Angleton Danbury Campus in 2014, which expanded emergency, specialty, and outpatient services for central Brazoria County. Banking, healthcare, education, and professional services expanded alongside manufacturing employment in the Freeport–Lake Jackson area. Community traditions—including the county fair, market days, youth sports, and civic clubs—continued to anchor local identity.

Resilience and Modernization (2001–2025)

Entering the twenty-first century, Angleton has balanced growth with preservation of its small-town character. Investments in parks, the recreation center, downtown revitalization, and public facilities have enhanced quality of life. The city has also faced significant challenges from Gulf Coast storms, most notably Hurricane Harvey (2017) and Hurricane Beryl (2024), which reinforced the need for resilient infrastructure and improved drainage. Initially, it served as a trade center for surrounding agricultural production, including cotton, corn, truck farming, cattle, rice, and soybeans. While these roots remain part of the community's identity, the economic base has diversified over time.



Angleton Today

From its roots as the land settled by Stephen F. Austin, to its position as County Seat and its role as a trade and distribution hub across changing economic eras, Angleton has always played a central role in the life of Brazoria County—truly living up to its title of “The Heart of Brazoria County.” Today that legacy continues through a growing and diverse community that values both progress and tradition. Events such as Angleton Market Days showcase this spirit by supporting local artisans, and small businesses, promoting downtown and creating new pathways to entrepreneurship. As the City experiences continued development and population growth, its historic character, civic pride, and community traditions remain at the core of its identity, guiding Angleton into the next generation.

Historic Milestones

— IN THE HISTORY OF ANGLETON —



1821 - Austin Colony Settlement

Lands that would become Angleton are settled as part of Stephen F. Austin's First Colony (Old 300).



1890 - Founding of Angleton

Established along the Velasco Terminal Railway.



1896 - County Seat Relocation

Angleton becomes the county seat of Brazoria County.



1912 - Incorporation as a City

Angleton residents vote to incorporate.

1940s Industrial Era & Wartime Use of Fairgrounds

Dow Chemical opens in Freeport as a POW camp set up at fairgrounds during WWII.



2014 - UTMB Angleton Danbury Campus

Local hospital joins UTMB Health system, expanding emergency and specialty services.



2017 & 2024 Major Storm Events

Impact of Hurricane Harvey (2017) and Hurricane Beryl (2024).



2014 - UTMB Angleton Danbury Campus

Local hospital joins UTMB Health system, expanding emergency and specialty services.

2020s Downtown Revitalization & Community Renaissance

Expansion of Angleton Market Days and support for local artisans.

4.3. Demographics

The Comprehensive Plan guides the future development of Angleton and, in doing so, shapes the daily lives of its residents, businesses, and neighborhoods. To ensure the plan reflects community needs and opportunities, it is developed through an inclusive public process grounded in reliable data. Among the most essential data are demographics, the characteristics of Angleton’s population and how they have changed over time. Understanding population trends, household composition, age, income, and housing conditions, together with Angleton’s history and current growth patterns, help anticipate future needs, inform policy decisions, and measure progress toward community goals. A snapshot of Angleton’s key demographic indicators is summarized in the table that follows:

HOUSEHOLDS

Households	City	County
Total Households	7,696	381,650
Family Households	5,264 (68%)	66% (66%)
Non-Family Households	2,432 (32%)	34% (34%)
With Children <18	2,224 (30%)	30% (30%)

HOUSEHOLD SIZE

City	City	County
1-2 Person Households	4,733 (62%)	68%
3+ Person Households	2,963 (38%)	31%

RACE & ETHNICITY

City	City	County
White	67%	54%
Hispanic or Latino	31%	31%
Black or African American	8%	16%

EDUCATION

Bachelor's Degree or Higher

20.3% | 32%

INCOME

Total Housing Units	8,358
Vacant Units	662 (8%)
Owner-Occupied	5,101 (61%)
Renter-Occupied	2,595 (47%)

INCOME

Median Household	\$83,981
Owner-Occupied	5,101 (61%)
Renter-Occupied	2,595 (31%)

HOUSING

Total Housing Units	8,358
Vacant Units	662 (8%)
Owner-Occupied	5,101 (61%)
Renter-Occupied	2,595 (31%)

Graphics may be updated

Source: U.S. Census ACS 2023 / Angleton Comprehensive Plan

Historic Population

Angleton’s population history reflects several distinct eras of growth. Prior to the 1970s, the city’s most dramatic expansion occurred between 1930 and 1950, when Angleton grew by 93 percent (1930–1940) and 115 percent (1940–1950), far outpacing Brazoria County, Houston, and the state. This period reflects Angleton’s early role as a civic and agricultural center and the post-war economic boom across the Gulf Coast.

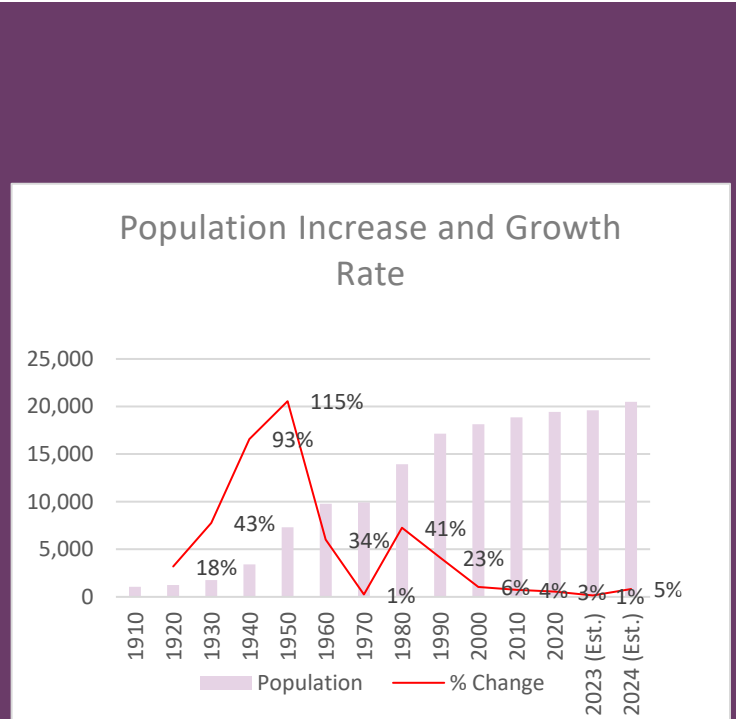
Between 1940 and 1950, Angleton more than doubled in size, growing 115 percent from 3,399 to 7,312 residents, followed by another strong 34 percent increase from 1950 to 1960 (7,312 to 9,770).

Growth slowed in the 1960s, and between 1960 and 1970, Angleton grew by only 1 percent (9,770 to 9,906). During this time Brazoria County expanded by 42 percent, signaling that regional growth was beginning to concentrate outside the city limits.

Angleton rebounded in the 1970–1980 decade with 41 percent growth, paralleling Brazoria County’s 57 percent surge tied to petrochemical expansion and suburbanization, though still below the countywide pace.

Growth then moderated significantly; from 1990 to 2010, when the population rose only 10.1 percent (17,140 to 18,862). From 2010 to 2020, Angleton grew by 3 percent, compared with 19 percent in Brazoria County and 25 percent statewide, underscoring a widening gap between the city and the rapidly growing county context.

While Angleton transitions from an early high-growth community to a more mature, incremental growth pattern, Brazoria County has emerged as a major regional growth engine influenced by Port Freeport, SH 288, and Houston-area employment dynamics.



DEMOGRAPHIC CHANGES

DEMOGRAPHIC CHANGES

Race and Ethnicity

As illustrated below, Angleton’s demographic profile closely parallels that of Brazoria County, though several meaningful differences emerge. The median age is identical (36.5 years), and the share of residents identifying as Hispanic or Latino is the same at 31 percent, reflecting a broadly similar cultural composition.

Angleton also shows lower overall diversity (58 percent Diversity Index) than Brazoria County (68 percent) and slightly lower levels of higher educational attainment. About 54 percent of Angleton residents have some level of post-secondary education, compared to 64 percent in the county, though the city has a slightly higher share of technical or associate degree holders (34.1 percent vs. 32.3 percent).

Parameter	City of Angleton		Brazoria County
Median age	36.5	↔	36.5
Population. 65+	18%	↑	13%
Population 46-64	28%	↓	32%
Hispanic or Latino	31%	↔	31%
Diversity Index	58%	↓	68%
Education	<ul style="list-style-type: none"> • Some level of higher education - 54.4% • Technical/associates degree - 34.1% 	↓ ↑	<ul style="list-style-type: none"> • Some level of higher education - 64.4% • Technical/associates degree - 32.3%
Median household size	2.5, 29% have children<18 years, 33% is two-person households	↓	2.8 persons
Median household income (annual)	\$84,000, 42% earns>\$100,000	↓	\$95,000

Age and Income

Both Angleton and Brazoria County have relatively young populations, with a median age of approximately 36.5 years. **However, Angleton has a larger share of older adults—about 18 percent of residents are age 65 and over, compared to 13 percent in Brazoria County—indicating a somewhat more established population base.**

The median household income in Angleton is \$84,000, and approximately 42 percent of households earn more than \$100,000 annually. While this reflects a solid middle-income community, incomes in Angleton remain below the Brazoria County median of \$95,000.

Property Value and Ownership

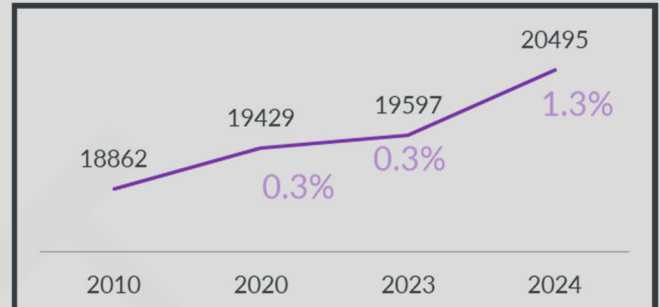
Angleton’s median home value is \$238,400 according to 2024 ACS 1-Year Supplemental Estimates, which is below the Texas median (\$260,400) and substantially lower than the U.S. median (\$303,400).

Angleton has a close-to-average home-owner population, with 61 percent of housing units being occupied by homeowners, which is only slightly less than the Texas rate average (63 percent) as well as the national average (66 percent).

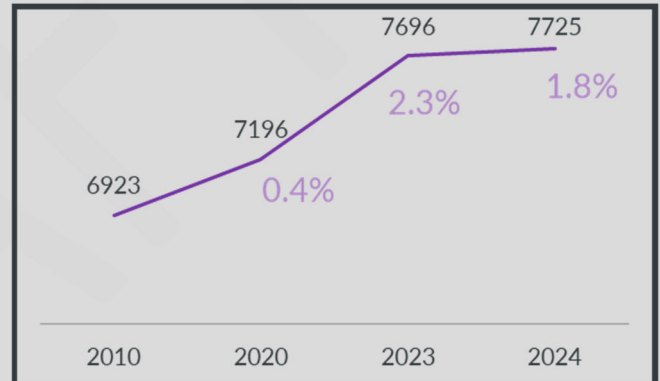
Household growth is at a higher rate than population growth. **Newer families are moving in with a smaller household size.**

Commute

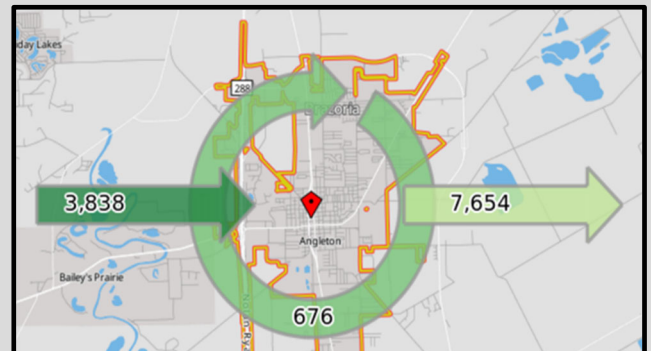
Angleton has a highly mobile workforce, with approximately 92 percent of residents commuting outside the city for employment. At the same time, 85 percent of jobs located in Angleton are filled by workers who live elsewhere, reflecting a significant in-commuting pattern. The city’s primary employment concentrations are found in downtown Angleton, northeast Angleton, and northern Angleton along the SH 288/SH 35 corridors, where commercial,



POPULATION GROWTH (2010-2024)



HOUSEHOLD GROWTH (2010-2024)



COMMUTING PATTERNS

institutional, and service uses are clustered and provide regional job opportunities.

Commuting patterns in Angleton are strongly dominated by personal vehicle use, with 90.5 percent of workers traveling by car, truck, or van, compared to 81.6 percent in Brazoria County. The share of residents driving alone is especially high at 81.0 percent, well above the county rate of 70.9 percent, underscoring Angleton’s highly auto-oriented development pattern and limited alternatives for daily travel.

Carpooling accounts for 9.5 percent of trips, similar to the county share (10.6 percent), while only 8.3 percent of Angleton residents work from home, slightly below the 10.8 percent county average.

Public transportation use in Angleton is reported at zero percent, compared to 2.6 percent countywide. This reflects the lack of fixed-route transit service within the city and the presence of limited demand-response micro transit services.







Active transportation plays a minimal role, with just 0.4 percent walking and 0.1 percent bicycling to work, both far lower than Brazoria County rates (2.2 percent walking and 0.7 percent bicycling). These figures highlight the community’s reliance on driving and point to opportunities to expand local walking and biking infrastructure, improve neighborhood connectivity, and explore employer-supported or regional mobility options over time.

Education

Established in 1940, Angleton Independent School District (AISD) is the primary public education provider for the City of Angleton and surrounding portions of Brazoria County, continuing a local tradition of public schooling that dates to the late 19th century. The district serves approximately 7,000 students in grades Pre-K through 12 across a network of neighborhood campuses, including

- Angleton High School
- Angleton Junior High School
- Seven elementary schools—Central, Frontier, Heartland, Northside, Rancho Isabella, Southside, and Westside

Angleton Commuting Patterns

	City of Angleton	Brazoria County
 Drove alone	81.0% ↑	70.9%
 Carpooled	9.5% ↓	10.6% ↑
 Public transportation	0.0% ↓	2.6% ↑
 Walked	0.4% ↓	2.2% ↑
 Bicycled	0.1% ↓	0.7% ↑
 Worked from home	8.3% ↓	10.8% ↑

Source: U.S. Census Bureau, 2019–2023 ACS 5-Year Estimate

Key Takeaways

- Angleton’s commuters are highly car-dependent.
- Few residents walk (0.4%), bike (0.1%), or take transit (0.0%).
- 8.3% of workers now work from home, though less than in the county (10.8%)
- Angleton’s commuters plays a minimal role, with just 0.4% percent walking and 0.1% percent on Brazoria County rates.

Source: U.S. Census Bureau, 2019–2023 ACS 5-Year Estimate

AISD also operates specialized and alternative education programs to meet a wide range of student needs.

Enrollment by Race/Ethnicity			
African American	12.7%	12.6%	12.8%
Hispanic	45.5%	52.6%	53.5%
White	35.9%	30.4%	24.4%
American Indian	0.2%	0.2%	0.3%
Asian	0.2%	0.4%	5.6%
Pacific Islander/z.rnc	0.0%	0.1%	0.2%
Enrollment by Student Group			
Economically Disadvantaged	61.5%	65.3%	60.5%
Special Education	22.6%	17.9%	15.3%
Emergent Bilingual/EL	2.5%	16.9%	24.3%

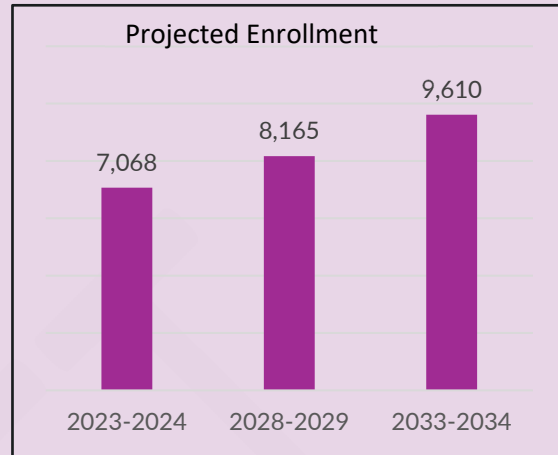


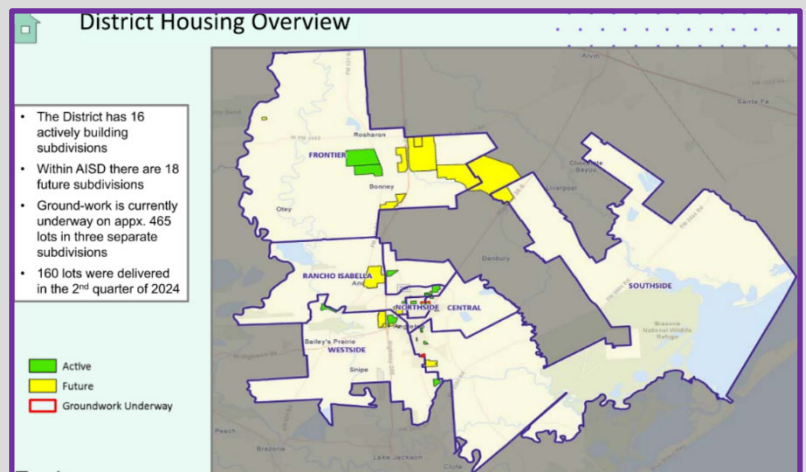
Figure 1 https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKewj1x_DX1ruSAxWkplkEHYMWcCgQFnoECDYQAQ&url=https%3A%2F%2Ffrptsvr1.tea.texas.gov%2Fcgi%2Fsas%2Fbroker%3F_service%3Dmarykay%26_program%3Dperfrept.perfmast.sas%26_debug%3D0%26ccyy%3D2025

The student population reflects the diversity of the city, with a majority Hispanic enrollment followed by White (non-Hispanic), Black, and Asian students. A substantial share of students is economically disadvantaged, and the number of English language learners continues to grow, mirroring broader demographic trends in Angleton and its extraterritorial jurisdiction.

Development activity in the AISD catchment area indicates continued demand for school services with the following anticipated increases:

- 16 active subdivisions with approximately 735 lots (2024)
- An additional 19 planned subdivisions representing about 12,000 future lots
- **The most significant enrollment increases in 2023 occurred in grades 3–6, signaling near-term pressure on intermediate and junior high facilities**

AISD projections reflect continued growth with student population increasing to 9610 students in 2034, from 7,068 in 2024. Angleton ISD has responded to residential growth by expanding capacity on the city’s north and west sides, where much of the recent subdivision activity has occurred.



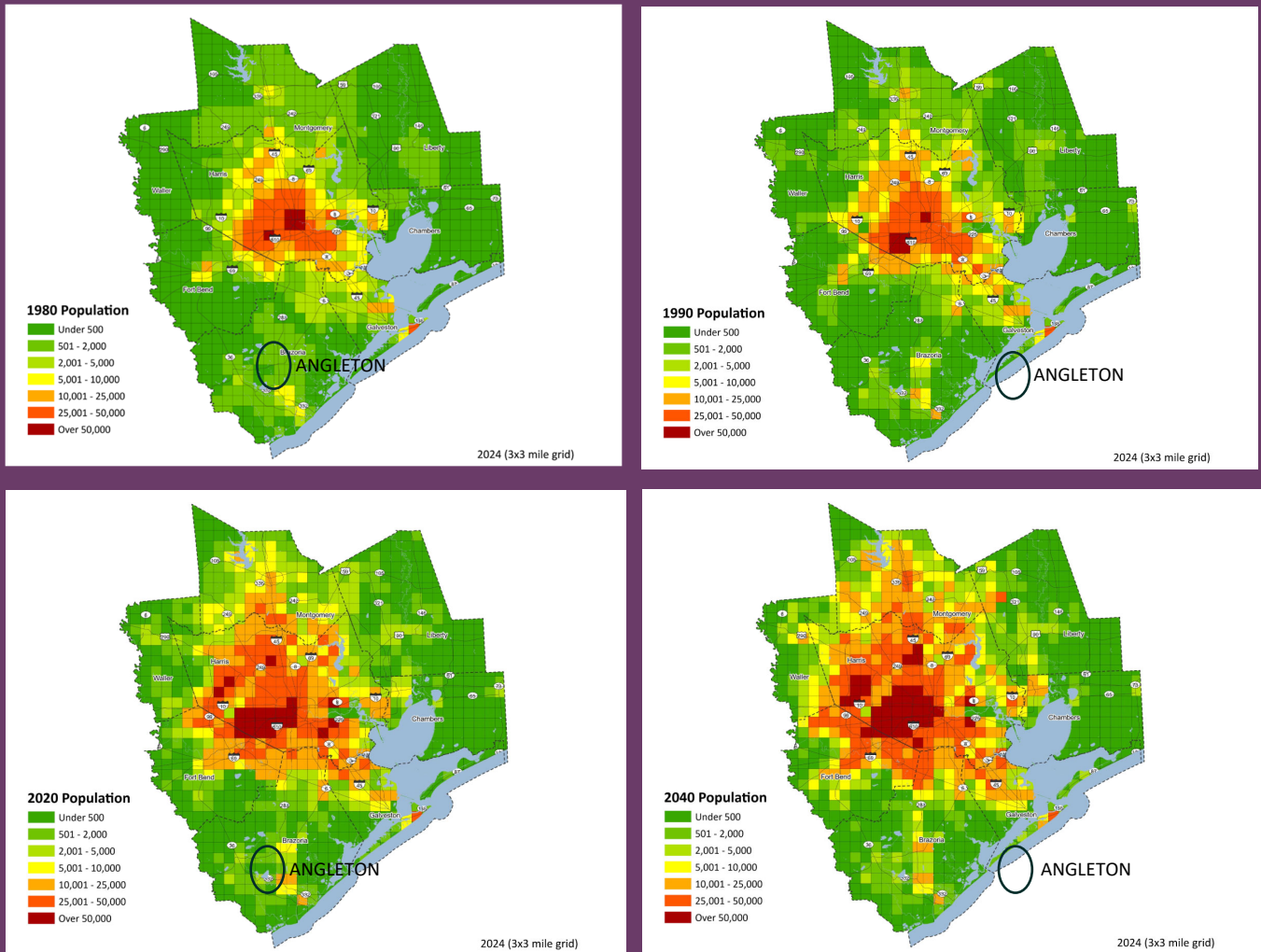
Workforce Readiness and Career Pathways

AISD plays a central role in preparing the local workforce through Career and Technical Education (CTE), dual-credit, and early college pathways aligned with Angleton’s economic base. Programs support career tracks in:

- Maritime and port logistics connected to Port Freeport and regional supply chains
- Industrial and advanced manufacturing supporting petrochemical and energy employers
- Health sciences and public safety serving regional medical and emergency services
- Business, technology, and skilled trades that strengthen local entrepreneurship and small businesses

4.4. Regional Context and Future

REGIONAL POPULATION GROWTH



SOURCE: H-GAC REGIONAL PROJECTIONS

Angleton’s location within Brazoria County and the greater Houston metropolitan region places the city directly in the path of sustained regional growth. Positioned along State Highway 288 and near the

expanding Port Freeport complex, Angleton is influenced by some of the most significant infrastructure and economic investments underway in Southeast Texas.

Brazoria County is among the fastest-growing counties in Texas and the nation, with population more than doubling since 2000 and projected to continue rising through 2050. Major regional projects are accelerating this growth:

- **Port Freeport Expansion** – Ongoing channel deepening, new container terminals, and industrial investments are transforming the port into a premier Gulf Coast logistics hub, generating thousands of jobs and increased demand for housing and services in Angleton and surrounding communities.
- **Grand Parkway (SH 99) Expansion** – The continued extension of the Grand Parkway through Brazoria and Fort Bend counties will strengthen east-west connectivity, opening new development corridors and making Angleton more accessible to the broader Houston region.
- **SH 288 Corridor Improvements** – Capacity upgrades and toll lane investments are reinforcing SH 288 as a primary commuter and freight route between Houston, Pearland, Lake Jackson, and Freeport.
- **Petrochemical and Advanced Manufacturing Growth** – Major employers in Freeport, Oyster Creek, and the Brazosport area continue to expand, driving workforce demand and spin-off commercial development.
- **Regional Drainage and Resiliency Projects** – County-wide investments in flood mitigation, detention, and coastal resiliency are reshaping where and how development can occur.

These catalysts are reshaping land use patterns across Brazoria County. Rural and agricultural lands are steadily transitioning to suburban residential neighborhoods, master-planned communities, logistics parks, and employment centers clustered along SH 288, SH 35, FM 523, and emerging Grand Parkway interchanges. **Single-family housing remains the dominant form of new development, while commercial and industrial growth is concentrating near transportation corridors and port-related activity centers.**

As growth radiates outward from Houston into communities such as Angleton, the city faces both opportunity and responsibility. New investment can expand the tax base, support downtown revitalization, and attract diverse housing and jobs. However, uncoordinated growth could strain infrastructure, increase traffic, and erode Angleton's small-town character.

For these reasons, **Angleton must pursue a proactive, data-driven land use strategy that coordinates transportation, utilities, drainage, and economic development with community priorities. Despite the currently stable growth in Angleton, aligning local decisions with regional catalysts such as Port Freeport, SH 288, and the Grand Parkway will be essential to ensure that growth enhances quality of life and long-term resilience.**

Place holder

5

LAND USE AND GROWTH

Rev. 5/29/2026

5.1 Introduction

5.2 Development Pattern

5.3 Existing Land Uses

5.4 Developable Land

5.5 Character Districts

5.6 Existing Zoning and Regulatory Framework

5.7 Future Outlook

5.8 Goals, Objectives, and Strategies

5.1 Introduction

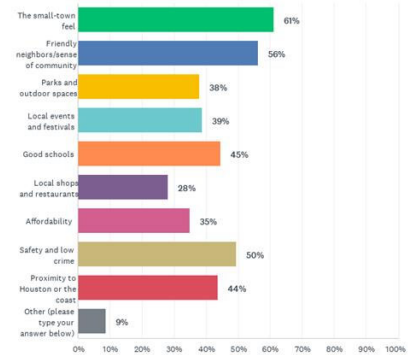
A comprehensive understanding of existing community character and land-use patterns is patterns reflect the cumulative choices of residents, businesses, and civic leaders over time and inform where people live, work, shop, worship, learn, and gather. Because land use is closely tied to human behavior, it continues to evolve in response to economic conditions, demographic change, infrastructure investment, and development pressures. These factors—acting together—inform the City’s future land-use plan and its vision for growth.

5.2 Development Pattern

Angleton’s community character reflects its origins as a rail-centered town platted in 1895, when a traditional grid of small blocks created a compact and walkable downtown around the railroad and depot. Over time, commercial uses concentrated along the rail corridor and major streets, while residential neighborhoods expanded outward, producing a mix of older homes on 10,000–14,000 square-foot lots and newer subdivisions with 6,000–7,200 square-foot lots. Since the mid-twentieth century, growth has become more auto oriented, with increasing development along the SH 288 and SH 35 corridors, which now function as primary gateways and economic spines for the city. Throughout much of Angleton, mature shade trees, open ditches and swales, and a pedestrian-scale downtown continue to express its historic identity, while parks such as Lakeside, Freedom, and Bates and remaining agricultural lands illustrate the blend of small-town heritage and suburban evolution that will shape future land-use planning.



Q3 What do you enjoy most about living in Angleton? And here are some possible answer choices you could include, depending on your goals. Check all that apply.



COMMUNITY QUESTIONNAIRE RESPONSES



Single-family residential neighborhoods are the predominant land use within Angleton's city limits, with denser, grid-pattern neighborhoods surrounding downtown and progressively lower densities toward the outskirts where curvilinear streets and cul-de-sacs are more common. Angleton and its extraterritorial jurisdiction (ETJ) contain a substantial supply of undeveloped lots, agricultural tracts, and raw land, providing significant capacity for future growth, particularly along the SH 288 and SH 35 corridors that serve as the city's primary gateways. In addition to natural population growth, Angleton has expanded through a series of voluntary annexations that have incorporated new residential areas and development sites into the city. These developments have been well coordinated, incremental, clustered, and contiguous. There is no strong evidence of classic "leapfrog" development happening with development that is scattered or skipping over large undeveloped areas. However, in light of projected growth, community concerns, and ongoing land development challenges, there is a clear need to strategically coordinate annexation, infrastructure investment, and land use planning to ensure orderly and sustainable growth over the next decade.

5.3 Existing Land Uses

The Existing Land Use Map illustrates the current distribution of land uses across Angleton and demonstrates how development over time has shaped the character of different parts of the city.

General Land Use Characteristics

The **traditional downtown** area contains a mix of commercial, civic, and institutional uses with adjacent established residential neighborhoods. Major public buildings—including City Hall, the Brazoria County Courthouse, and the Brazoria County Tax Office—are concentrated in downtown, reinforcing its role as the governmental and civic center of the community.

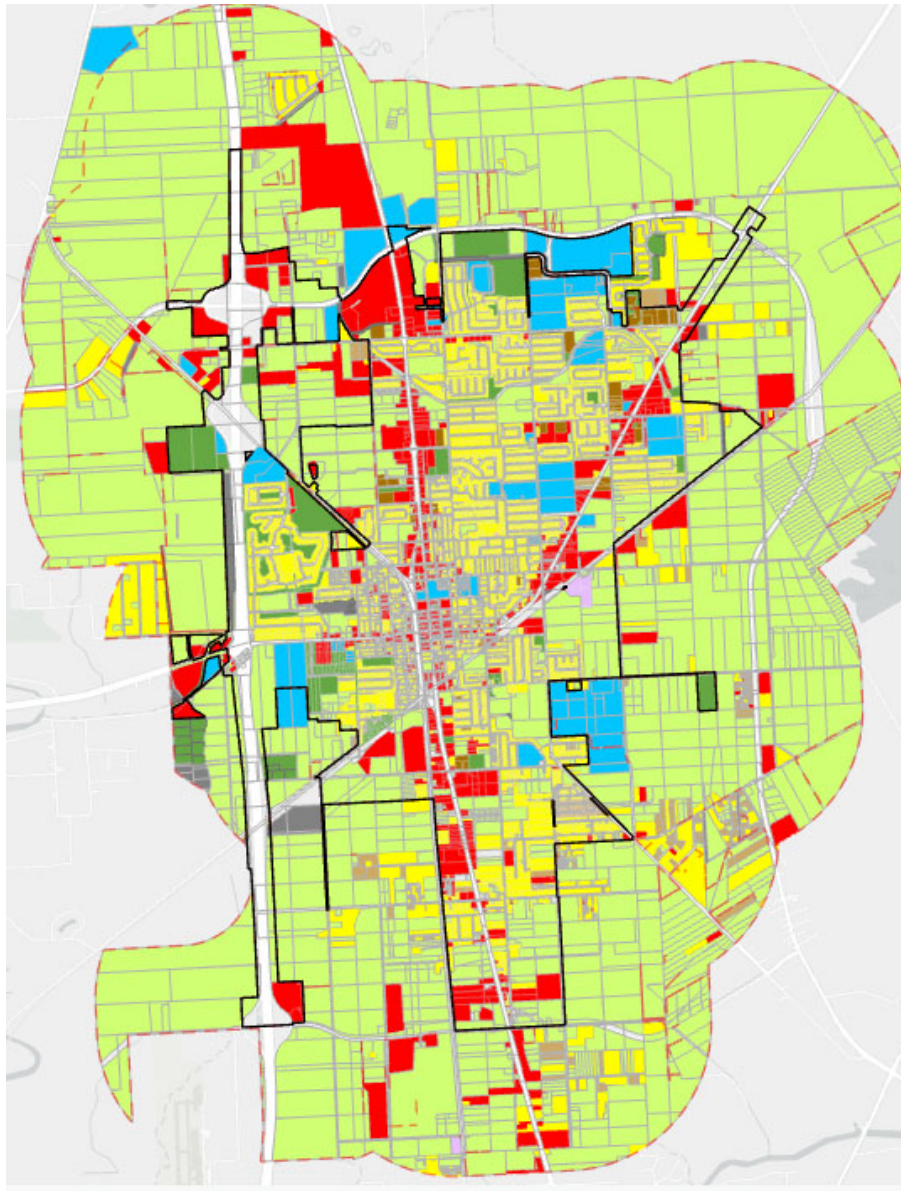
Religious and community facilities are distributed throughout the city, with several historic congregations and organizations such as the Brazoria County Historical Museum, Brazoria County Historical Commission, Brazoria County Museum Alliance, Stephen F. Austin-Munson Historical County Park, and Brazoria County Courthouse (1897) located in or near downtown. These long-standing institutions contribute to Angleton's civic identity and neighborhood stability.

Angleton is served by a network of neighborhood and community **parks**, including Lakeside Park, Freedom Park, and Bates Park, which provide recreation, gathering spaces, and green relief within both residential areas and commercial districts.

Commercial development outside downtown is concentrated primarily along the city's major transportation corridors, including SH 288 Business, SH 35 Bypass, FM 523, and FM 521, as well as along the historic railroad alignment. Heavier commercial and light industrial uses are generally located near SH 288 Business and the former railroad right-of-way, where access and visibility support employment and service activities.

The city's **residential** land is overwhelmingly developed with single-family homes, though housing types and lot sizes vary by era. Multifamily development is present in several larger complexes near SH 288 Business and SH 35 Bypass, with smaller apartments and duplexes scattered in established neighborhoods.

Significant **agricultural** parcels and vacant tracts remain within the city limits, while the ETJ continues to be predominantly agricultural in character. At the same time, multiple new residential subdivisions and commercial developments are planned or underway, particularly along SH 288 Business, SH 35 Bypass, FM 523, and FM 521.



Land Use Percentages

- Single-Family Residence - 24.7%
- Agricultural or Vacant - 23.3%
- ROW/Utilities - 19.6%
- Commercial - 17.5%
- Parks/Open Space - 5.9%
- Public/Semi-Public - 4.2%
- Duplex/MF/Mobile Home - 3.5%
- Other - 2.7%

Map Legend

- Commercial
- Duplex
- Industrial
- Mobile Homes
- Multifamily
- Others
- Parks/Open Space
- Public/Semi Public
- ROW
- Single Family Residential
- Utilities
- Vacant/Agricultural

Uses within City Limits

Agricultural / Vacant **23.3%**

Agricultural or vacant land makes up 23.3% of Angleton's overall land use composition. These areas include active agricultural uses, undeveloped tracts, and parcels that represent the city's largest opportunity area for future growth and conservation. Some locations classified as agricultural/vacant may also include environmentally sensitive features such as drainage corridors and flood-prone lowlands, making them important for both long-term development planning and resource protection.

Single-Family Residential **24.7%**

Single-Family Residential is the largest land use category at 24.7%. This includes established neighborhoods near downtown and along historic corridors as well as newer master-planned communities such as Windrose Green, Heritage Court, Rancho Isabella, and other emerging subdivisions on the city's north and west sides. These areas reflect Angleton's continued suburban growth, with newer developments typically featuring 60-foot lots and modern neighborhood amenities. Across the city, single-family areas provide the primary housing base and shape neighborhood identity, with variations in lot sizes, street patterns, and housing age reflecting different eras of development.

Right-of-Way / Utilities **19.6%**

Right-of-way and utilities account for 19.6% of Angleton's land use composition. This category includes roadway corridors and transportation infrastructure, as well as utility easements and associated facilities that support community services.

Commercial **14.7%**

Commercial land uses comprise 14.7% of the city's land use composition. These areas include retail, services, and office uses that support residents and the broader trade area. Commercial development is generally concentrated along Angleton's key corridors and nodes, where visibility and access support business activity and reinvestment opportunities.

Parks / Open Space **5.8%**

Parks and open space make up 5.8% of land use in Angleton. This category includes major community parks and recreation assets such as Bates Park, Freedom Park, and Lakeside Park, along with other open space areas that provide opportunities for trails, sports, events, and outdoor recreation.

Public / Semi-Public**7.1%**

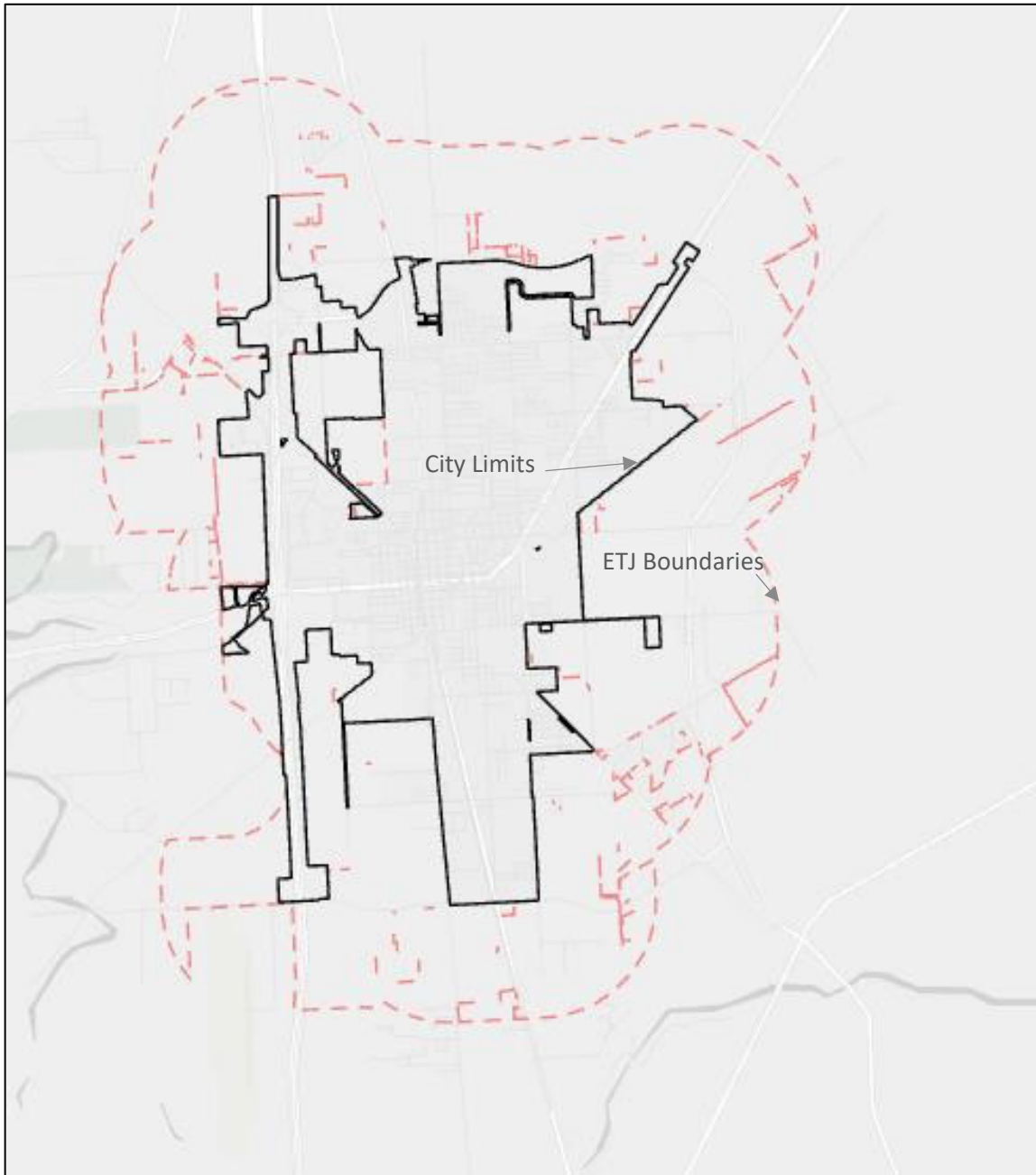
Public and semi-public uses represent 7.1% of Angleton's land use composition. These include civic facilities, schools, institutional uses, and government-related sites that serve community needs and function as important anchors. This category includes city facilities, public safety services, Angleton ISD campuses, and county-related uses that support Angleton's role as a governmental and service center.

Duplex/ Multifamily / Mobile Home**2.2%**

Duplex, multifamily, and mobile home land uses account for 2.2% of the city's composition. These housing types—located in areas such as neighborhoods near Windrose Green and other mixed-residential districts—contribute to overall affordability and provide options for smaller households, seniors, and workforce needs. These areas are typically located near key corridors and services, improving access to jobs and daily needs.

Extraterritorial Jurisdiction (ETJ)

Angleton's future growth is closely tied to development occurring both within the City limits and throughout the Extraterritorial Jurisdiction (ETJ), where the majority of vacant and developable land is located. Approximately 23 percent of developable land lies within the city limits, while nearly 78 percent is located in the ETJ, indicating that much of the community's long-term expansion will occur outside the incorporated boundary. Although the City has limited authority to regulate land use within the ETJ, subdivision regulations allow Angleton to guide infrastructure layout and development patterns as growth continues. Recent residential development, including Windrose Green and other emerging subdivisions surrounding the community, reflects continued outward expansion, while industrial and employment-related activity along major corridors such as SH 288 and SH 35 supports local job growth and regional economic activity. Much of the land identified as developable consists of unimproved platted lots and larger tracts currently in agricultural use that may transition to urban development over time, depending on market conditions and landowner decisions. While infrastructure availability and development costs may influence the pace of growth, the presence of large undeveloped tracts positions Angleton to accommodate increasing demand for housing, commercial services, and employment uses. Additionally, much of the ETJ lies within the Angleton Independent School District, which continues to attract new residential development due to access to local schools and community amenities.

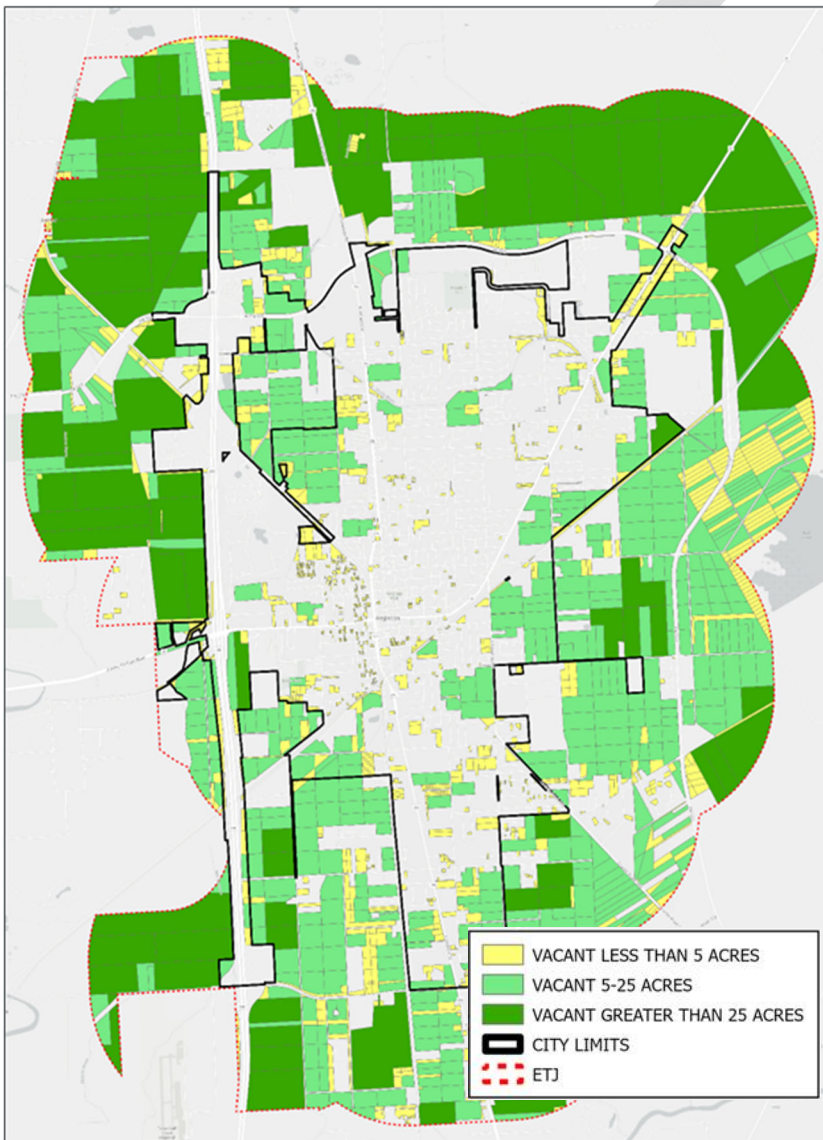


ANGLETON CITY LIMITS AND ETJ

5.4 Developable Land

Development Potential

As noted earlier, 78% of land in the ETJ and 23% of land within the city is unimproved land that is potentially available for development. This 'developable land' includes both platted lots with no improvements, as well as undivided tracts currently in agricultural use. Land considered 'developable' may not be available for redevelopment at this time, depending on the landowner's desires. The lack of infrastructure and high development costs may inhibit or slow redevelopment, but the availability of large tracts will nonetheless attract developers to meet the growing demand for new housing, retail, and other uses. Angleton's ETJ is located within the Angleton ISD boundary, which is attractive to new homebuyers with children. Considering current trends, the vacant land is likely to be developed as commercial along the corridors and as residential elsewhere.



Development Potential

Vacant Land

23 %

City limits
(1800 of 7700 acres)

78%

ETJ
(12,500 of 16,000 acres)

Development Agreements

Although the City of Angleton cannot levy taxes in the ETJ and has little control over changes in the ETJ or land uses due to a lack of zoning authority, it can preserve community character, encourage high value uses and quality development, and annex new areas through incentives and development agreements.

A development agreement is a contractual arrangement that typically involves a property developer and a local government or municipality. It serves to coordinate various aspects of a development project, including land use, zoning, infrastructure, and public services.

Map showing development agreements to be added



Development Agreements

Benefits

Municipalities

- Increased tax base
- Economic development and job-base
- Community amenities
- Desired land uses
- Construction of public infrastructure
- Higher-quality development
- Desired density and open space

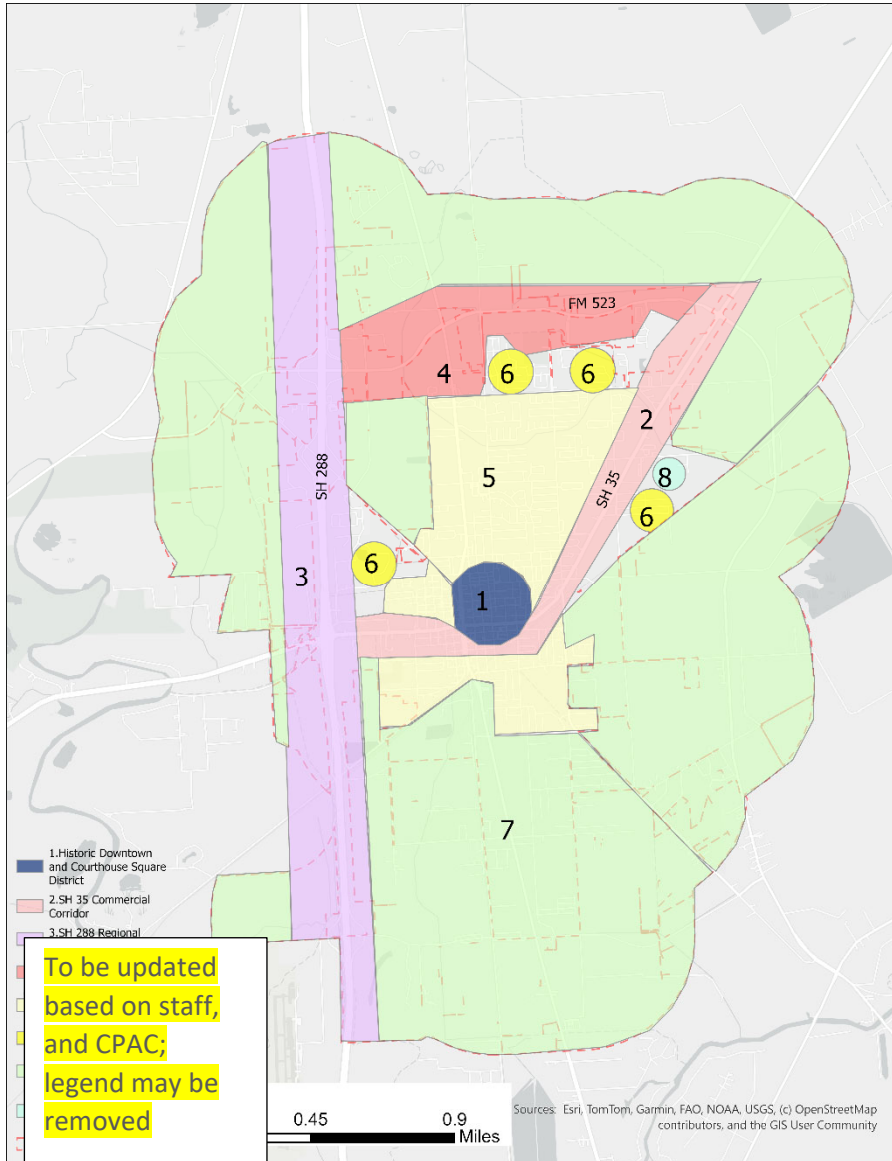
Land Owners

- Reimbursement of development cost
- Removal of encumbrances
- Assistance with public infrastructure
- Regulatory relief and predictability
- Deferral of annexation
- Availability of City Services

XX% of the ETJ is subject to Non-annexation Development Agreements.

5.5 Character Districts

Angleton’s urban fabric is composed of a diverse range of character areas that reflect its historical development patterns and evolving growth dynamics. As the county seat and a regional service center, the city exhibits a layered development pattern shaped by transportation corridors, civic institutions, and expanding residential neighborhoods.



Character Districts

1. Historic Downtown and Courthouse Square District (Civic Core + SH 35 Segment)
2. SH 35 Commercial Corridor (Primary North-South Gateway)
3. SH 288 Regional Employment Corridor (Eastern Regional Corridor)
4. FM 523 / Hwy 35 Bypass Corridor (Primary East-West Connector)
5. Central Residential Core (Established Neighborhood District)
6. Planned Communities (Emerging Residential Expansion Area)
7. Agricultural and ETJ Future Growth District (Long-Term Expansion Area)
8. UTMB Health Angleton Danbury Campus

1. Historic Downtown and Courthouse Square District (Civic Core)

Located along SH 35 in central Angleton, this district serves as the city's historic and civic heart. It includes the courthouse square, municipal facilities, small-scale commercial storefronts, offices, and some established residential neighborhoods. This area features a traditional street grid, mature tree canopy, and a mix of residential, civic, and small-scale commercial uses that contribute to the city's heritage, identity, and walkability. The presence of the County courthouse, municipal buildings, and longstanding local businesses reinforces Downtown's role as both an employment hub and community gathering place.

Role: Civic, cultural, small-scale commercial center

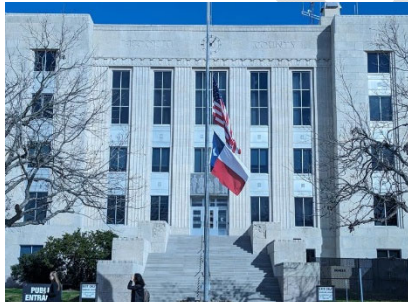
Planning Focus: Revitalization, streetscape enhancements, mixed-use infill, pedestrian connectivity

2. SH 35 Commercial Corridor (Northern and Western Gateway)

Extending north and south of Downtown, SH 35 functions as Angleton's primary commercial spine and gateway. Development is predominantly auto-oriented retail, service businesses, and community-serving uses. The corridor acts as a gateway for the communities of Alvin, Danbury, and others in the north and West Columbia, Bailey's Prairie, and others in the west.

Role: Major commercial corridor, gateway into the city, and regional connector

Planning Focus: Access management, corridor aesthetics, redevelopment standards, gateway improvements



Historic Downtown & Courthouse



SH 35 Commercial Corridor



SH 288 Regional Corridor

3. SH 288 Regional Employment Corridor (Regional Corridor)

Located along the eastern edge of the city, SH 288 connects the port of Freeport to the greater Houston area and beyond. The corridor supports regional mobility, freight movement, and employment-generating uses that contribute significantly to regional as well as local employment. The corridor includes highway commercial, light industrial, warehousing, service business, and large undeveloped tracts.

Role: Economic and employment base and logistics corridor

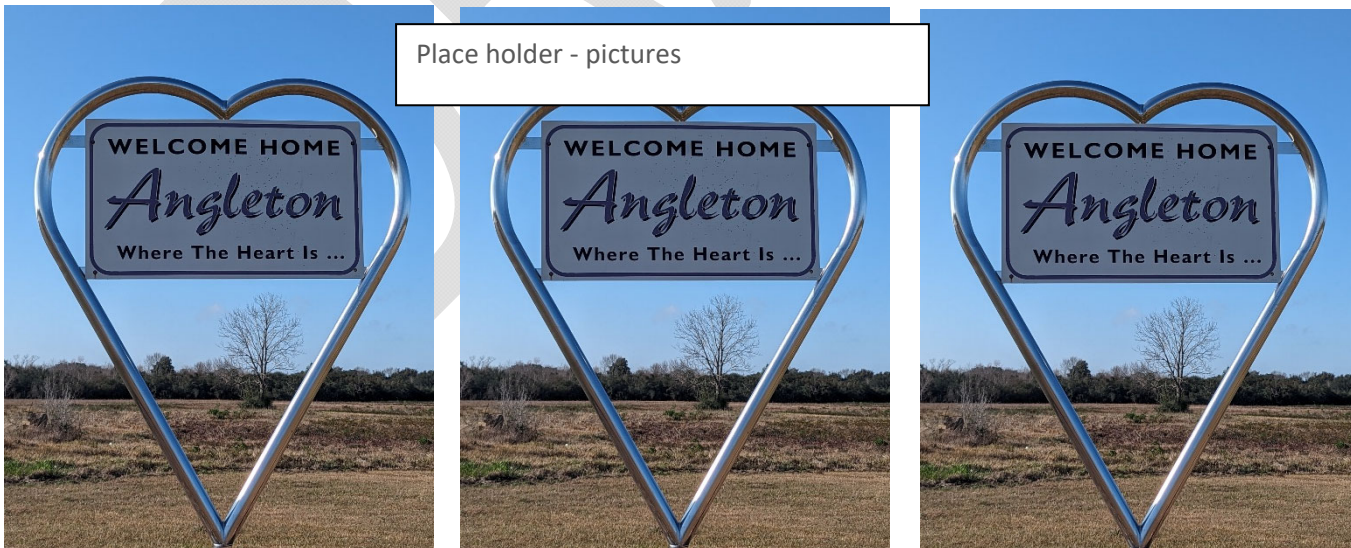
Planning Focus: Employment growth, buffering, infrastructure coordination, landscape enhancements, corridor beautification measures, utility capacity, freight access, long-term expansion areas, improved access to parcels along the highway.

4. FM 523 / Hwy 35 Bypass Street Corridor (Primary East-West Connector)

This east-west corridor connects SH 35 to SH 288 and serves as a key internal mobility route. Land uses include the Angleton High School, residential communities such as Windrose Green, and civic uses. This stretch also includes a TX DOT facility.

Role: Major multi-use connector with A high school; a designated evacuation route

Planning Focus: Intersection improvements to improve safety; multi-modal, non-motorized connectivity including sidewalks, bike lanes, electric scooters; shade trees; signage; lighting; and ADA compliance.



Photos to be added

5. Central Residential Core (Established Neighborhood District)

Beyond the City core and transportation corridors, established residential neighborhoods form much of the city’s interior fabric. Composed primarily of single-family residential neighborhoods located around Downtown, this district reflects a range of housing ages and lot configurations tied to different phases of growth with grid and semi-grid street networks.

Role: Stable residential base

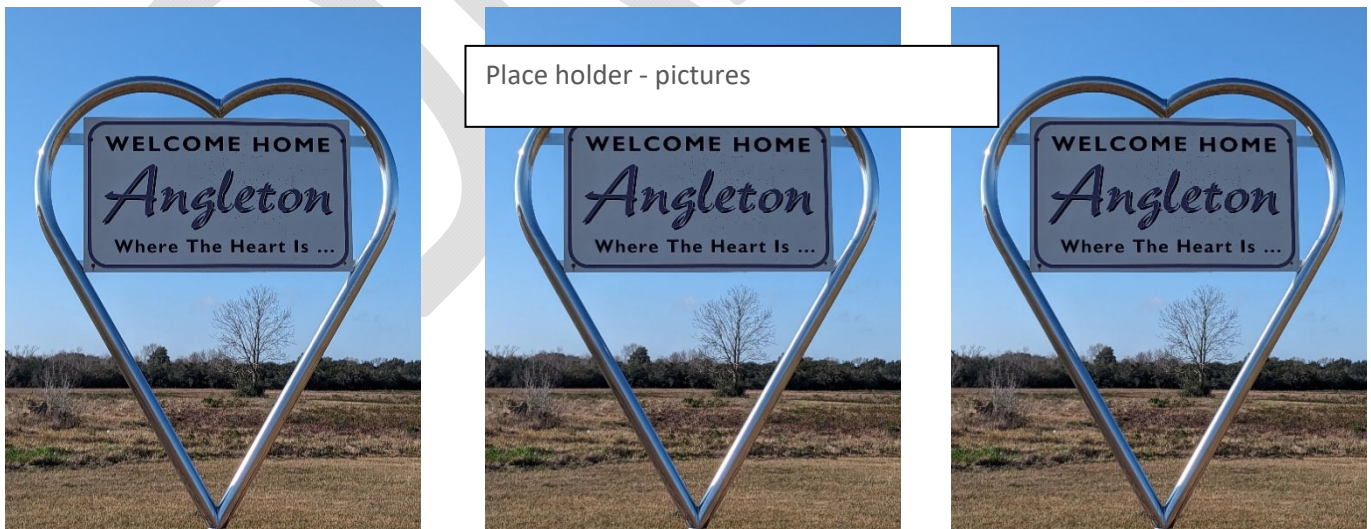
Planning Focus: Drainage upgrades, street improvements (Henderson Road), neighborhood preservation, sidewalk connectivity

6. Planned Residential Communities (Emerging Residential Expansion Area)

Located primarily west, east, and north, of the Central Residential Core, this district includes newer developments, with conventional suburban characteristics, including low- to medium-density single-family homes, curvilinear street patterns, and homeowner association-managed open spaces. These neighborhoods represent the city’s recent growth and reflect contemporary development trends.

Role: Managed suburban growth area, predominantly residential

Planning Focus: Planned residential growth with neighborhood services, amenities and recreational opportunities, park expansions, infrastructure phasing, connectivity between subdivisions and surrounding uses, and coordination with the school district.



Photos to be added

7. Agricultural and ETJ Future Growth District (Long-Term Expansion Area)

Large agricultural and undeveloped tracts—particularly in the ETJ—represent the city’s primary opportunity areas for future annexation and development.

Role: Long-term growth reserve

Planning Focus: Infrastructure planning, drainage protection, preservation of agricultural land and rural character, roadway extensions, strategic development agreements

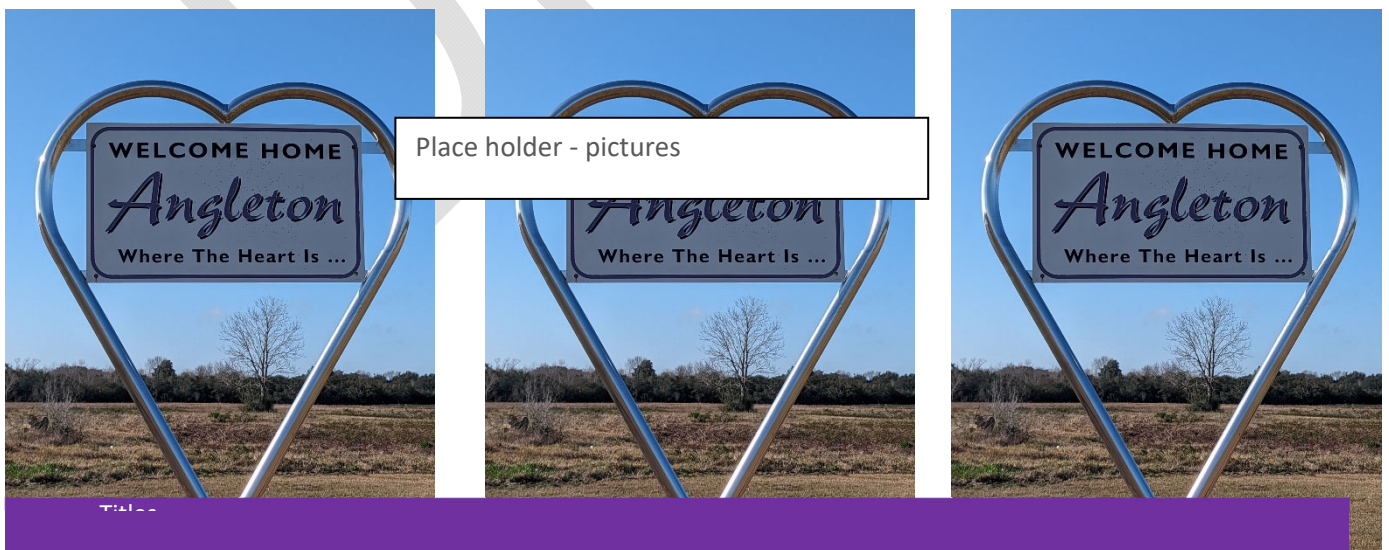
8. UTMB Health Angleton Danbury Campus

UTMB Health Angleton Danbury Campus is a 53-acre acute care hospital serving the communities of Angleton, Danbury, Rosharon and the surrounding areas. Established in 1969, the facility provides a variety of quality services including 24 Hour emergency services and serves more than 60,000 patients throughout the southern Brazoria County.

Role: Regional healthcare hub and employment center; potential expansions will reinforce the area as a major healthcare and employment hub, drive additional supporting development and increase infrastructure and access needs.

Planning Focus: Campus cohesion and identity, multimodal access and circulation, expansion of medical and support services, quality housing, compatible adjacent development, and high-quality site design

Together, this blend of historic urban form, employment corridors, established neighborhoods, suburban expansion areas, and significant undeveloped land within the ETJ presents both opportunities and challenges. Coordinating future land use, mobility and infrastructure investment, managing corridor design, supporting Downtown revitalization, preserving neighborhoods, and planning for long-term growth will be central to Angleton’s future growth strategy and maintaining its unique character.



5.6 Existing Zoning and Regulatory Framework

Zoning

The City of Angleton's regulatory framework consists of the Zoning Ordinance, Subdivision Regulations (Land Development Code), and other development-related codes that collectively guide land use, site design, and infrastructure provision. These regulations establish standards for development review, ensure compliance with state law, and provide predictability for property owners, developers, and staff. Together, they implement the Comprehensive Plan by directing growth, promoting compatibility between land uses, protecting public health and safety, and supporting coordinated and efficient development.

The Zoning Ordinance establishes zoning districts, permitted land uses, and development standards within the incorporated city limits.

Angleton's zoning regulations are codified in Chapter 28 – Comprehensive Zoning Ordinance, adopted under Texas Local Government Code authority. The ordinance is intended to implement the city's comprehensive plan and guide orderly development. The City's zoning ordinance was adopted in 1965 and has been amended periodically to reflect changing development patterns and community priorities. Currently, the City has 18 zoning districts. The largest zoning district is SF-7.2 encompassing approximately 2200 acres (34% of the City's total area), single family residential lots with a minimum lot size of 7,200 square feet.

The zoning map illustrates the distribution of zoning districts across the City, highlighting the spatial organization of residential, commercial, industrial, and agricultural areas. A mix of single-family residential districts (e.g., SF-5, SF-6.3, SF-7.2) is prevalent throughout much of the city, with higher-density residential and multifamily districts (e.g. MFR-29, MFR-36) consisting 3% of the City's total area concentrated near the central core and key corridors. Commercial districts (C-G, C-N, C-OR) are primarily located along major roadways, supporting retail and service uses, while light industrial (LI) areas are situated along transportation corridors and peripheral locations. Agricultural (AG) zoning remains on the outskirts, reflecting undeveloped or rural land. The Central Business District (CBD) is focused in the historic downtown area. The dashed boundary represents the City's Extraterritorial Jurisdiction (ETJ), indicating areas beyond city limits where future growth and development may occur.

Subdivision Regulations and Land Development Code

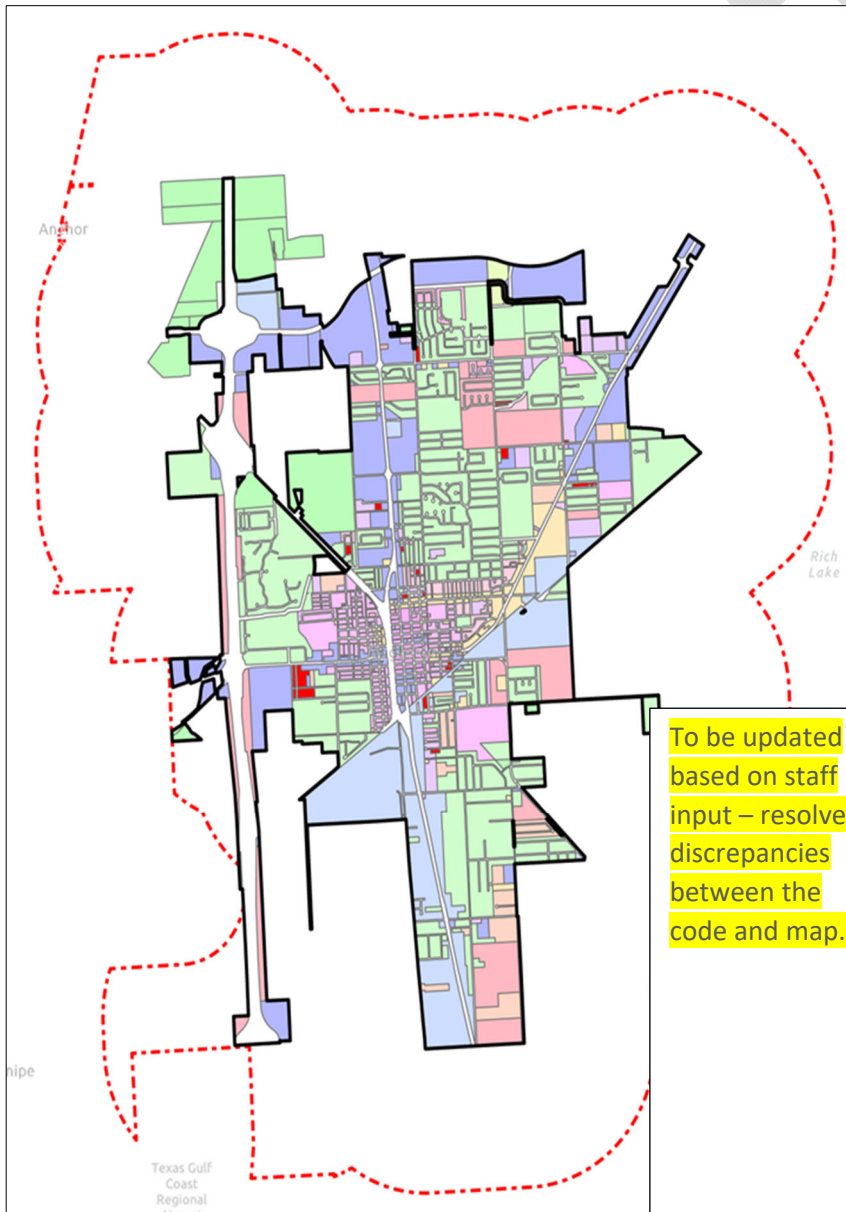
Complementing zoning regulations, the City's Land Development Code establishes subdivision and development standards governing:

- Platting procedures
- Lot size and dimensional standards
- Street and infrastructure requirements
- Drainage and utility provisions
- Easements and right-of-way dedication

Subdivision regulations apply both within the city limits and within Angleton’s Extraterritorial Jurisdiction (ETJ), ensuring coordinated infrastructure extension and orderly urban expansion.

The first subdivision regulations were adopted in 2018.

The Zoning Ordinance and **Land Development Code** serve as the City’s primary tool for managing growth, protecting neighborhood character, guiding the location and intensity of residential, commercial, and industrial development, advancing economic development, and ensuring long term fiscal sustainability.



Expand the zoning district names and add a new legend

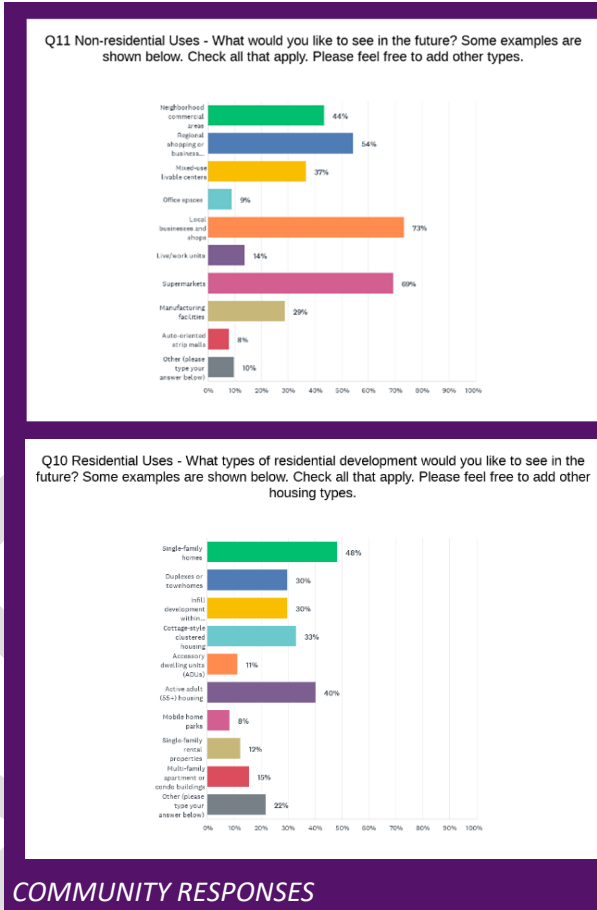
Area (%)	<input checked="" type="checkbox"/> Zoning Districts
1.13%	2F
11.13%	AG
16.89%	C-G
0.01%	C-N
2.54%	C-OR
0.65%	CBD
12.31%	LI
0.08%	MFR-14
2.41%	MFR-29
0.35%	MFR-36
2.64%	MH
9.66%	PD
0.42%	SF-5
4.88%	SF-6.3
34.24%	SF-7.2
0.53%	SFA
0.02%	SFE-20
0.11%	SUP

5.7 Future Outlook

Future land uses will be greatly influenced by growth trends, economic development outlook and market forecasts on land use. A deep understanding of these forces will enable the City to equip itself to steer the growth in a manner that is desired by the community.

Angleton is experiencing renewed growth, with population growth accelerating since 2020 and several large residential developments planned or underway, including Ashland and Windrose Green. The city's current land use pattern remains dominated by low-density residential neighborhoods, commercial corridors along SH 35 and SH 288B, industrial areas in the northern portions of the city, and a traditional downtown core. The housing market remains strong, with increasing home values and continued demand for both ownership and rental housing, indicating ongoing development pressure. At the same time, much of the existing housing stock and commercial development is aging, creating opportunities for reinvestment and redevelopment.

Looking ahead, continued population growth, regional economic expansion, and major residential projects are expected to increase demand for housing, commercial services, employment opportunities, parks, transportation improvements, and utility infrastructure. Growth is likely to continue along major transportation corridors and at the city's edges, while redevelopment opportunities will emerge within older commercial areas and Downtown. To maintain Angleton's small-town character while accommodating growth, the City will need to strategically guide development, encourage a mix of housing types and employment uses, protect established neighborhoods, and ensure that infrastructure capacity keeps pace with future development.



COMMUNITY RESPONSES

Market Conditions Summary

Industrial rents in Angleton are currently nearly 20% above the median range, while office rents are approximately 10% higher than typical levels. To restore competitiveness, we recommend policies that expand supply and reduce rental pressures:

- Property tax adjustments to encourage new development
- Zoning and building code reform to streamline approvals
- Targeted incentive agreements for retail, industrial, and office projects

Market Context: According to the existing conditions report, Angleton's industrial lease rates have steadily risen over the past 5 years, with occupancy rebounding to nearly 95% in the most recent quarter. The office market shows similar strength, with occupancy recovered from post-pandemic lows, though it declined slightly in 2024. These market dynamics underscore the urgency of expanding supply.

By increasing supply and aligning average rents with market norms, Angleton will strengthen its competitive position and attract greater investment.

5.8 Goals, Objectives, and Strategies

LU Land Use and Growth

Goal

Guide balanced and coordinated growth that supports economic vitality, protects neighborhoods, and promotes efficient land use patterns.

Objectives & Strategies*

LU-1 Promote Desired Use Patterns

- Modify zoning districts to achieve the desired character areas, align with the new Future Land Use Map, and promote the economic development objectives.
- Encourage non-residential uses to enhance the tax base and increase employment opportunities for residents.
- Ensure adequate infrastructure improvements to support all new growth, including housing.
- Support mixed-use and activity centers in appropriate locations, especially at intersections of major streets and with convenient access.
- Allocate land for public and commercial uses to support the current and future populations in locations that will not adversely impact existing neighborhoods, character, and traffic patterns. . (Community Event Center, Grocery stores etc.)
- Update zoning to discourage incompatible uses such as game rooms, vape shops, and solar farms.
- Discourage incompatible development adjacent to established neighborhoods
- Revise mobile home and nonconforming zoning regulations to improve compatibility with surrounding uses.

Guiding Principles

- ✓ Preserve Angleton's Small-Town Character and Identity
- ✓ Promote Balanced and Sustainable Growth
- ✓ Promote Fiscal Responsibility & Effective Governance*
- ✓ Strengthen Neighborhoods and Expand Housing Choices
- ✓ Invest in Connected
- ✓ Infrastructure and Mobility Create Vibrant Places and Enhance Quality of Life

After the next exercise with CAPC - Just keep what applies

COMMUNITY VOICES

Growth / Development

- *Less development; more sidewalks.*
- *quit approving new housing, you don't have the infrastructure to support it*
- *Less neighborhoods*
- *Too many houses. grocery stores lack updates.*
- *Stop enticing more people to move here. Soon, Angleton will be Pearland, Jr.*
- *Too much growth*
- *Smart growth (even if it means capturing less than 100% of growth opportunities). 90% if done well is more valuable than 100% crammed corner to corner.*
- *"More small business and a unique small-town feel"*
- *"More community parks, walkable & safe downtown. Clean up neighborhoods"*
- *"Aging school facilities replaced, improvements in drainage, street improvements (particularly Henderson), people shopping locally"*
- *"Community Event Center, more grocery stores, bike trails and sidewalks throughout city."*

- Ensure residential diversity, including large lots with adequate setbacks and vertical mixed-use development with housing integrated in upper floors.

LU-2 Direct Growth to Strategic Areas

- Focus commercial and employment uses along major corridors.
- Encourage development within serviced areas to maximize infrastructure efficiency.
- Coordinate development within the ETJ through subdivision regulations and intergovernmental coordination.

Guiding Principles

- ✓ **Preserve Angleton’s Small-Town Character and Identity**
- ✓ **Promote Balanced and Sustainable Growth**
- ✓ **Promote Fiscal Responsibility & Effective Governance***
- ✓ **Strengthen Neighborhoods and Expand Housing Choices**
- ✓ **Invest in Connected**
- ✓ **Infrastructure and Mobility Create Vibrant Places and Enhance Quality of Life**

After the next exercise with CAPC - Just keep what applies

COMMUNITY VOICES

Lot Size /Density

- *quit approving 50ft. lot sizes. these are typically multi-generational homes with 3-5 cars. they can't all park in the drive, forcing them to park in the street. hard to navigate in a car much less a fire truck.*
- *Acreage / larger homesites*
- *Larger affordable lots with new residential single-family homes*
- *If we must have more housing at least have space between houses with a decent sized yard front and back.*
- **Residential**
- *Too much high-density housing*
- *No condos*
- *No more apartments or big corporations that get tax breaks for building here.*
- *Less cookie cutter homes.*
- *Not cookie cutter, not small house lots*
- *We have ENOUGH housing, need to build infrastructure to accommodate all this continued growth.*

Mixed-Use / Development Pattern

- *Mixed use*
- *Mixed use Livable centers*
- *Combined commercial and residential buildings (similar to downtown's multi zone style)*
- *Housing above business, more starter homes*

Infrastructure / Services

- *Too many houses. grocery stores lack updates.*

LU-3 Support Redevelopment and Infill

- Promote reinvestment in underutilized properties.
- Encourage adaptive reuse of vacant or aging structures.
- Provide incentives for redevelopment in targeted areas.

LU-4 Modernize Zoning and Development Regulations to Support Reinvestment, Compatibility, and Desired Community Character

- Update zoning to allow mixed-use and higher-intensity development “by right” in appropriate areas.
- Update corridor zoning, particularly along Business 288, to better reflect desired development patterns that will promote walkable and mixed-use development with a strong sense of place.
- Simplify development standards to reduce permitting time and uncertainty.
- Strengthen design, landscaping, and buffering requirements citywide.

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After the next exercise with CAPC - Just keep what applies



Conceptual rendering of a gateway and mixed use development on Business 288 and Henderson Road

LU-5 Ensure Compatibility and Community Character

- Establish design standards addressing building placement, height transitions, and façade quality.
- Encourage appropriate and sensitive transitions between residential, commercial, and industrial uses.

Regulatory Reform

Angleton has already implemented online permitting, which is a strong foundation. To further accelerate growth, we recommend:

- ✓ Expanding the one-stop shop model to coordinate planning, zoning, utilities, and inspections
- ✓ Gradually loosening select zoning restrictions (e.g., targeted commercial or industrial districts), drawing inspiration from Houston's flexible approach
- ✓ Introducing waivers or reduced fees for small businesses and priority projects

Guiding Principles

- ✓ **Preserve Angleton's Small-Town Character and Identity**
- ✓ **Promote Balanced and Sustainable Growth**
- ✓ **Promote Fiscal Responsibility & Effective Governance***
- ✓ **Strengthen Neighborhoods and Expand Housing Choices**
- ✓ **Invest in Connected**
- ✓ **Infrastructure and Mobility Create Vibrant Places and Enhance Quality of Life**

After the next exercise with CAPC - Just keep what applies

LU-6 Promote Quality Development Design

- Encourage context-sensitive architecture and site design.
- Integrate public art and placemaking elements citywide.
- Ensure walkable developments that cater to all modes of non-motorized transportation – pedestrians, bikers, wheelchairs, strollers, scooters, etc.

COMMUNITY VOICES

"Overdevelopment – could lead to traffic congestion similar to Houston or Alvin."

"Loss of small-town identity – as large chains and construction increase."

"Planned developments such as Riverwood Ranch and Windrose Green cost money (MUD tax)."

"Growth pressures in ETJ."

"Residents repeatedly expressed concern about development occurring without long-term planning or infrastructure alignment."

"Unbalanced growth without support services."

LU-7 Improve Intergovernmental Coordination and Public Communications

- Partner with TxDOT, utilities, drainage districts, school districts, and major employers on growth planning.
- Provide a website GIS-based development activity dashboard to track where residential, commercial, and industrial developments are occurring and identify emerging growth areas. This portal will serve as a tool for developers, businesses, residents, and service industry to track new developments and permits.

Guiding Principles

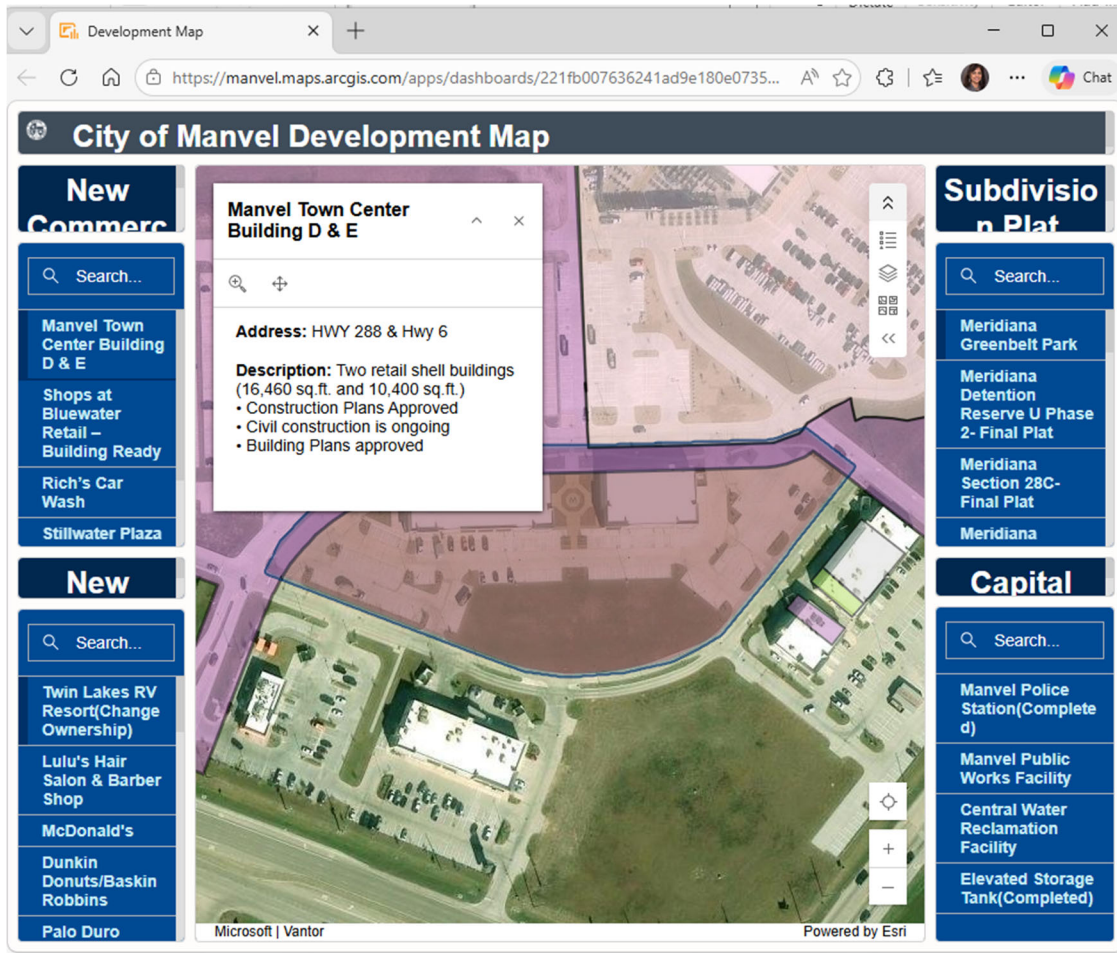
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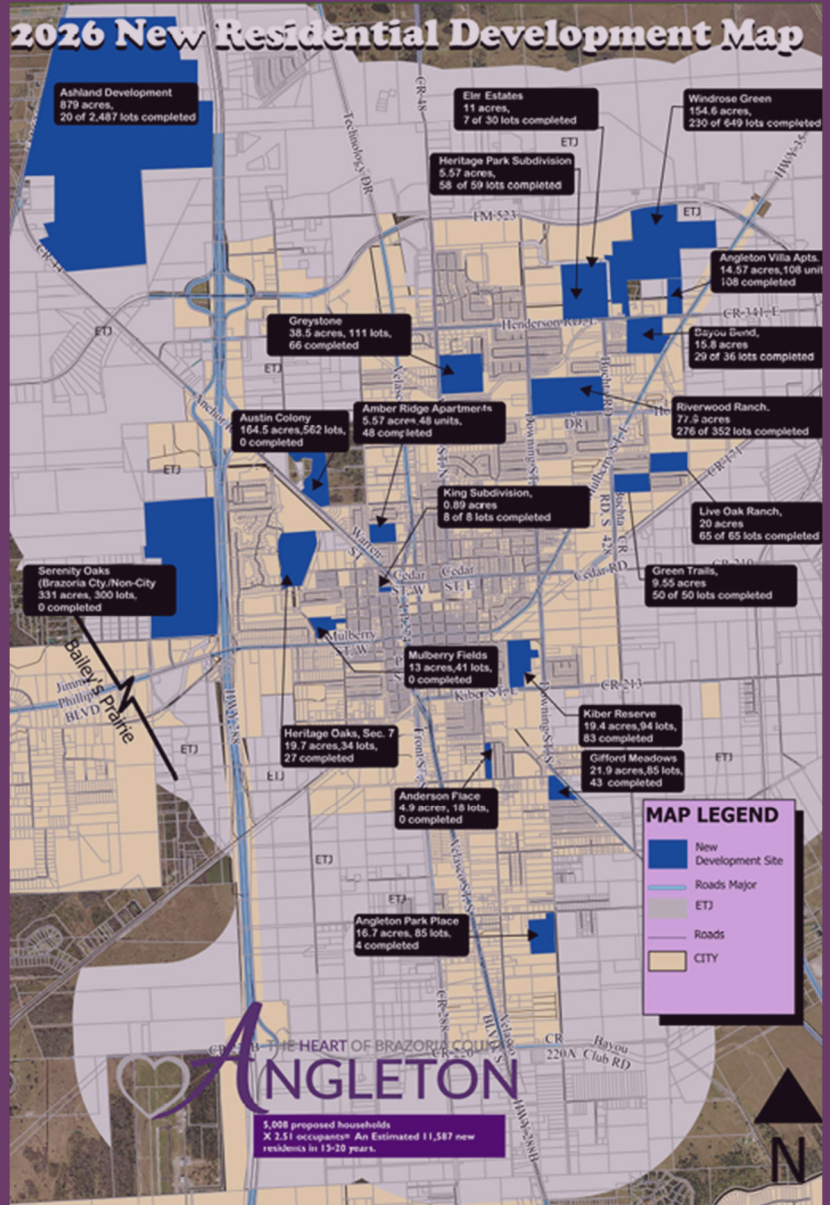
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After the next exercise with CAPC - Just keep what applies



EXAMPLE OF A DEVELOPMENT ACTIVITY TRACKER – CITY OF MANVEL



6

HOUSING AND NEIGHBORHOODS

Rev. 5/29/2026

6.1 Introduction

6.2 Housing

6.3 Neighborhoods

6.4 Goals, Objectives, and Strategies

DRAFT

6.1 Introduction

Housing and neighborhoods are more than physical structures—they form the social, economic, and environmental foundation of a community. They influence affordability, equity, resilience, and overall quality of life, making them essential components of long-range planning.

Housing establishes the framework for population growth and economic vitality. Without a sufficient range of housing options, communities may struggle to attract and retain residents across different life stages and income levels. Providing diverse housing types—ranging from single-family homes to townhomes, multifamily units, and workforce housing—helps ensure that residents can remain in the community as their needs evolve. Thoughtful housing policies also guide density, land use patterns, infrastructure investment, and energy efficiency, helping to manage growth responsibly, reduce sprawl, and minimize environmental impacts. In coastal and flood-prone regions such as Angleton, resilient housing design and updated building standards further support disaster preparedness and long-term recovery.

Neighborhoods, meanwhile, define a city's character and identity. Well-designed neighborhoods that are connected by streets, sidewalks, trails, and transit options enhance mobility and reduce social and geographic isolation. Access to parks, schools, civic spaces, and neighborhood-serving businesses strengthens daily quality of life. Well-designed features such as sidewalks, lighting, drainage infrastructure, and street trees promote public health, safety, and environmental sustainability. Strong neighborhood design also fosters civic engagement, social interaction, and a shared sense of belonging among residents.

Demographic trends—including household size, income distribution, and tenure patterns—provide important context for understanding current housing demand, affordability conditions, and the types of housing needed to support the City's future growth.

Together, strategic housing and neighborhood planning ensures sustainable growth, protects community character, and provides an impetus for future generations to call Angleton their home.

Housing Overview

Single-family homes on spacious lots dominate Angleton's landscape, accounting for nearly half of the city's land area.

Older homes, including modest bungalows and ranch-style houses, on smaller lots are concentrated near downtown, while newer subdivisions on the city's edges feature consistent lot sizes and architectural styles.

Generally, lots range from 6,500 to 14,000 square feet. XX% of lots are over 6,500 square feet

Add summary from City's housing study – staff to provide a copy of the study

6.2 Housing

Add a summary of City's housing study

DRAFT

Housing Overview

Single-family homes on spacious lots dominate Angleton’s landscape, accounting for nearly half of the city’s land area. Of approximately 8,358 housing units, 74% are single-family detached homes, 8.1% are mobile/manufactured homes, and 14.5% are multifamily units of varying sizes.

Older homes, including modest bungalows and ranch-style houses, are concentrated near downtown, while newer subdivisions on the city’s edges feature consistent lot sizes and architectural styles. Lots range from 6,000 to 14,000 square feet.

The occupancy rate for the housing units is 92%. Approximately 61% are owner-occupied and 31% are occupied by renters.

Age of Housing

Most of Angleton’s older housing stock (1950s–1970s) is concentrated near the historic core and central neighborhoods, reflecting the city’s early growth patterns. Newer residential development (1990s–2020+) is primarily located toward the southern and eastern portions of the city, indicating outward expansion and more recent subdivision activity .

54% of units built before 1980

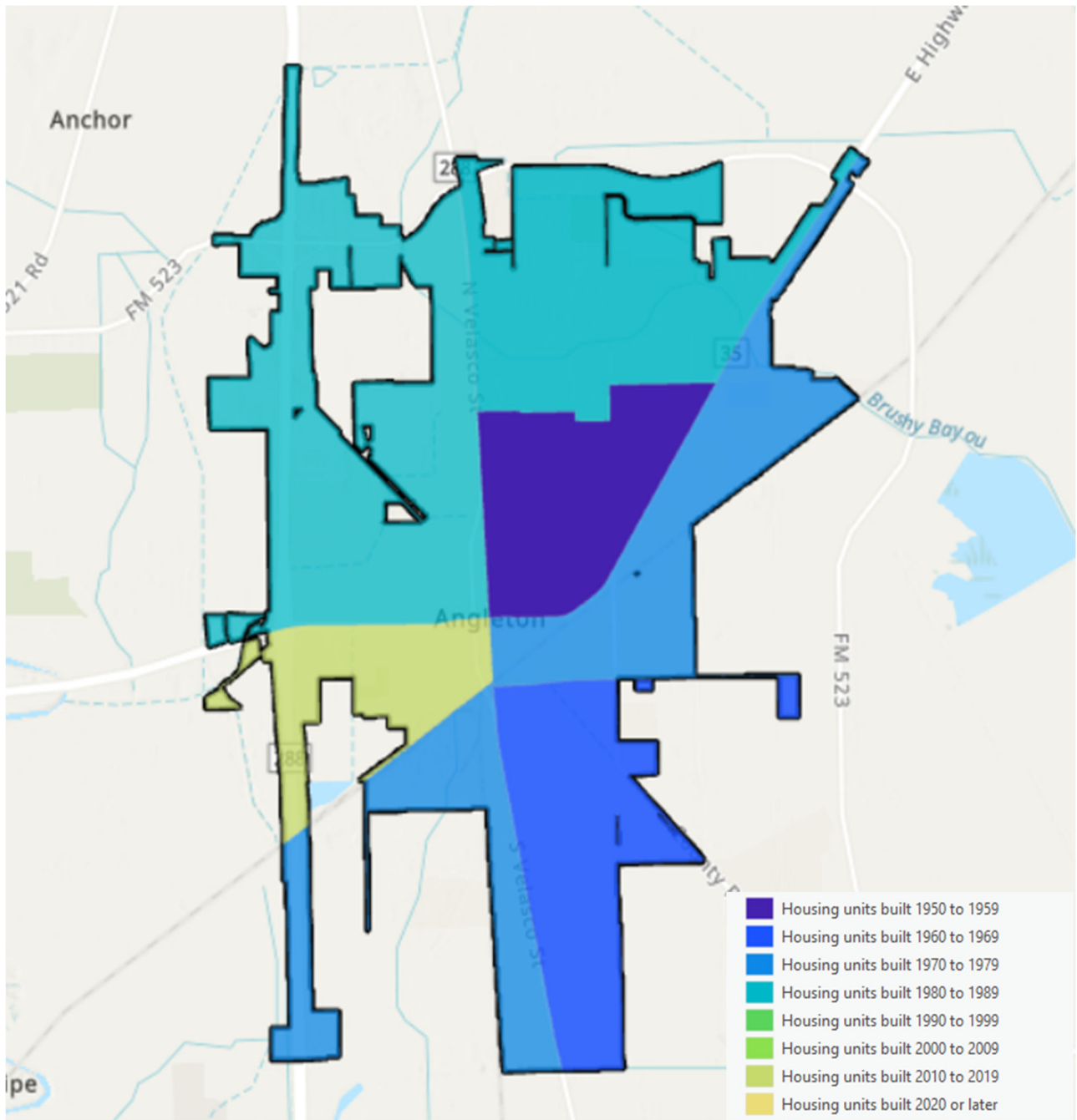
- 20.1% of units constructed in 1980s
- 10.8% in 1990s
- 15.6% after 2000s

Housing Stock Profile (2023 ACS)

- Total units: 8,358
 - Occupied: 92% (7,696 units)
 - Vacant: 7.9% (662 units)
 - Structure types:
 - Detached single-family: 6,184 (74%)
 - Attached single-family: 272 (3.3%)
 - Multifamily (2–20+ units): 1,151 (13.8%)
 - Mobile homes: 674 (8.1%)
- 61%-31% Owner- renter split (of the total occupied homes)



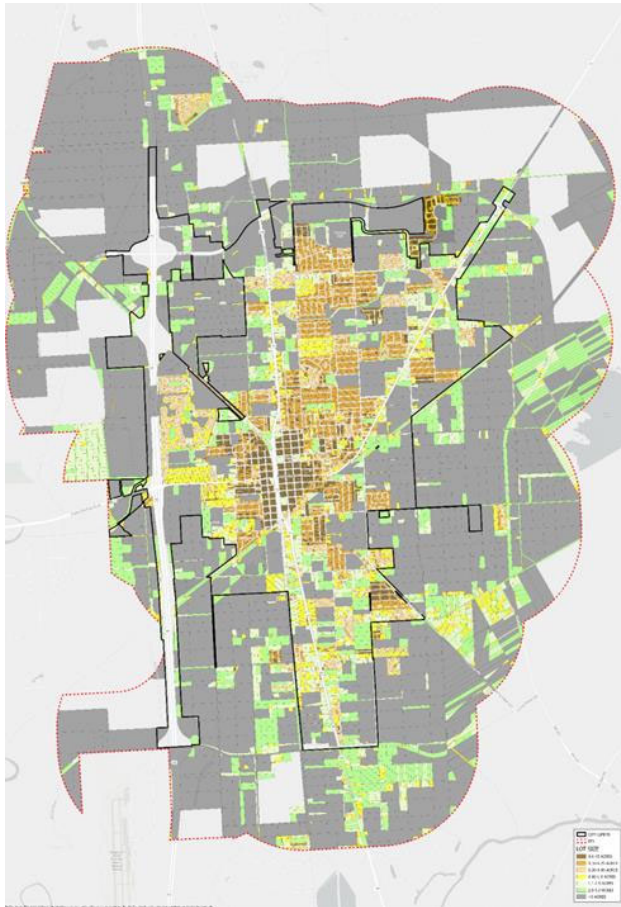
According to the 2023 American Community Survey (ACS), Angleton’s household composition and age structure reflect a stable, established community with more than half of the housing stock 45 years old.



AGE OF HOUSING MAP

Lot Sizes

Lot sizes in Angleton vary significantly between the established city limits and the surrounding ETJ, reflecting historic development patterns and more recent suburban expansion. Smaller lots—generally between 0.10 and 0.25 acres—are concentrated within the older central neighborhoods, supporting traditional neighborhood character, walkability, and more efficient use of infrastructure. Larger lots, including parcels exceeding one acre, are more common in the ETJ and peripheral areas where development remains rural or transitional in nature and larger lots are necessitated by private water and wastewater systems.

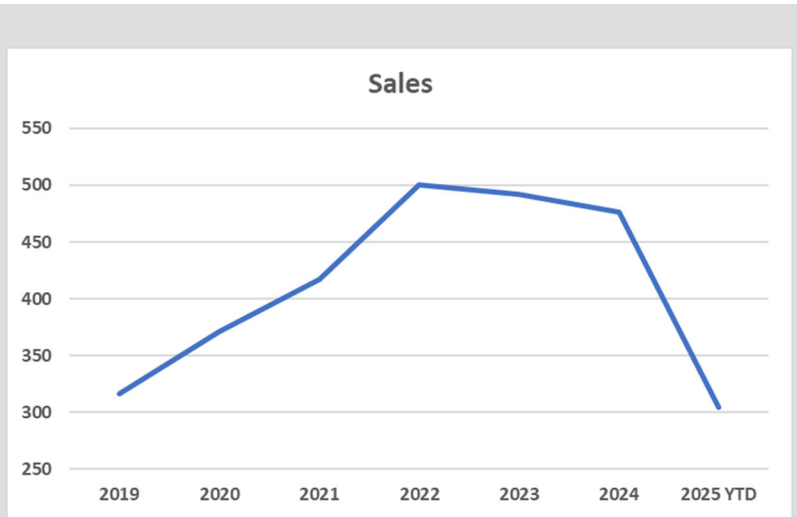


LOT SIZES



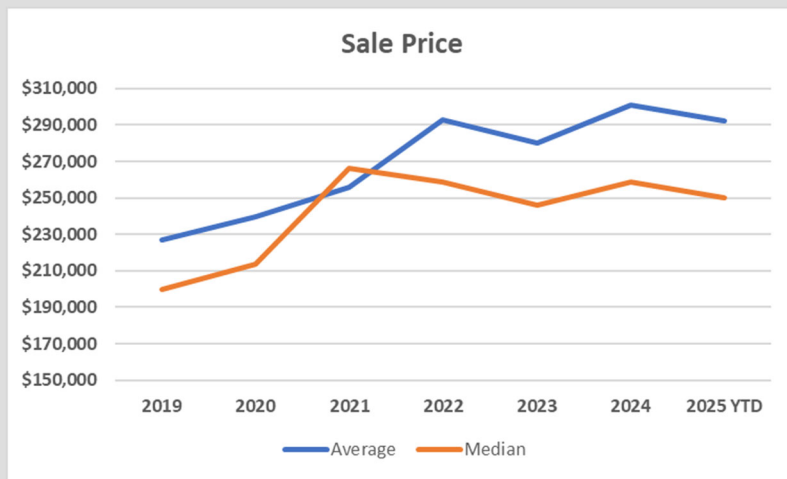
Housing Sales

Single-Family homes sales peaked in 2022, before slightly decreasing across 2023 and 2024. Sales have been exceeding 450 homes per year since 2022, which amounts to 6-7% of Angleton’s housing stock.



SINGLE FAMILY HOUSING - NUMBER OF SALES (UP TO FIRST QUARTER OF 2025)

THE DIP IN THE GRAPH FOR 2025 IS DUE TO INCOMPLETE DATA FOR 2025.

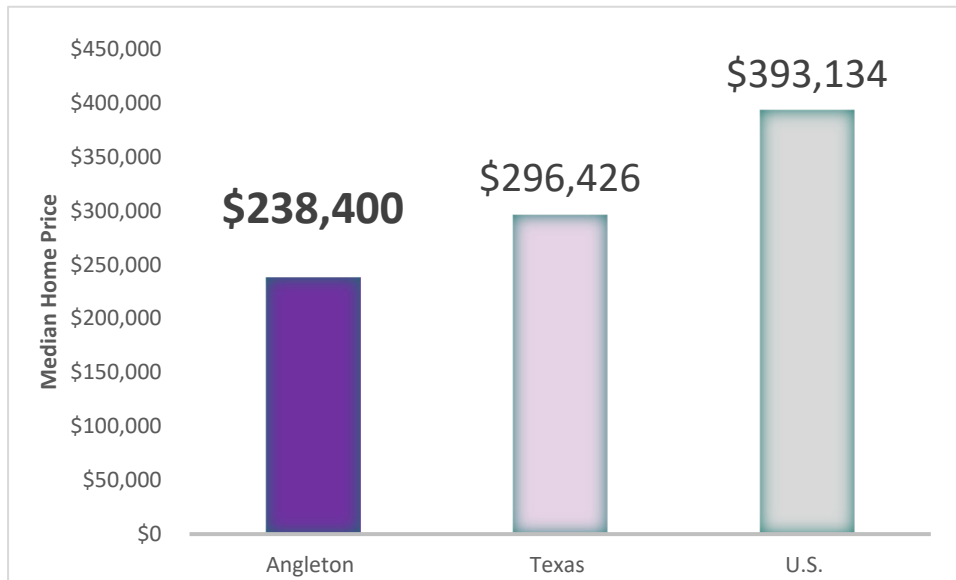


SINGLE FAMILY HOUSING SALES - SALE PRICE

The sale prices have remained steady since 2022. However, days on market nearly doubled in 2023 as compared to 2021 and 2022. signaling slower sales. The median days on market has been 40 days since 2023.

Cost of Housing

Median home prices have been generally lower as compared to the state of Texas and the country. As indicated by the data for 2023 (Houston Association of Realtors).



Comparison of Median Home Prices

According to the 2023 American Community Survey (ACS), approximately **18% of homes face a housing cost burden** (where more than 30% of the income is spent on housing). This burden is higher for renter households, as more than 30% of renters face a housing cost burden. Approximately 13% of owner households face a housing cost burden. The burden is highest for younger owners (24%) and older renters (53%).

Rental Market

Multifamily - The multifamily rental market is relatively tight, with approximately 2,600 renting households competing for about 1,900 apartment units. Occupancy rates exceed 90 percent, indicating strong and sustained demand. This demand has supported steady rent growth, particularly for two-bedroom units, while rising pressure in the broader housing market has also contributed to increasing rental rates for single-family homes.

Renting Households **2,600**

Apartment Units **1,900**


Apartment Occupancy **>90%**


2-Bedroom Units Rent 

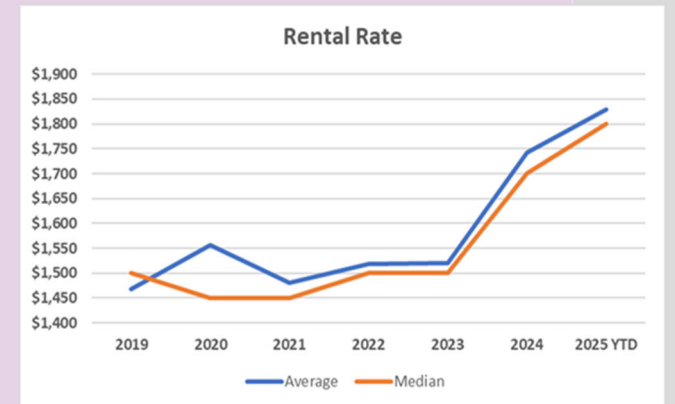
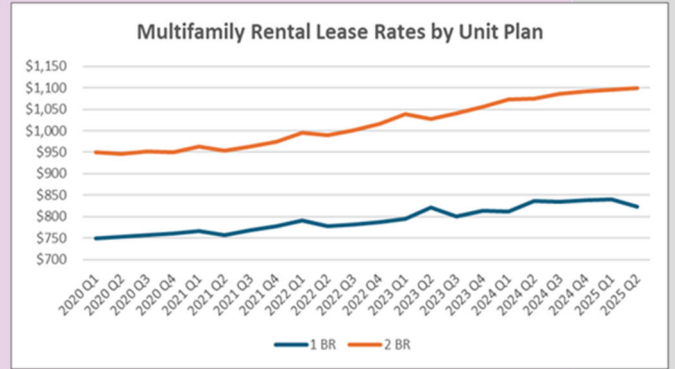
Single Family Rental Leases 

Single-Family - The single-family rental market has experienced significant expansion, with the number of rental homes nearly doubling between 2020 and 2024. Average monthly rents have climbed to \$1,865, an increase of \$300 over that period—reflecting heightened demand and limited supply. Typical rental homes are relatively large, averaging three bedrooms and approximately 2,025 square feet, appealing to households seeking more space and flexibility.

2020–2024 Rental Homes **Doubled**

Average monthly rent **\$1,865** 
(\$300 increase since 2020)

Median monthly rent **\$1,800** 
(\$350 increase since 2020)



Average rental home:

3 bedrooms

2,025 sq. ft

Housing Challenges:

Rising for-sale prices (average listing ~\$380k)

Rental pressure (multifamily median \$1,337; single-family rental avg \$2,283) indicate constrained supply and affordability stress—particularly for renters where 42% are cost-burdened.

Angleton's housing stock is predominantly single-family, with limited diversity in housing types and a strong concentration of older homes near the city's core. While occupancy rates remain high and home prices are relatively affordable compared to regional benchmarks, the market is increasingly constrained by limited supply, particularly in the rental sector, where demand exceeds available units and rents are rising. A significant portion of the housing stock is aging, creating reinvestment and maintenance challenges, while newer development trends toward uniform subdivisions on the periphery. Key issues include a lack of housing variety to meet changing demographic needs, increasing housing cost burdens (especially for renters), pressure on rental supply, and the need for resilient and updated housing standards in a flood-prone environment.

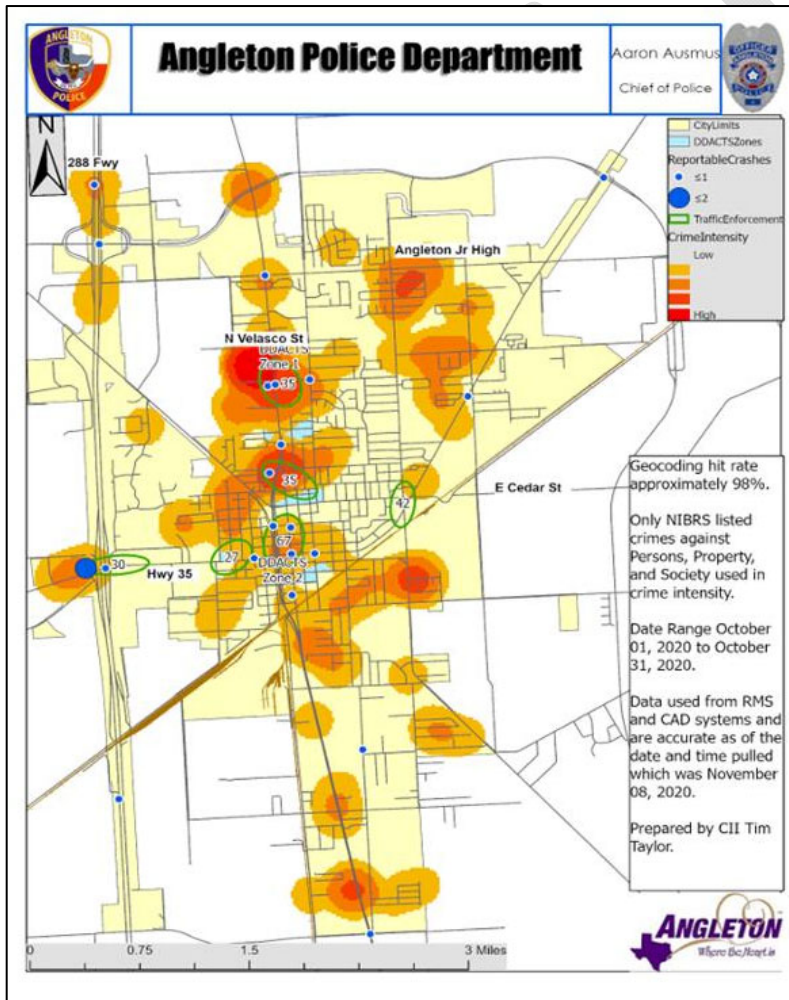
Place holder – Ashland Map and info.

DRAFT

6.3 Neighborhoods

Neighborhoods define Angleton’s identity, reflecting a blend of established residential areas near the historic core and newer subdivisions developed along the City’s growth corridors. Older neighborhoods are generally characterized by modest single-family homes, mature trees, larger lots, and aging infrastructure, with varying levels of reinvestment and property maintenance.

Newer subdivisions tend to feature more uniform lot sizes, contemporary housing styles, and family-oriented amenities, including sidewalks and neighborhood open spaces. While overall public safety conditions remain stable, perceptions of desirability and investment levels vary across different parts of the city. The map below illustrates crime rates per 1,000 residents to provide geographic context for neighborhood concerns within Angleton.



COMMUNITY VOICES

“Safety and low crime are key strengths”

“Gaps in sidewalks in older neighborhoods”

“Keeping up with current infrastructure (street repair; cleaning up litter)”

“Sidewalks in older residential areas that did not require walks when built”

Future

41% Cottages, condos, senior living live-work	18% Housing diversity	12% Affordability
12% Revitalization	Walkable neighborhood...	Large lot single family...

Existing - Like

21% Variety	14% Zoning	14% Walkability
14% Affordability	14% Large single fam.	Townhomes with shared amenities,...
		Multi-family, 7%
		Accessibility, 7%

CPAC INPUT

Notable Residential Areas in Angleton

Angleton's neighborhoods reflect a range of housing ages, lot sizes, and price points that contribute to the city's overall housing diversity.

- Heritage Oaks – newer single-family subdivision with family-oriented design and modern amenities.
- Rancho Isabella – one of Angleton's more recent large-scale developments, featuring larger homes and higher-value properties.
- The Enclave at Chenango Ranch (ETJ) – newer residential growth area with estate-style homes on larger lots.
- Sunrise Meadow – established neighborhood offering relatively attainable entry-level housing options.
- Established Central Neighborhoods – areas near Downtown and along Henderson Road with older housing stock, mature trees, and larger lots, reflecting earlier periods of development.
- Windrose Green – newer master-planned subdivision featuring contemporary single-family homes, sidewalks, and neighborhood amenities; represents recent residential growth and higher-value housing.
- West and East Bronco Bend Drive – One of Angleton's most distinctive residential areas, featuring large estate properties, scenic surroundings, and a strong sense of privacy and exclusivity.
- Greystone – A well-established planned community developed through a Public Improvement District (PID), featuring upscale homes, attractive streetscapes, quality amenities, and a distinctive affluent residential character.

Map showing neighborhoods – need info from staff

Manufactured Housing and Recreational Vehicle (RV) Communities

Angleton includes several manufactured home communities and RV parks that provide an important source of attainable housing within the city. Many of these developments were established decades ago and remain occupied, contributing to overall housing diversity and affordability.



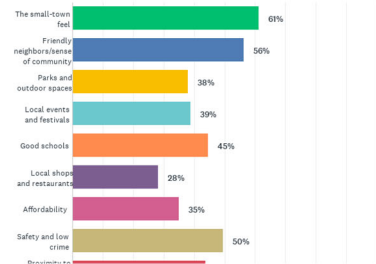
ENHANCED
DESIGN
STANDARDS

As housing demand increases, future reinvestment or redevelopment efforts could focus on infrastructure upgrades, improved connectivity, and enhanced design standards to better integrate manufactured housing areas with surrounding neighborhoods while maintaining affordability options.

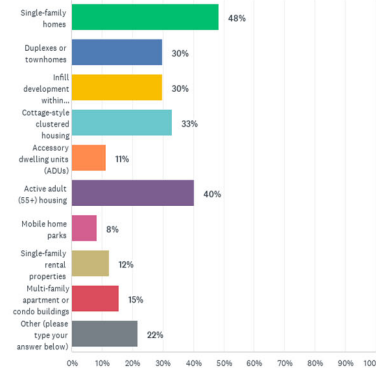
Angleton’s neighborhoods reflect a mix of established areas with mature character and newer subdivisions with modern amenities, contributing to overall community identity but also highlighting disparities in infrastructure and investment. Older neighborhoods often face challenges such as aging infrastructure, gaps in sidewalks, drainage concerns, and inconsistent property maintenance, while newer areas tend to offer better connectivity and amenities but can lack character and diversity in design. Community feedback points to concerns about excessive density, “cookie-cutter” development, inadequate walkability, lighting, and flooding, alongside a desire to preserve neighborhood character and safety. Key issues include uneven infrastructure quality, limited connectivity in older areas, balancing growth with neighborhood compatibility, and ensuring reinvestment while maintaining affordability and community cohesion.

CPAC INPUT

Q3 What do you enjoy most about living in Angleton? And here are some possible answer choices you could include, depending on your goals. Check all that apply.



Q10 Residential Uses - What types of residential development would you like to see in the future? Some examples are shown below. Check all that apply. Please feel free to add other housing types.



6.4 Goals, Objectives, and Strategies

HN Housing and Neighborhoods

Goal


Provide diverse, high-quality housing options to support workforce and community needs while preserving stable and attractive neighborhoods.


Objectives & Strategies*

HN-1 Expand Housing Choice

- Balance the housing mix to meet the needs of current and future residents, including workforce households, young professionals, families, and seniors. Encourage a range of housing types, including large-lot single-family homes, townhomes, senior housing, workforce housing, multifamily housing in mixed-use settings, live-work units, infill housing, accessory dwelling units, and high-quality RV or specialty housing where appropriate.
- Promote context-sensitive infill that respects existing lot patterns, setbacks, and neighborhood scale.
- Promote residential development within and adjacent to Downtown, including housing above ground-floor commercial uses.
- Enforce enhanced property maintenance standards to protect housing quality, neighborhood stability, and community appearance.
- Incentivize developments that provide attainable and workforce housing through partnerships with private developers and nonprofit organizations. Align housing policies with employers' needs to support workforce recruitment and retention.

Guiding Principles

 **Preserve Angleton Character and Identity**

 **Promote Balance Growth**

Quality of Life

Just keep what applies from CPAC meeting

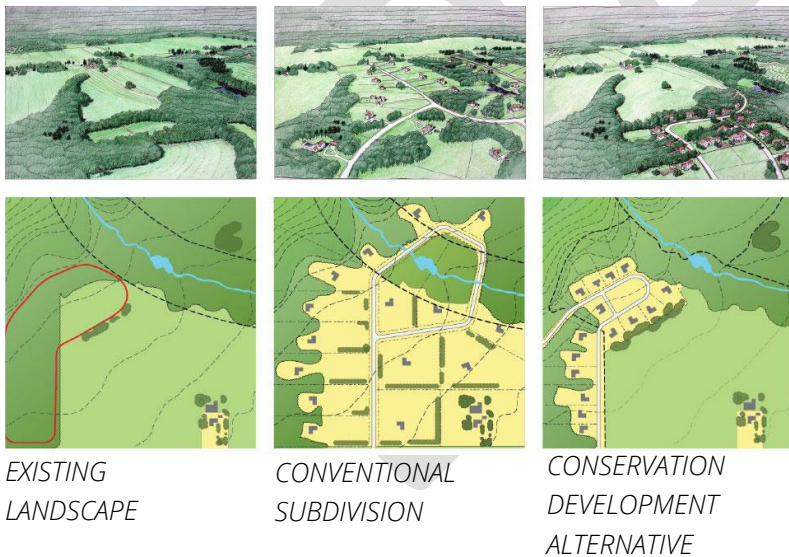
The **missing middle**, a concept that grew out of new urbanism, includes row houses, duplexes, apartment courts, and other small to midsize housing designed at a scale and density compatible with single-family residential neighborhoods.

Gentle density infill refers to a housing development strategy that integrates new housing into existing neighborhoods while respecting the character and scale of the area. This approach aims to increase housing density in a way that blends with the surroundings, often incorporating smaller housing types such as duplexes, townhouses, and accessory dwelling units (ADUs).

Rising for-sale prices (average listing \$345,000) and rental pressure (average \$1,100 for two-bedroom multifamily rental and \$1,160 for single-family) indicate constrained supply and affordability stress, particularly for renters where **38% are cost-burdened**.

HN-2 Preserve Neighborhood Character

- Maintain compatible lot sizes and development patterns.
- Promote property maintenance and neighborhood reinvestment programs.
- Explore alternatives to traditional development patterns and opportunities for conservation (**Conservation Development Alternative/Cluster Housing**) and - other formats to maintain diverse housing choices while preserving open space and rural character.
- Encourage a mix of housing in neighborhoods and planned communities to support neighborhood stability, aging in place, and diverse social connections.



CONCEPTUAL RENDERING OF POTENTIAL DENSITY NEUTRAL CONSERVATION SUBDIVISION DEVELOPMENT

Source: <https://www.planning.org/publications/document/9182713/>
 Conservation Subdivision Design By David Morley, AICP, PAS QuickNotes 81

Guiding Principles

- ✓ Preserve Angleton's Small-Town Character and Identity
- ✓ Promote Balanced and Sustainable Growth
Quality of Life

Conservation or clustered subdivision design

can be considered as a way to balance development with environmental protection. Conservation subdivision is a residential development that preserves substantial open space while concentrating homes on a smaller portion of the site.

Conservation subdivisions can devote **“at least half of its potentially buildable land area to undivided, permanently protected open space.”**

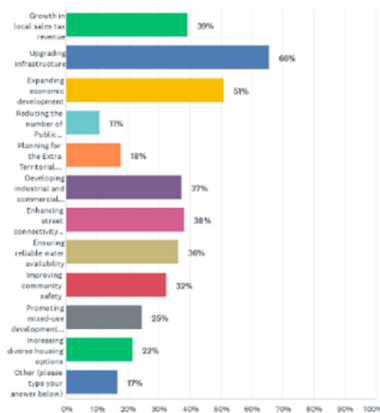
Clustered development is typically **density-neutral**, meaning it does not increase the number of permitted homes. Instead, it redistributes development to preserve natural features and open space. As described in conservation planning guidance co-published with American Planning Association (APA), conservation design preserves land **“in a density-neutral manner”** while allowing the number of lots permitted by right.

References/Sources:
 American Planning Association, PAS QuickNotes 81: Conservation Subdivision Design (2019)
 Randall Arendt, Conservation Design for Subdivisions, co-published with APA and ASLA

HN-3 Ensure Housing Quality, Neighborhood Compatibility, and Connectivity

- Require high-quality design standards, durable materials, and appropriate building scale.
- Integrate greenways, detention areas, and open space into new developments.
- Establish adjacency, buffering, and transition standards to ensure compatibility with surrounding neighborhoods.
- Establish minimum lot size and design standards to support long-term neighborhood quality.
- Discourage substandard housing types, including poorly designed mobile homes or transient rental developments.
- Avoid overly small lot sizes that contribute to livability, parking, and infrastructure challenges.
- Encourage master-planned developments integrating schools, recreation, and neighborhood services such as Ashland development.
- Partner with Angleton ISD to align housing growth with planned school investments.
- Expand sidewalks and safe pedestrian connections, especially to improve access to schools, parks, and neighborhood services (15-minute walk radius).

Q5 Looking ahead, what opportunities should Angleton focus on? Check all that apply.



CPAC INPUT

Guiding Principles

- ✓ Preserve Angleton Character and Identity
- ✓ Promote Balance Growth
- Quality of Life

Just keep what applies from CPAC meeting

COMMUNITY VOICES

Lot Size /Density

- *Quit approving 50ft. lot sizes.*
- *Too much high-density housing*
- *No condos*
- *No more apartments or big corporations that get tax breaks for building here.*
- *Less cookie cutter homes.*
- *Not cookie cutter, not small house lots*

Neighborhood Concerns

- *Sidewalks, trails, and walkability*
- *"Filling empty buildings"*
- *"Activate vacant or underutilized properties"*
- *"Concerns about cookie-cutter housing"*
- *"Flooding concerns & increased crime"*
- *"More streetlights in neighborhoods"*
- *"Need much better street lighting in older neighborhoods"*
- *"Bike and walking friendly"*

HN-4 Encourage Homeownership and Long-Term Residency

- Incentivize owner-occupied housing over speculative investment rentals.
- Strengthen rental inspection and compliance programs in established neighborhoods.

HN-5 Reduce Vacancy and Promote Adaptive Reuse

- Prioritize adaptive reuse of large vacant buildings.
- Identify properties with high reuse potential and create targeted strategies. Proactively identify priority redevelopment and reuse sites, particularly along Anchor Road and the southern city limits.
- Support flexible zoning to facilitate reuse.
- Coordinate code enforcement with economic development tools to encourage reinvestment rather than abandonment.

Guiding Principles

- ✓ Preserve Angleton Character and Identity
- ✓ Promote Balanced Growth
- Quality of Life

Just keep what applies from CPAC meeting

Guiding Principles

- ✓ Preserve Angleton Character and Identity
- ✓ Promote Balanced Growth
- Quality of Life

Just keep what applies from CPAC meeting

POTENTIAL TOOLS TO CONSIDER:

Tax Increment Financing (TIF) Districts dedicate the future increase in property tax revenues (from rising property values post-redevelopment) to pay for infrastructure, site improvements, or even “gap financing” for new or rehabbed projects within the neighborhood.

TIFs can leverage private investment by offsetting up-front costs and have been instrumental in urban renewal where access to conventional lending is limited.

Historic Preservation Tax Credits offset a percentage of qualified rehabilitation expenses for certified historic buildings. Blending federal and state programs can cover 20–40% or more of eligible costs.

HN-6 Protect Safety and Community Appearance; Address Unsafe and Dilapidated Structures

- Establish a board, such as a Dangerous Structures Board, and create demolition funds for the remediation of unsafe properties.
- Apply cost-recovery mechanisms, such as liens on resale for demolitions.
- Establish clear thresholds and procedures for condemnation to ensure consistent application.
- Apply condemnation and demolition policies and programs strategically, paired with incentives such as redevelopment assistance or lien-on-resale programs.
- Consider incentives and financing mechanisms to promote upkeep of structures.

HN-7 Strengthen Property Maintenance Enforcement

- Evaluate and update the property maintenance code to address any gaps.
- Apply graduated enforcement measures for repeat violations.
- Coordinate code enforcement with economic development incentives.
- Coordinate with County and Precinct officials on joint cleanup and enforcement initiatives.

December 2014 – Covington, Kentucky

Neighborhood neglect is expensive. Eight hundred vacant properties, both dilapidated homes and empty lots, cost the city more than \$800,000 annually to maintain or demolish.

Guiding Principles

- ✓ Preserve Angleton Character and Identity
- ✓ Promote Balanced Growth
- Quality of Life

Just keep what applies from CPAC meeting

Guiding Principles

- ✓ Preserve Angleton Character and Identity
- ✓ Promote Balanced Growth
- Quality of Life

Just keep what applies from CPAC meeting

'Broken window' theory

A broken window left unrepaired leads to others being broken and sends the signal that nobody cares.

Abandoned cars, graffiti, blighted houses and other visible signs of neglect can deter others from investing in or improving nearby properties.

All it takes in one house on the street!

HN-8 Preserve Safe and Habitable Rental Housing

- Evaluate the effectiveness of the current rental registration and inspection programs and modify them as needed.
- Focus on older properties and those with recurring violations.
- Augment code enforcement efforts with technical assistance.

Guiding Principles

- ✓ Preserve Angleton Character and Identity
- ✓ Promote Balanced Growth
- Quality of Life

Just keep what applies from CPAC meeting

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) are design tactics for developments, parks, trails, and open spaces to address safety concerns that can prevent crime. These tactics contribute to making spaces safer, while embracing and preserving the natural environment.

Principles that enhance safety include:

1. Access Control – Use the design to physically guide where to go and place barriers or harder access points to areas of where not to go, this detours even unwanted users to access these areas
2. Surveillance – Eliminate too many barriers that prevent natural observers surveilling the area and enhance it with lighting, placement of shrubbery, and well-located windows
3. Territorial Reinforcement – Collaborate, incentivize, or turn an area over to active members who will take ownership of an area to tend to it, this increases the monitoring and reduces nuisances. This can be implemented through the use of walls, fences, landscaping, light fixtures, flags, clearly marked addresses, and decorative sidewalks
4. Maintenance and Management – Keep areas green, clean, and maintained including, removal of trash, graffiti, and damaged property

Safety has been voiced by the Angleton community as a concern and adoption of these design principles can contribute to enhancing safety of the City.



THE HEART OF BRAZORIA COUNTY
ANGLETON
**COMPREHENSIVE
PLAN 2025**



7

URBAN CHARACTER

5/29/26

7.1 Introduction

7.2 Major Corridors

7.3 Gateway Opportunities

7.4 Historic Downtown

7.5 Goals, Objectives, and Strategies

7.1 Introduction

As part of the City of Angleton’s broader Comprehensive Plan update, this Urban Character analysis examines the location, identity, physical form, and spatial qualities of the key areas that shape the community’s overall experience.

This analysis focuses on three primary components

- Major Corridors
- Entry Locations
- Historic Downtown District

These areas are essential to understanding how Angleton functions and feels—both for residents and visitors—as they present meaningful opportunities to reinforce the city’s unique identity as the Heart of Brazoria County.



WHAT WE HEARD

(Urban Character & Place Identity)



DOWNTOWN PRIORITIES

Revitalize & Activate

- ✓ Continue Downtown revitalization
- ✓ Improve walkability & pedestrian safety
- ✓ Activate East Downtown (Magnolia/Wildcat area)
- ✓ Add structured or shared parking solutions
- ✓ Encourage more dining & entertainment



CORRIDOR IMPROVEMENTS

(SH 288 • SH 35 • FM 523 • Henderson Rd.)

Improve Image & Function

- ✓ Enhance landscaping & streetscape design
- ✓ Improve traffic flow & access management
- ✓ Attract quality retail & services
- ✓ Address heavy truck impacts (SH 35)
- ✓ Strengthen development standards along corridors



STRONGER GATEWAYS

Create a Sense of Arrival

- ✓ Monument signage & branding
- ✓ Enhanced lighting
- ✓ Coordinated landscaping
- ✓ Visual identity at SH 288 interchanges

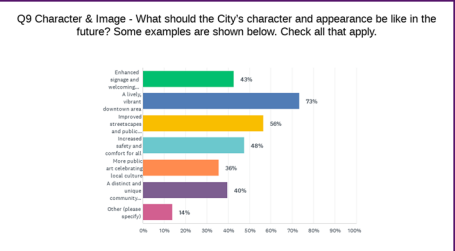
7.2 Major Corridors

Corridors: SH 288, SH 35, and FM 523 serve as Angleton’s primary transportation spines and visual corridors. Anchor Road was also identified as a minor corridor. These roadways function not only as regional connectors, linking Angleton to Houston, Lake Jackson, and surrounding communities, but also as defining edges and development frontages that shape first impressions, commercial activity, and mobility patterns throughout the city. The following analysis is compilation of onsite observations and input received from the stakeholders and community

SH 288		SH 35	
STRENGTHS	WEAKNESSES	STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> ✓ Strong regional connectivity to Houston and coastal communities ✓ High visibility for commercial and institutional development 	<ul style="list-style-type: none"> ✓ Limited pedestrian infrastructure and walkability ✓ Auto-oriented development pattern ✓ Lack of cohesive visual identity 	<ul style="list-style-type: none"> ✓ Limited pedestrian infrastructure and walkability ✓ Auto-oriented development pattern ✓ Lack of cohesive visual identity 	<ul style="list-style-type: none"> ✓ Heavy truck traffic impacts safety and aesthetics ✓ Visual clutter and varied building setbacks ✓ Limited pedestrian accommodations
OPPORTUNITIES	THREATS	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> ✓ Establish signature gateway treatments ✓ Attract higher-quality retail, office, and service uses ✓ Enhance landscaping, lighting, and corridor branding 	<ul style="list-style-type: none"> ✓ Continued strip-style development ✓ Increasing traffic congestion ✓ Corridor functioning as pass-through only 	<ul style="list-style-type: none"> ✓ Corridor beautification and streetscape upgrades ✓ Truck routing and safety enhancements ✓ Redevelopment of underutilized parcels 	<ul style="list-style-type: none"> ✓ Continued strip-style development ✓ Increasing traffic congestion ✓ Perception as utilitarian highway ✓ Reduced pedestrian comfort without investment
FM 523		Henderson Rd.	
STRENGTHS	WEAKNESSES	STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> ✓ Key north-south mobility route ✓ Established commercial frontage ✓ Regional connectivity ✓ Supports local and regional traffic 	<ul style="list-style-type: none"> ✓ Heavy truck traffic impacts safety and aesthetics ✓ Visual clutter and varied building setbacks ✓ Limited pedestrian accommodations 	<ul style="list-style-type: none"> ✓ Direct connection to Downtown ✓ Supports city and institutional uses ✓ Important internal connector ✓ Opportunity for walkability improvements 	<ul style="list-style-type: none"> ✓ Inconsistent streetscape treatment ✓ Limited gateway identity ✓ Auto-oriented segments ✓ Limited branding or wayfinding
OPPORTUNITIES	THREATS	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> ✓ Corridor beautification and streetscape upgrades ✓ Truck routing and safety enhancements ✓ Vacant or underdeveloped frontage parcels 	<ul style="list-style-type: none"> ✓ Aging commercial properties without reinforcement ✓ Continued freight dominance ✓ Perception as utilitarian highway 	<ul style="list-style-type: none"> ✓ Develop as a Downtown Gateway Corridor ✓ Improve sidewalks-crosswalks, and lighting ✓ Strengthen landscaping and placemaking 	<ul style="list-style-type: none"> ✓ Continued auto-dominant design ✓ Reduced Downtown visibility ✓ Traffic increases without multimodal upgrades

The map below indicates the location of the identified corridors.

Photo



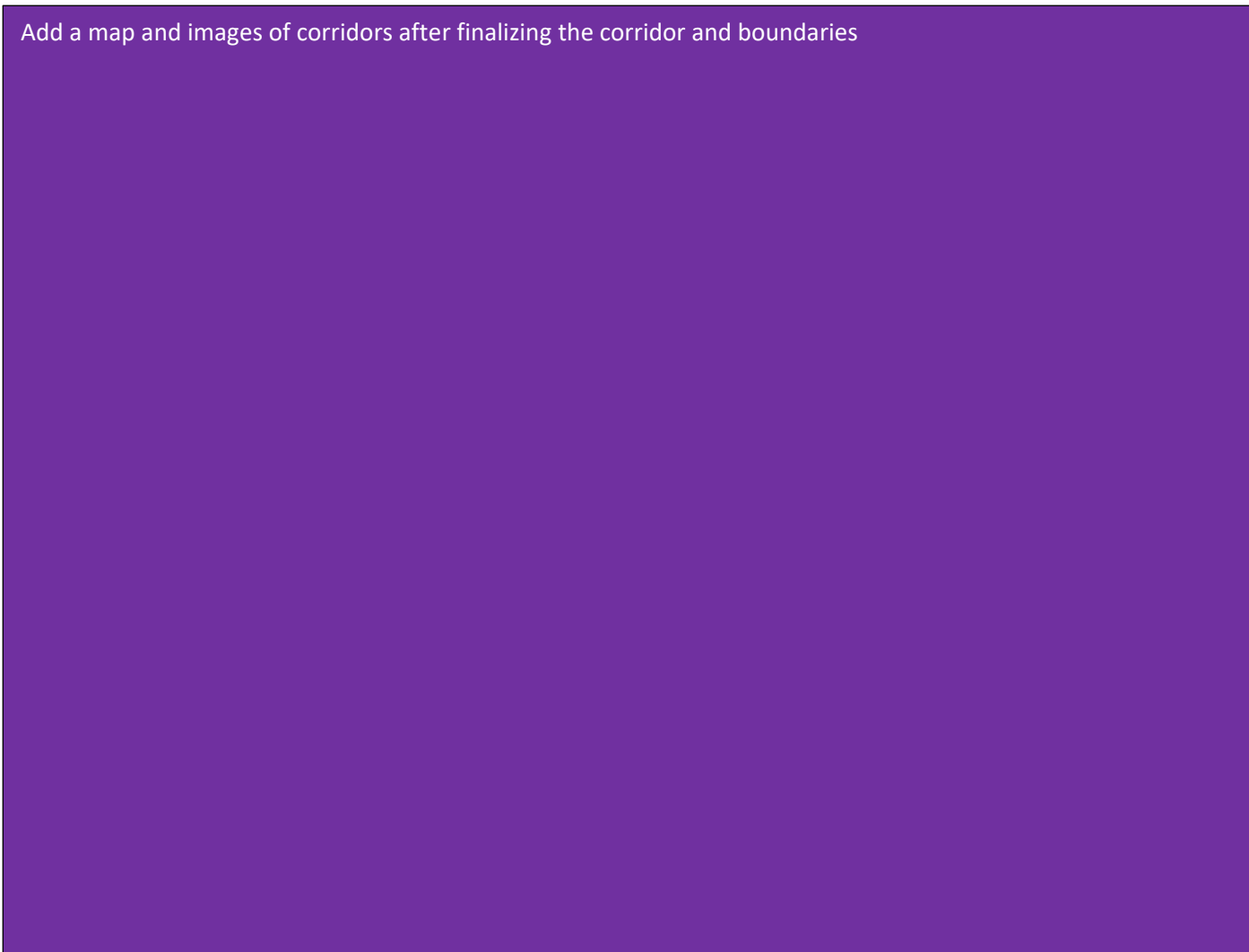
Need the entire question -fix.

COMMUNITY VOICES

- “A small town downtown feel”*
- “Downtown needs sidewalks that are wheelchair accessible”*
- “Beautification, more trees, more retail opportunities. Safe and clean with community activities like concerts downtown. Lots of community activities”*
- “Beautify downtown, bigger Senior facilities”*
- “Art district in downtown area”*
- “Thank-you to city and community leaders for what you’re doing to improve and preserve our town”*
- “Angleton downtown needs improvement and more community events”*
- “If downtown collapses, Angleton will lose its identity. Downtown needs revitalization”*



Add a map and images of corridors after finalizing the corridor and boundaries



7.3 Gateway Opportunities

Gateways: Key entry points along SH 288 interchanges SH 35 corridors, and major intersections such as FM 523 and Henderson Road create important transition zones into Angleton. These locations influence how the city is perceived and offer opportunities to strengthen community identity through coordinated signage, landscaping, lighting, and enhanced streetscape design treatments.

Add a map and images of corridors after finalizing the corridor and boundaries with CPAC

7.4 Historic Downtown

Historic Downtown: Downtown Angleton serves as the historic, civic, and cultural heart of the community. Anchored by government facilities, local businesses, and community gathering spaces, the downtown area plays a central role in shaping the city’s sense of place and long-term identity. With the location of the Brazoria County Courthouse and surrounding civic institutions (City Hall, the Brazoria County Courthouse, and the Brazoria County Tax Office), downtown remains one of the City’s most recognizable and historic areas.

The downtown is characterized by a compact development pattern, a connected street network, and a mix of civic, cultural, and commercial uses. Buildings are typically oriented toward the street, forming a defined street edge that supports pedestrian activity and storefront visibility.

Enhancing its walkability, appearance, and economic vitality remains a key priority for reinforcing Angleton’s character.

Key characteristics of a successful downtown include:

- Walkable block structure
- Buildings fronting sidewalks with minimal setbacks
- On-street parking that supports businesses and calms traffic
- Transparent storefronts and active ground-floor uses
- Public spaces that encourage gathering and community interaction
- Multimodal access, including pedestrian, bicycle, and vehicular connectivity
- Downtowns are not only economic centers — they are places of identity, memory, and civic life.

2021 H-GAC Livable Centers Study

The City conducted the Angleton Livable Center Study in 2021, funded by H-GAC, to guide the future development and revitalization of Downtown Angleton. The study outlines strategies to enhance urban design, improve mobility, and

Photo

**COMMUNITY
VOICES**

*“A reinvention of
downtown”*

strengthen downtown as a vibrant, walkable civic center. Key assessments, recommendations, and strategies from the study are summarized below.



Angleton's Historic Downtown was the focal area of the 2021 H-GAC Livable Centers Study, which evaluated opportunities to strengthen the downtown core through strategic reinvestment, mobility enhancements, and placemaking initiatives. The Downtown boundary generally includes the historic courthouse square and surrounding commercial blocks, extending:

- North Boundary: Along SH 274 (Mulberry Street / Front Street corridor)
- South Boundary: Generally along Arcola Street
- East Boundary: Near Valderas Street / eastern Chenango Street blocks
- West Boundary: Along the railroad corridor and western Front Street transition area

Strengths

- Civic Anchor Presence – The courthouse square and adjacent public buildings create a strong sense of place and reinforce downtown as the governmental heart of Brazoria County.
- Traditional Block Pattern – A connected street grid supports walkability and ease of navigation.
- On-Street Parking – Convenient curbside parking supports local businesses and slows traffic.

- Historic Building Stock – Zero-lot-line and shallow setback buildings create a defined urban street wall and architectural continuity.
- Community Identity – Downtown hosts events, gatherings, and small businesses that reflect Angleton’s small-town character.
- Human-Scaled Environment – Sidewalks, storefronts, and compact blocks create an environment that is pedestrian-friendly compared to highway commercial corridors.

The following observations were gathered from field reconnaissance and input from the community.

● **STRENGTHS**

Civic and Government Hub

- Brazoria County Courthouse and County offices anchor Downtown
- Identified “Government Hub” and “Commercial Hub” activity centers (p. ix)

Traditional Street Grid

Add more pictures;
obtain from Martha



Compact block pattern supports walkability

- Defined primary corridors: Velasco, Chenango, Mulberry

Existing Public Assets

- Two public parks
- Front Street green space (identified for linear park enhancement)
- Peach Street Market activity

Community Vision Alignment

- Strong desire for local retail, restaurants, entertainment (p. vi)
- Clear goals for mobility, character preservation, and placemaking

WEAKNESSES

Limited Active Transportation Infrastructure

- Sidewalk gaps and pedestrian comfort issues
- Need for improved crossings and streetscape (Transportation Recs. 7-12)

Underutilized Spaces

- Alleyways not fully activated
- Front Street green space not maximized

Parking Organization

- Need for coordinated public parking strategy
- Wayfinding and signage improvements needed

Corridor Design Inconsistencies

- Velasco and Chenango require enhanced streetscape identity

OPPORTUNITIES

Placemaking Catalysts

- Convert alleyways to outdoor seating
- Create Front Street Linear Park
- Expand and enhance park spaces
- Downtown gateways and branding

Economic Revitalization

- Catalyst commercial and retail development
- Greater Peach Street District concept
- Mixed-use redevelopment opportunities
- Leverage grants and funding tools

Mobility Enhancements

- Downtown bicycle loop



- Enhanced primary/secondary corridors
- Bus stop facility improvements

Public-Private Partnerships

- Parking coordination
- County collaboration (Courthouse expansion synergy)

● **THREATS**

Highway Commercial Competition

- SH 288 and SH 35 corridor retail draw

Auto-Oriented Design Pressures

- Risk of widening projects reducing walkability

Market Constraints

- Demand may not immediately support full mixed-use buildout

Funding and Implementation Timing

- Capital improvements dependent on grant cycles and coordination

7.5 Goals, Objectives, and Strategies

UC Urban Character

Goal

Enhance Angleton’s identity as the **Heart of Brazoria County** through attractive design, revitalized corridors, and vibrant public spaces. Incorporate the recommendations of the Livable Centers Study as appropriate.

Objectives & Strategies*

UC-1 Establish Downtown as a Vibrant, Identifiable Civic and Cultural Core

- Develop a central town square on the vacant lot near City Hall or the County

Guiding Principles

Just keep what applies



Preserve Angleton’s Small-Town Character and Identity



Promote Balanced and Sustainable Growth

~~**Promote Fiscal Responsibility & Effective Governance***~~

~~**Strengthen Neighborhoods and Expand Housing Choices**~~

~~**Invest in Connected Infrastructure and Mobility**~~



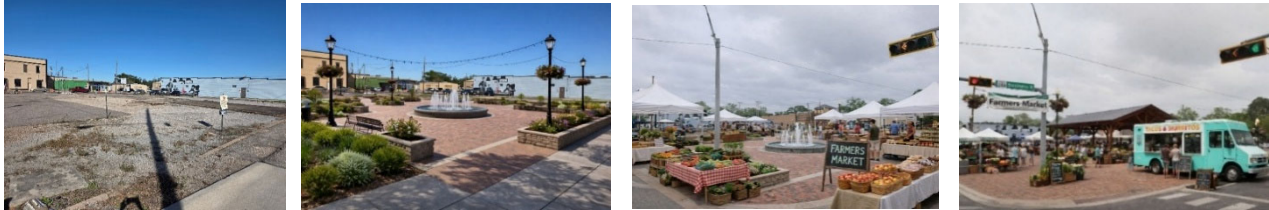
Create Vibrant Places and Enhance Quality of Life



Annex as the defining civic space. Incorporate flexible open space, pocket parks, plazas, seating, shade structures, public art, and infrastructure to support events and daily use.

- Integrate the town square and surrounding blocks into the Downtown Livable Centers framework.
- Explore a two-downtown strategy to preserve the historic core while supporting a newer mixed-use center in other areas of the city.

Conceptual renderings of a potential plaza in the vacant lot next to City Hall



Livable Centers Study - Recommendations at a Glance

The study organizes recommendations into four coordinated focus areas—**placemaking, transportation, economic development, and implementation priorities**—to implement the downtown vision, enhance walkability, and stimulate reinvestment.

Placemaking (Create a Strong Sense of Place) Make downtown more attractive, walkable, and memorable.

- Focus on improving the physical environment and downtown identity:
- Update land use policies to guide mixed-use, compatible development
- Transform underutilized spaces (e.g., alleyways) into active public areas
- Develop new public amenities like a Front Street linear park and enhanced parks
- Introduce gateways, branding, and streetscape improvements
- Strengthen landscaping and design standards

Transportation (Improve Access & Connectivity)

Enhance mobility for all users—cars, bikes, and pedestrians. Create a safe, connected, and multimodal downtown.

- Reconfigure key streets (especially Front Street)
- Expand and better organize public parking
- Build a connected downtown bike network loop
- Improve major corridors with streetscape and mobility upgrades
- Upgrade sidewalks, crossings, and ADA accessibility
- Enhance transit stops and facilities

Economic Development (Stimulate Investment & Activity) Revitalize downtown as an active commercial and entertainment center.

- Encourage redevelopment and business growth:
- Promote infill development and redevelopment along key corridors
- Support retail, restaurants, and entertainment uses
- Use incentives (e.g., tax abatements, partnerships) to attract investment
- Develop a Greater Peach Street District as a catalyst for small businesses

Implementation Priorities Phase improvements strategically to create early success and long-term impact.

- Start with pedestrian improvements connecting major activity hubs (courthouse and Velasco corridor)
- Focus early efforts on key streets (Velasco, Chenango, Locust, Magnolia, Myrtle)
- Leverage public-private partnerships and funding tools (e.g., TIRZ, grants)
- Use quick, visible projects to build momentum

UC-2 Activate Downtown with Engaging Uses and Programming

- Encourage active ground-floor uses such as restaurants, cafés, entertainment venues, and cultural spaces.
- Program recurring events, including farmers markets, festivals, performances, and pop-up activities.
- Partner with local businesses, civic organizations, and sponsors to host and promote downtown events.
- Market Downtown as the preferred location for community gatherings and special events.
- Expand multimodal access, including scooters, bicycle connections, and pedestrian-oriented streets.
- Maintain a land use balance by keeping portions of the historic downtown residential while allowing modern commercial uses.
- Support urban lofts, mixed-use housing, and live-work units while preserving select residential blocks downtown.
- Update Downtown zoning to allow mixed-use and higher-intensity development by right.
- Establish Downtown as an entertainment district supporting outdoor markets, performances, and community events year-round.
- Market Downtown as a destination for all ages, including youth, families, and seniors.
- Leverage economic development incentives such as Chapter 380 agreements and targeted tax abatements to encourage downtown reinvestment.

UC-3 Enhance the Public Realm and Downtown Experience

- Implement streetscape improvements, including lighting, landscaping, signage, and wayfinding.
- Improve pedestrian connectivity between the town square, surrounding businesses, and nearby neighborhoods.



Watermelon Thump - Luling



Main Street Fest - Grapevine



Downtown Dinner - El Campo



Blue Bonnet Festival - Burnet

- Support structured parking solutions, including a two-story parking structure near civic buildings and shared parking strategies.

UC-4 Improve Downtown Image, Cleanliness, and Safety

- Establish regular maintenance, beautification, and code compliance efforts.
- Incorporate public art, signage, and branding elements.
- Improve lighting and visibility in public spaces.

UC-5 Preserve and Strengthen Neighborhoods Surrounding the Downtown Core.

- Reinforce zoning and land use policies that maintain existing neighborhoods as primarily residential and limit encroachment of incompatible commercial uses. Support compatible infill housing that respects neighborhood scale and character.
- Review and refine Specific Use Permit standards for non-residential uses in residential areas to ensure compatibility.
- Promote rehabilitation incentives and housing improvement programs.
- Discourage prolonged vacancy through code enforcement and incentive-based reinvestment strategies.
- Prioritize adaptive reuse of existing buildings through special use permits rather than demolition.

UC-6 Protect Downtown Neighborhood Character and Historic Assets

- Conduct surveys of historic homes and evaluate the creation of a neighborhood conservation or historic overlay district.
- Monitor trends related to the conversion of existing residential structures to ensure a mix of uses, walkable neighborhoods, preservation of historic buildings, and long-term neighborhood stability.

In Texas, Historic Overlay Districts and preservation regulations are enabled primarily through state statutes that give cities zoning and historic preservation authority.

Texas Local Government Code Chapter 211

Allows creation of overlay districts. This is the main zoning authority statute. It allows cities to:

- Regulate land use, building size, and development
- Create overlay districts (including historic overlays) as part of zoning
- Protect the “public health, safety, morals, and general welfare,” which courts have interpreted to include preservation

Texas Local Government Code Chapter 211 Subchapter Z

Historic preservation-specific authority. Provides the specific tools (designation, review, commissions). This section explicitly authorizes cities to:

- Designate **historic landmarks and districts**
- Establish **Historic Preservation Commissions**
- Require **Certificates of Appropriateness (COA)** for exterior changes, demolition, or new construction
- Adopt preservation design standards and guidelines

Supporting legislation (sometimes relevant)

Texas Local Government Code Chapter 212

Enables cities to regulate plats and development layout, which can support preservation goals.

Texas Government Code Chapter 442

Establishes the state preservation framework and the role of the Texas Historical Commission.

- Establish development standards addressing building scale, massing, setbacks, and compatibility for expansion and new construction.
- Offer incentives to encourage preservation, rehabilitation, and adaptive reuse of historic structures that preserve neighborhood character, historic patterns, and community identity.
- Discourage demolition-driven redevelopment that is incompatible with architectural patterns, materials, rhythm, and streetscape character.

UC-7 Redevelop Underutilized and Aging Corridor Properties

- Prioritize redevelopment of obsolete big-box and large-format commercial sites, particularly along key corridors such as Business 288.
- Support infill development along corridors, including Henderson Road and Business 288.
- Periodically reevaluate corridor land use designations to reflect market realities, infrastructure capacity, and community goals.

UC-8 Improve Safety, Mobility, and Appearance Along Major Corridors

- Prioritize streetscape and mobility improvements along Henderson Road, Downing Road, FM 521, SH 288, and FM 523.
- Coordinate with TxDOT on intersection safety, signage, speed limits, and access management.
- Improve gateway signage, landscaping, and corridor identity at major city entrances.
- Promote consistent community branding and wayfinding.

UC-9 Encourage Walkable, Mixed-Use Corridor Development

- Integrate pedestrian-oriented design, public open spaces, trail connections, and streetscape improvements.
- Provide appropriate buffering and transitions between residential, commercial, and industrial uses.
- Encourage residential components within corridor developments to support workforce housing and attract younger residents.



Conceptual Rendering of Henderson Road Improvements

COMMUNITY VOICES Add

- Identify underutilized sites for mixed-use, employment-focused redevelopment in the southern city limits and western ETJ areas.

8

TRANSPORTATION & MOBILITY

Rev. 5/29/26

8.1 Introduction

8.2 Existing Conditions

8.3 Goals, Objectives, and Strategies

8.1 Introduction

The Mobility and Transportation Plan serves as a guide for decision-making related to the city's transportation and mobility network, and includes recommendations for new roads, intersection improvements, sidewalks and crosswalks, and active multimodal transportation. Safe and efficient movement for pedestrians, bicycles, golf carts, public transit and commercial vehicles, in addition to passenger cars and trucks, is essential for a healthy community.

As Angleton grows, the capacity and connectivity of the transportation and mobility network will greatly affect residents' quality of life.

Transportation is a fundamental need which significantly impacts quality of life. The growing pace of the City of Angleton shows the need to prioritize improving the existing transportation infrastructure and strategically plan to accommodate future growth. In addition to vehicle travel, other modes of travel should also be considered when prioritizing improvements to the transportation network. Pedestrian facilities, transit operations, aviation, and the railroad system all play an important part in the transportation network. The proposed transportation network lays the foundation in achieving mobility goals and ensuring that the City has an infrastructure set up for success.

8.2 Existing Conditions

Description of Existing Conditions

The City has multiple major thoroughfares that permit mobility and access around and through the city limits and the ETJ and permit connections to other major hubs to the north and south. State Highway 288 (SH 288, South Freeway) is a limited access highway that serves as a major north/south regional route, connecting the City and other communities in the southern portion of Brazoria County to Houston and Harris County. SH 288 runs on the west side of downtown. Other regional connectors include principal Velasco Street, Farm-to-Market 523 (FM 523) and State Highway 35 (SH 35), principal thoroughfares that facilitate connection across southern Brazoria County. Within the City and ETJ, County Roads (CRs) 44, 48, 171, 210, 219, 220, 288, and 543 are all major thoroughfares that serve as major mobility corridors.

COMMUNITY VOICES

"More pedestrian infrastructure - bike trails, bike trails in wilderness, sidewalks."

"More walkability - paths, sidewalks, pedestrian-friendly areas."

"Evening bus service - connect after-school activities to homes or central spots."

"Transportation Connectivity and Walkability."

"Missing sidewalks, bike facilities, and street connections limit mobility and neighborhood access."

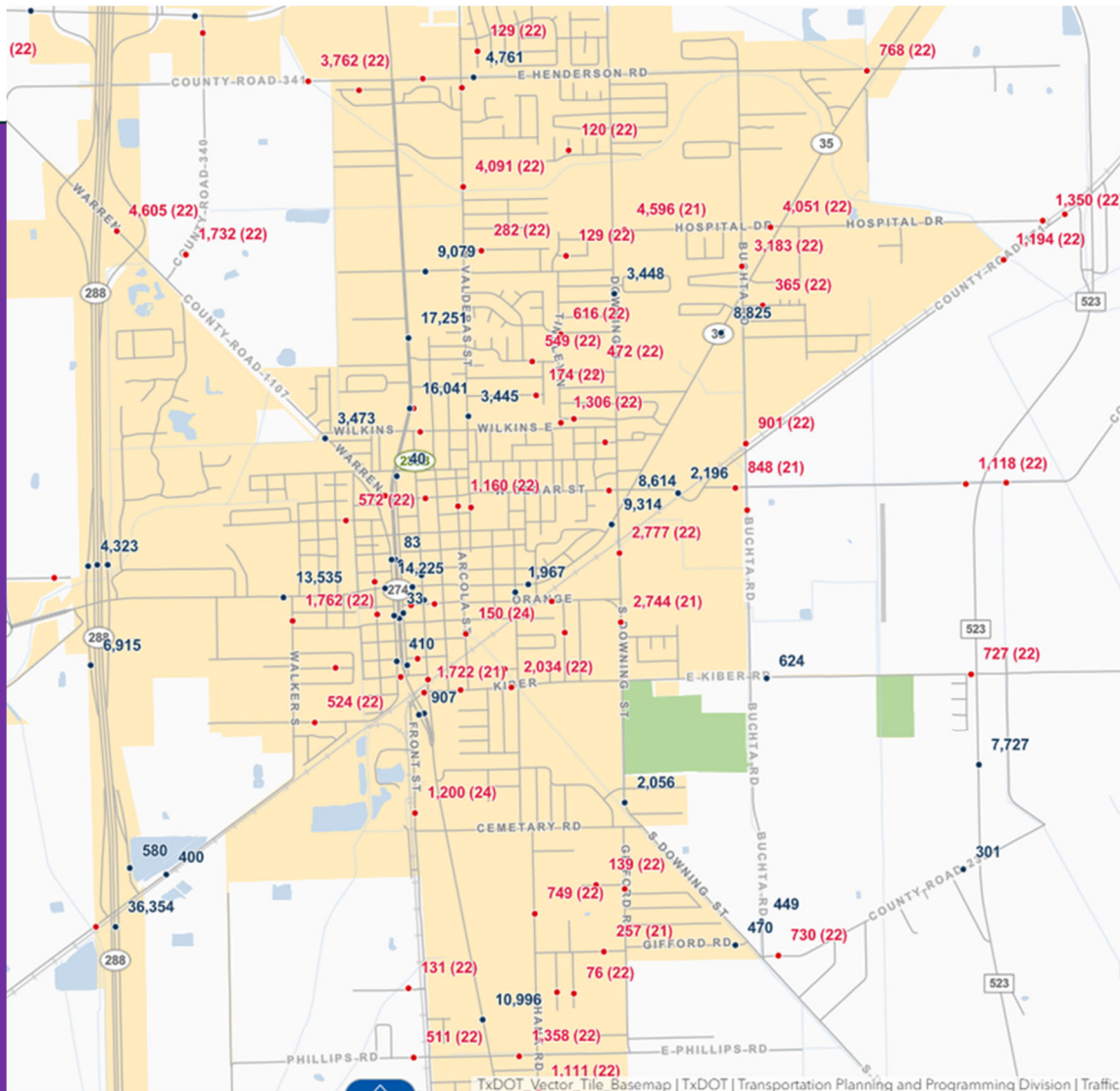
"Street connectivity and improvements."

"Traffic congestion and poor street connectivity."

"Lack of sidewalks, trails, and safe crossings."

Annual Average Daily Traffic (AADT)

The average daily traffic (ADT) volume to maintain a reasonable level of service (LOS) for two-lane roads is between 14,000 and 16,000 vehicles per day (vpd). Based on current (2024) data, the highest traffic volumes in annual average daily traffic (AADT) counts occur along the major corridors including SH-35, Velasco Street/SH-274, and FM-523, as well as local roads like Henderson Road, Hospital Drive, Canaan Drive, and Valderas Street (see Map X below). Traffic counts are highest on local roads near intersections with the major corridors: at the intersection of Velasco Street with SH-35, AADT is 14,225 vehicles per day while the AADT at the intersection of Velasco Street and Clement Street is 17,251.

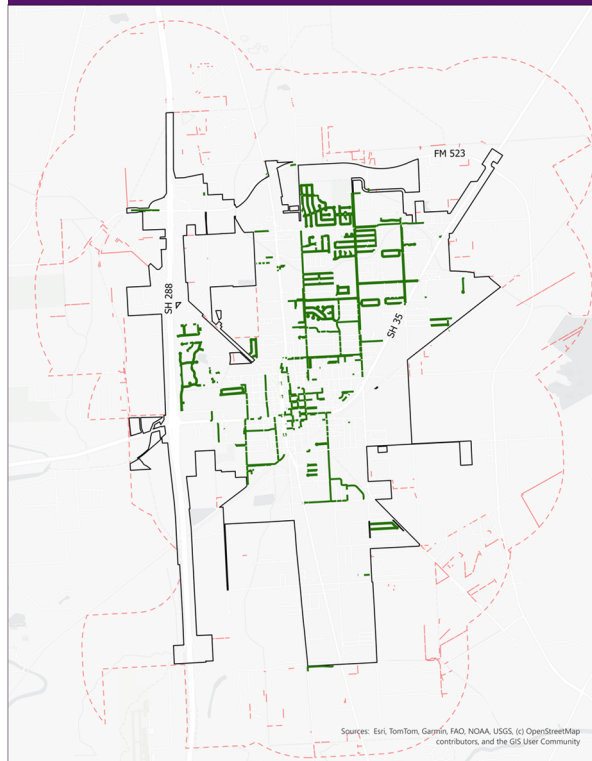
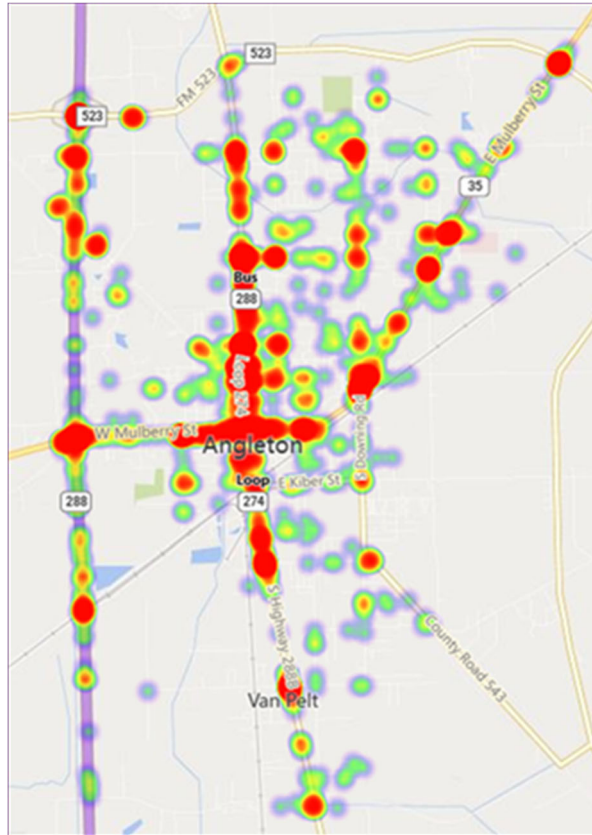


Crash Analysis

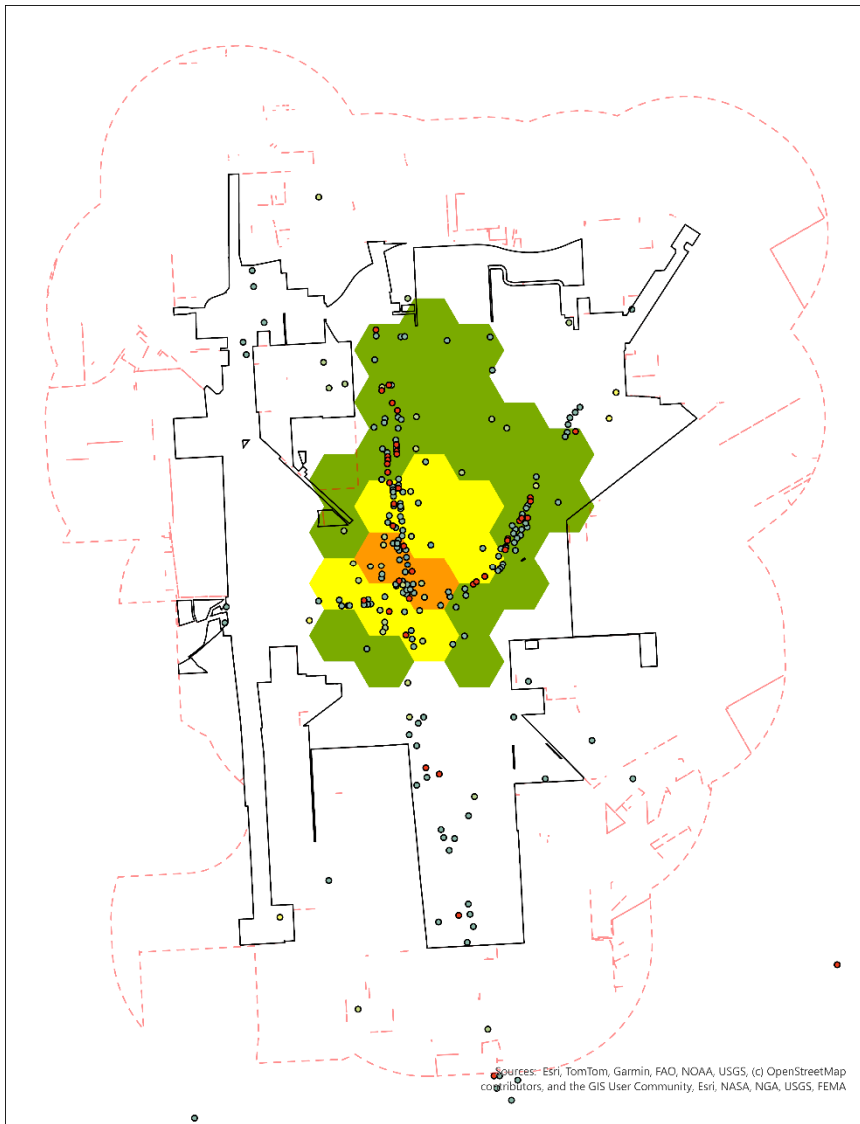
Between 2020 and 2025, Angleton experienced a total of 2,084 reported crashes, including 23 fatal incidents. While crash activity remains concentrated along the City’s primary transportation corridors, data indicate a slight decline in total crashes from 2024 to 2025. The most significant crash hot spots are located along Loop 274 between SH 35 and Henderson Road, at the intersection of SH 35 and North Velasco Street/Henderson Road, along North Downing Street, and at the junction of SH 288 and SH 35. These locations reflect the interaction of high regional traffic volumes, commercial access points, and local circulation patterns. The concentration of crashes along these corridors underscores the importance of targeted intersection improvements, access management strategies, and enhanced pedestrian safety measures as part of the City’s long-term mobility planning efforts.

Sidewalks, Trails, and Multimodal Facilities

Angleton contains several established pedestrian and bicycle destinations, including parks, schools, medical facilities, civic buildings, and commercial areas concentrated near Downtown and along major corridors. Existing sidewalks—primarily located within older neighborhoods and near schools and civic uses—provide localized connectivity, as illustrated in Map XXXX. However, sidewalk coverage becomes less consistent toward the City’s edges and in newer development areas. While pedestrian infrastructure exists in portions of the community, the system is fragmented and does not yet function as a fully connected network.



Map showing destinations and accessibility score



Ped-Bike Destinations

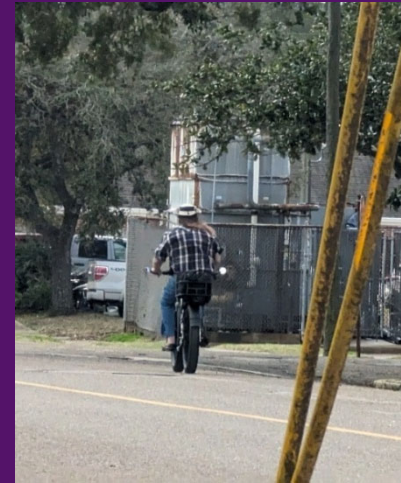
- Child Day Care
- Colleges & Universities
- Commercial
- Hospital
- Hotel
- Library
- Mixed Use
- Museum
- Office

- Parks, Recreation, Natural Area
- Police
- Recreation
- Religious Organizations
- Restaurant
- Retail
- School
- Services

City Limits
 AngletonETJ_April2026

Accessibility Score

- 0 - 20
- 21 - 40
- 41 - 60
- 61 - 80
- 81 - 100



At present, Angleton does not have designated regional bikeways or dedicated bicycle corridors linking the City to surrounding communities or regional trail systems. Bicycle activity primarily occurs on shared roadways without striped bike lanes or separated facilities. The absence of regional bicycle connections limits opportunities for recreational cycling, alternative transportation, and regional tourism linkage. Expanding multimodal infrastructure and improving network continuity represent key opportunities in the Comprehensive Plan update.

However, gaps remain along major corridors and between residential areas and parks. Newer subdivisions vary in sidewalk continuity, and there is not yet a fully integrated citywide pedestrian or trail network.

Opportunities exist to strengthen connections to and between:

- Lakeside Park
- Freedom Park
- Bates Park
- Schools and civic facilities
- Drainage corridors and open space areas
- Downtown

Expanding multimodal infrastructure would support health and wellness, Safe Routes to School initiatives, and improved accessibility for all including youth and seniors.

Rail and Freight Infrastructure

Rail infrastructure supports freight movement and industrial activity within the community. While rail contributes to economic vitality, it can also create physical barriers and traffic delays at crossings. Future coordination with freight operators may be necessary to improve safety and minimize circulation impacts. Safety at the railroad crossings and abatement of noise remains a major concern.

Public Transit

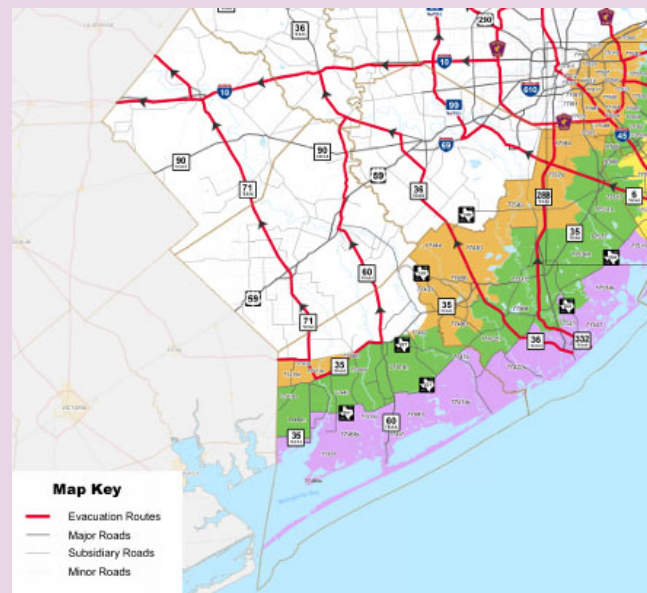
Public transit service in Angleton is provided by the Gulf Coast Transit District (GCTD) through a primarily door-to-door, demand-response system. Service demand has been steadily increasing, with approximately two to four vehicles operating within the city at any given time. A transfer center is located at City Hall, and service extends beyond Angleton to Clute, Lake Jackson, and the Houston VA Medical Center. Veteran-specific non-demand-based service is also available with advance booking requirements. Medical trips are available seven days per week, and fares remain affordable, including discounted rates for individuals with disabilities and veterans.

While the current system provides essential mobility—particularly for seniors, individuals with disabilities, and residents without access to a personal vehicle—service outside city limits requires advance scheduling. Regional connectivity to destinations such as Houston and specialty medical providers in Pearland remains limited and is the subject of a planned transit study.

Hurricane Evacuation

In Angleton and surrounding Brazoria County, the primary designated hurricane evacuation routes include:

- State Highway 288 (SH 288) – Primary northbound evacuation route toward the Houston metropolitan area
- State Highway 35 (SH 35) – Regional east-west connector and coastal evacuation route
- FM 523 – Provides north-south local connectivity to SH 288 and SH 35
- FM 521 – Additional northbound route connecting to inland areas



HGAC Hurricane Evacuation Route

Evacuation routing and traffic control are coordinated regionally with the Texas Department of Transportation (TxDOT) and county emergency management officials. SH 288 serves as the major regional spine for large-scale evacuations from coastal Brazoria County communities.

Previous Mobility Related Planning Effort - 2003 Comprehensive Plan

The 2003 Comprehensive Plan included a Mobility Plan that established a long-range framework for future street, sidewalks, and trail improvements in the City of Angleton. The plan recognized that transportation infrastructure significantly influences development patterns, land use desirability, and overall community growth for 20 years.

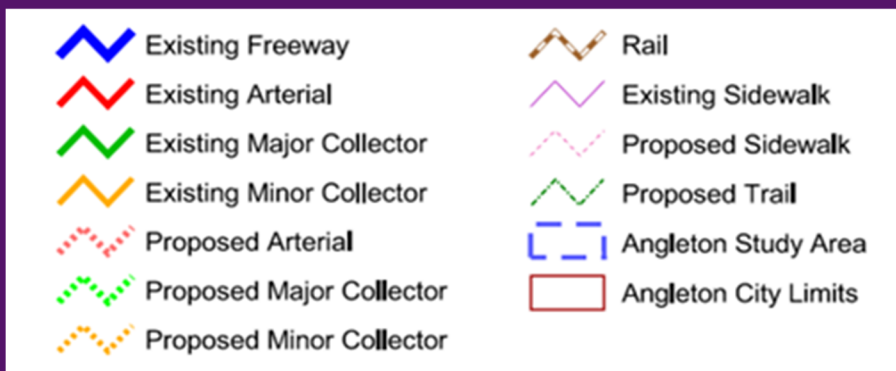
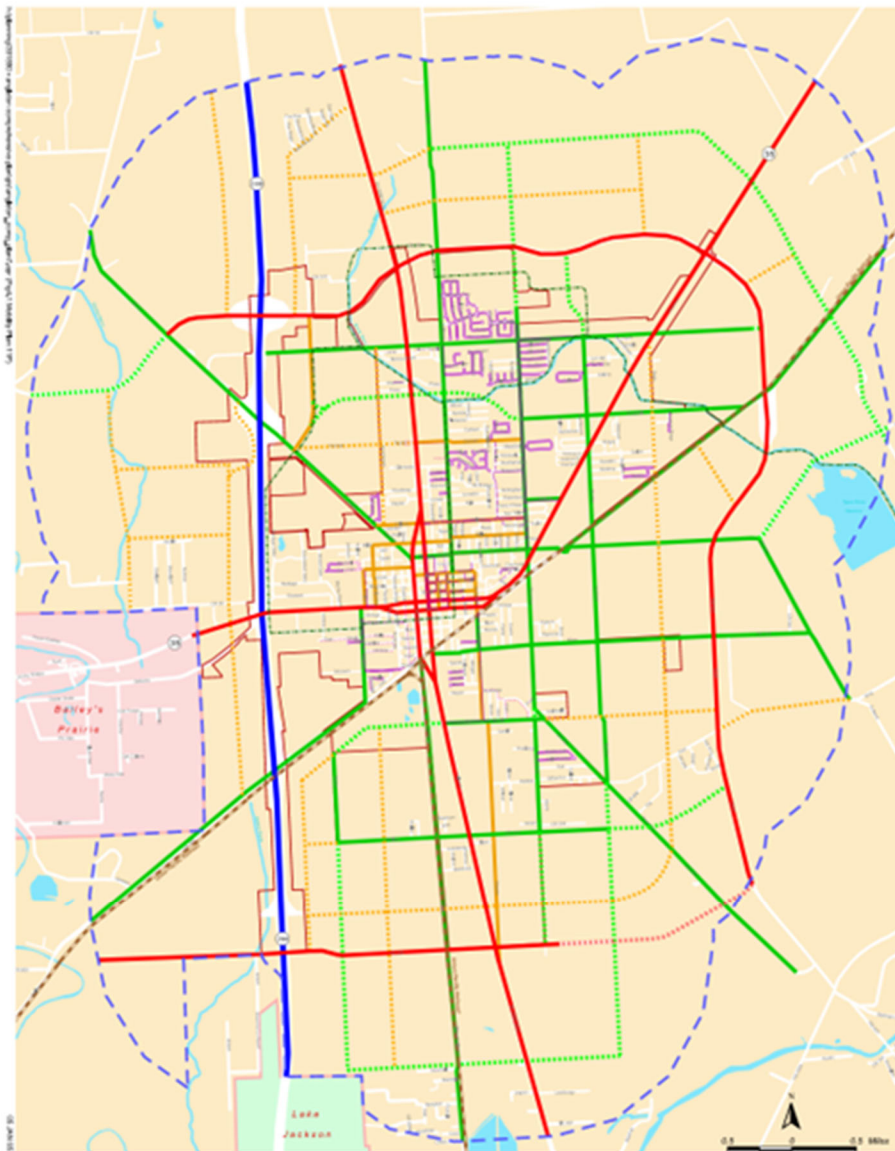
Flooding and Resiliency Considerations

Angleton's flat topography and flood-prone areas influence transportation performance. Certain roadways may experience temporary flooding during heavy rainfall events. Maintaining roadway functionality during storm events is critical for emergency response and evacuation.

Integrating drainage improvements, roadway elevation strategies, and hazard mitigation planning into mobility investments will strengthen long-term system resilience.

At a glance:

- Identified future roadway connections to support growth.
- Proposed new arterial and collector corridors throughout the study area.
- Recommended expanded sidewalk and trail networks.
- Improved connectivity between neighborhoods, Downtown, schools, and parks.
- Established a long-range framework for future transportation investments



Roadway Classifications

The 2003 Mobility Plan is based on four large scale classifications - arterial, major collector, minor collector, and local street, besides the freeway. The 2023 Mobility Plan did not recommend standard cross-sections for these classifications.

- **Freeway**
State Highway 288 (SH 288) represents the only freeway. Freeways are designed exclusively for regional mobility, carrying high traffic volumes at higher speeds over longer distances. Access is strictly controlled through interchanges, with no direct driveway connections. Their primary purpose is to facilitate efficient regional movement rather than local accessibility.
- **Arterials**
State Highway 35 (SH 35), Business 288, and Loop 523 function as arterial roadways. Arterials are intended to move traffic efficiently between major destinations and across the community. While mobility is the primary objective, arterials often attract commercial development due to their visibility and traffic exposure. Although access is considered secondary to traffic flow, driveway management and corridor access strategies are critical to maintaining long-term capacity and safety.
- **Major Collectors**
Downing Street, Hospital Street, and CR 290/Walker Street serve as major collectors.

Major collectors balance two important functions:
 - Providing access to neighborhoods and community destinations
 - Maintaining steady traffic flow between local streets and arterial roadways

Placeholder – photos
of
SH 288
SH 35
Downing Street
A neighborhood
street

- Because of their traffic role, direct access to individual residential lots should be limited. Design features such as controlled driveway spacing, turn lanes, and intersection improvements help preserve safety and operational efficiency.
- **Minor Collectors**
Locust Street, Walker Street (north of SH 35), and Myrtle Street function as minor collectors.
Minor collectors serve as transition corridors between neighborhood streets and the larger arterial network. Compared to major collectors, they place greater emphasis on accessibility to adjacent properties rather than uninterrupted traffic flow. Key characteristics of minor collectors include:
 - Provide direct access to residential neighborhoods
 - Include stop-controlled intersections
 - Allow residential driveways
 - Operate at lower speeds than major collectors

In addition to vehicular access and circulation, minor collectors often accommodate additional community functions, such as:

- On-street parking
- Bicycle lanes or shared-lane conditions
- Pedestrian activity
- Local Streets

By far the most prevalent roadway type in Angleton is the local street. Examples include Manor Drive, Bert Street, Meadow Lane, and Glenview Lane, which primarily serve established residential neighborhoods.

- **Local streets are designed almost exclusively for direct site access rather than through movement. Key characteristics include:**
 - Shorter uninterrupted street segments
 - Narrower pavement widths
 - Lower operating speeds
 - Frequent residential driveways

Unlike higher-order roadways, local streets perform multiple community functions. In addition to providing access to homes, they often accommodate:

- On-street parking
- Bicycle activity
- Pedestrian movement
- Informal neighborhood gathering and play space

Because of these roles, traffic calming, safety design, and neighborhood character are critical considerations in the design and improvement of local streets. Their function is less about mobility and more about livability, safety, and neighborhood identity.

Changes Since Adoption of the 2005 Plan

Population growth in and around the city has increased the amount of traffic, particularly on major thoroughfares, which impacts mobility for residents and commuters alike. Table XX presents traffic counts for areas identified in the 200X Comprehensive Plan Update compared against current (2024 data) counts:

Area	2005 Data (ADT)	2024 Data (AADT)	% Change
Loop 523 near SH 35	7,900	9,100	+15%
SH 288 south of SH 35	22,000	36,300	+65%
Business 288 north of Loop 274	17,800	17,300	-3%
Velasco Street south of SH 35	5,100	12,200	+139%
SH 35 between Loop 523 and Velasco Street	ND	8,600 – 12,000	-

2003 Mobility Plan - Implementation Status Review

2003 Mobility Recommendation	2026 Status
Complete eastern loop of FM 523 Bypass via Airport Road improvements	Partially Implemented
Develop service road system along SH 288 (rear access to freeway properties)	Not Initiated / Limited
Extend Hospital Drive west to SH 288 service road (major collector)	Not Initiated
Expand Cannan/Tigner to Anchor Road (minor collector)	Partially Implemented
Expand Buchta Road south of CR 220 (major collector)	Partially Implemented
Recognize Chenango & Magnolia as minor collectors	Implemented (Policy Recognition)
Establish minor collector framework in expansion areas	Ongoing / Partially Implemented

Regional Conditions and Impacts

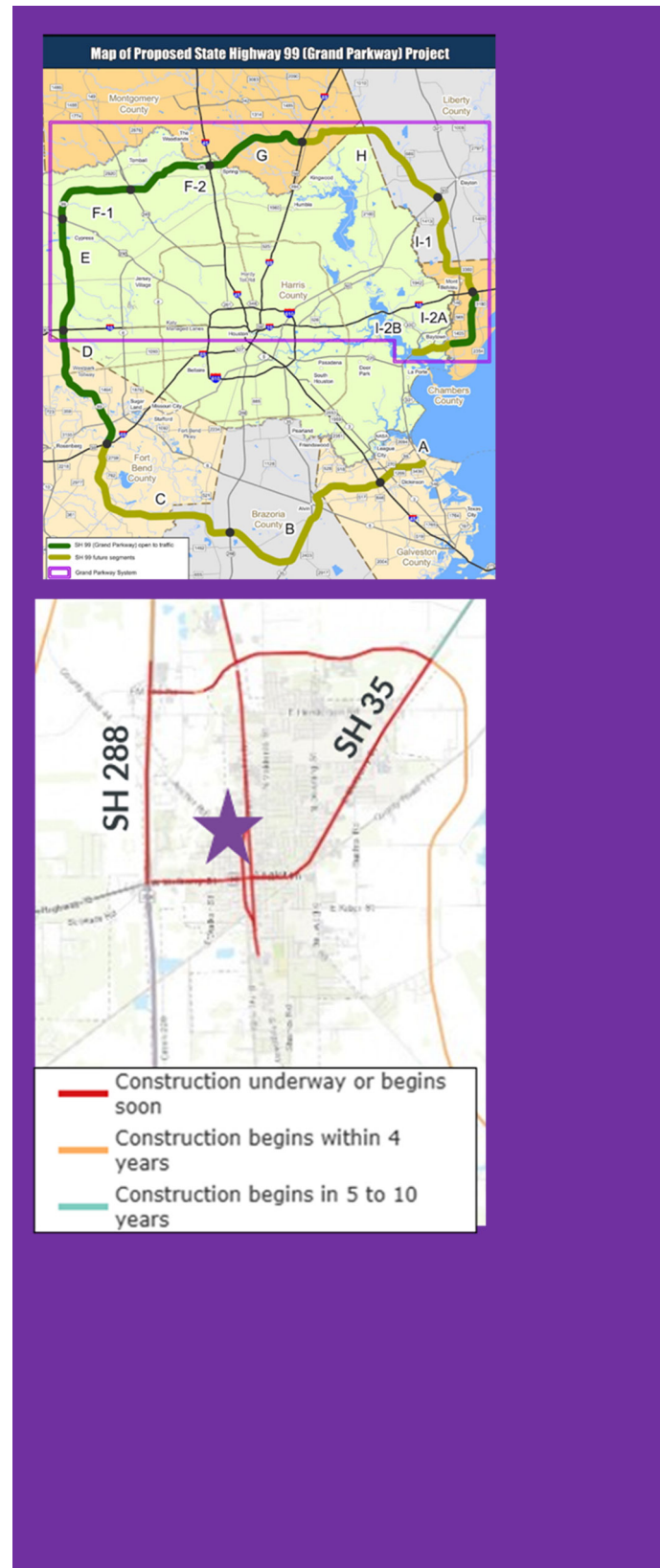
Grand Parkway Expansion

SH-99 Grand Parkway serves as the newest mobility corridor across the region, which once completed will encircle the greater Houston MSA and provide direct connection across six counties. The highway is being implemented in segments, of which only five of the total nine planned segments (Segments D, E, F, and G) have been constructed that connect US-59/I-69 South in Fort Bend County near Sugar Land to US-59/I-69 North in Montgomery County, as well as one short portion of Segment I in Chambers County. The completion of the segments of the Grand Parkway has induced significant development in the western and northern portions of the region.

Segment B of the Grand Parkway, which will connect I-45 in League City with SH-288 south of Pearland, is expected to begin construction in mid-2026. Construction of Segment C, which will then connect SH-288 at the end of Segment B to US-59/I-29 at the end of Segment D, is expected to begin construction shortly after the completion of Segment B. While the highway itself will be located outside the City, the potential growth that could follow will directly impact the entire region, including the City. Future planning for City growth and infrastructure improvements must consider the impact that the Grand Parkway will have on the region.

TxDOT Improvements

Recent and ongoing Texas Department of Transportation (TxDOT) improvements along SH 35 and SH 288 are shaping mobility and corridor character within Angleton. SH 35 has undergone restoration efforts to improve roadway conditions and operational efficiency, supporting regional connectivity and local access. Along SH 288, landscape and scenic enhancements have been implemented to improve corridor aesthetics and reinforce a stronger visual gateway into the community. These improvements enhance safety, functionality, and the overall appearance of key state highway corridors that serve as major entry points to the city.



The 2020 Brazoria County Major Thoroughfare Plan (MTP) provides a long-range framework for roadway planning and transportation coordination throughout the County, including areas within and surrounding the City of Angleton. Specific goals in the plan include:

- Preserve adequate rights-of-way
- Establish countywide design standards
- Institute policies/procedures to coordinate/optimize transportation investments in the County
- Collaborate with the development community
- Preserve wetlands and wildlife areas within the County
- Develop a well-connected multimodal transportation system

Multiple inconsistencies exist between the County’s Thoroughfare Plan and the City’s 2003 Mobility Plan, particularly regarding roadway classification and corresponding minimum right-of-way standards, as shown in the table below.

Angleton	Recommended Right of Way	Brazoria County	Recommended Right of Way
Freeway	Not addressed	Limited Access Highway	300'
Arterial <i>(E.g., 288 Business)</i>	400'	Principal Thoroughfare	150'
Major Collector	300'	Major Thoroughfare	120'
Minor Collector	200'	Major Collector	80'

Any long-term planning that includes improvements to the City’s mobility network must consider the goals of the county’s plan. Additionally, the Brazoria County MTP proposes extensions for many major thoroughfares around the City. These proposed expansions align with the Mobility Plan included in the City’s 2003 Comprehensive Plan. Continued growth in the ETJ will require revisiting these recommendations to make sure that all major thoroughfares are considered for potential expansion or extension, and that any improvements are coordinated to best enhance mobility across the City. To



	Limited Access Highway, Existing
	Limited Access Highway, Proposed
	Principal Thoroughfare, Existing
	Principal Thoroughfare, Proposed
	Major Thoroughfare, Existing
	Major Thoroughfare, Proposed
	Major Collector, Existing
	Major Collector, Proposed
	Railroad

2020 Brazoria County Major Thoroughfare Plan (MTP)

Thoroughfare Plan

Four roadway classifications were used in the 2020 BCTP; each classification is associated with minimum ROW widths and general design characteristics. Classifications include:

- Limited Access Highway** – 300’ ROW minimum
- Principal Thoroughfare** – 150’ ROW minimum
- Major Thoroughfare** – 120’ ROW minimum
- Major Collector** – 80’ ROW minimum

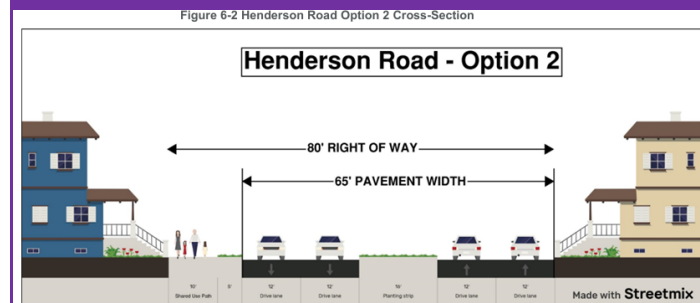
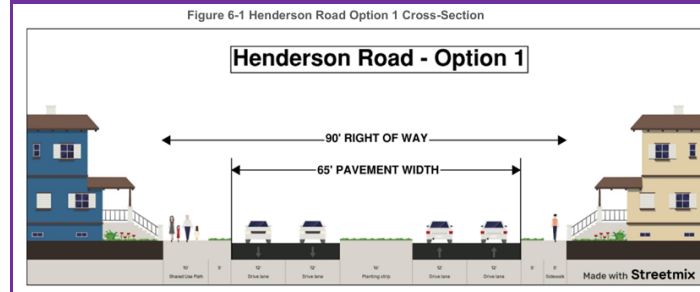
resolve discrepancies between the Angleton Mobility Plan and the Brazoria County Thoroughfare Plan, the City should align roadway classifications, right-of-way standards, and corridor alignments through a unified thoroughfare map and ongoing coordination with the County and TxDOT. Adopting county standards for major corridors, requiring development to follow the reconciled network, and integrating multimodal elements and access management will ensure consistency while supporting efficient and future-ready mobility.

Henderson Road Traffic Study

The purpose of the study was to evaluate traffic conditions for Year 2020 and Build Year 2030 and to identify improvements needed to enhance traffic flow along the corridor from N. Velasco Street (BU 288) to E. Mulberry Street (SH 35). With significant new development occurring and multiple residential communities proposed or under construction, the City sought guidance on the improvements required to maintain adequate transportation operations. The report documents the study methodology, analysis results, and recommendations. Relevance to the Angleton Comprehensive Plan Update:

Key Considerations: The Comprehensive Plan update will incorporate the observations and recommendations from the Henderson Road Traffic Study such as:

- Detailed evaluation of existing and future traffic operations along Henderson Road between BU 288 and SH 35.
- Existing congestion points, bottlenecks, and failing Level of Service (LOS) movements at key intersections.
- Projects 2030 traffic volumes based on background growth and planned residential developments, helping to forecast long-term mobility needs.
- Qualification of development impacts from major subdivisions such as Windrose Green, Palmetto Creek, Riverwood Ranch, and others, informing land-use and growth-management policies.



Recommendations

Based on traffic analysis, the following improvements are recommended:

1. An additional through lane is recommended to be added in each direction on Henderson Road, along with a raised median between N Velasco Street (BU 288) and E Mulberry Street (SH 35).
2. Existing turn lanes are recommended to be upgraded (storage length, deceleration length and taper length) to TxDOT standards. New turn lanes proposed at the study intersections are summarized in

- Demonstration that without improvements, multiple intersections will deteriorate to LOS E/F with severe queuing—supporting the need for capital improvement planning.
- Specific roadway geometry upgrades (four-lane cross section, raised median, extended turn lanes) that guide the Comprehensive Plan’s transportation network vision.
- Justification of new traffic signals at N. Valderas, N. Downing, and Heritage Park/Buchta based on MUTCD warrants—informing future signalization policy and capital planning.
- Importance of school-related traffic at Angleton Junior High and the need for safe pedestrian crossings and school-zone enhancements.
- Multimodal planning by assessing pedestrian and bicyclist accommodations and identifying right-of-way needs for future improvements.
- Phased, data-driven recommendations aligned with the Comprehensive Plan’s goals for safe, efficient, and resilient mobility.

Angleton Livable Center Study

Adopted on March 11, 2021, Angleton Livable Center Study guides future development of Downtown Angleton by providing strategies and tools to address building form, planning future improvements, enhancing public spaces, improving bike and pedestrian facilities, and creating an overall sense of place. One of the recommendations included reinforcing Downtown Angleton as a walkable, mixed-use activity center by incorporating the placemaking, mobility, and public-realm strategies identified in the Livable Center Study.

Transportation recommendations that need to be considered in the Mobility Plan include:

- Reconfigure Front Street
- Create a Downtown Bike Network Loop
- Establish Primary and Secondary Enhanced Corridors
- Enhance Bus Stop Facilities
- Implement Sidewalk Improvements

8.3 Goals, Objectives, and Strategies

TM Transportation and Mobility

Goal

Develop a safe, connected, and multimodal transportation system that improves mobility for residents, businesses, and visitors.

Objectives & Strategies*

TM-1 Prepare an updated and detailed Major Thoroughfare Plan

- Ensure consistency with the Brazoria County MTP
- Address current and projected future traffic conditions, incorporate the proposed Henderson Road improvements and the Livable Center Study.
- Account for planned improvements to SH 99 and SH 288
- Address network redundancy **study to xxx**

TM-2 Establish general cross sections for each type of roadway

- Include multi-modal and pedestrian components and facilities, to be utilized when planning and implementing roadway improvements

TM-3 Develop a Continuous Citywide Pedestrian and Bicycle Network

- Prepare a Sidewalk and Trails Master Plan to improve pedestrian access and connectivity across the city. The Master Plan should include standards for sidewalk and multi-use trail design and should account for future connections throughout the ETJ and should be coordinated with any similar efforts across the county

Guiding Principles



Preserve Angleton's Small-Town Character and Identity



Promote Balanced and Sustainable Growth

Promote Fiscal Responsibility & Effective Governance*

Strengthen Neighborhoods and Expand Housing Choices

Invest in Connected Infrastructure and Mobility



Create Vibrant Places and Enhance Quality of Life

- Expand sidewalks, bike lanes, and shared-use paths to connect neighborhoods, Downtown, parks, schools, civic facilities, and activity centers.
- Prioritize closing gaps in the sidewalk, bicycle, and trail network, especially in Downtown and other high-activity areas.
- Require new development to provide internal pedestrian and bicycle connections and links to the broader network.

TM-4 Leverage Regional Corridors and Green Infrastructure

- Coordinate with TxDOT to improve pedestrian and bicycle accommodation along FM 521 and other regional routes.
- Integrate trails within drainage corridors, utility easements, greenways, and open space systems.
- Prioritize Henderson Road and Downing Road for multimodal safety and streetscape improvements.

TM-5 Enhance Safety, Walkability and Accessibility

- Improve lighting, sidewalks, crosswalks, and ADA accessibility throughout the city, with priority in Downtown and around civic uses.
- Strengthen pedestrian connections between Downtown, surrounding neighborhoods, and employment and activity centers.
- Plan for micromobility options such as scooters in Downtown, around schools, and in mixed-use areas.
- Expand sidewalks and bike facilities, particularly near schools and along major corridors.
- Require new development to provide internal pedestrian connections that link to the citywide network.
- Implement traffic calming in neighborhoods.
- Improve intersection safety and access and prioritize safety improvements along SH 35, SH 288, and near UTMB and school areas.
- Explore opportunities to promote mobility options such as golf carts.
- Improve railroad crossing safety through upgraded crossings, lighting, warning systems, and coordination with rail operators.
- Enhance lighting ,add shaded sidewalks, benches, and pedestrian amenities to improve walkability and comfort.

Golf carts (or neighborhood electric vehicles) can improve accessibility—especially in small communities like Angleton—by filling short-distance mobility gaps that traditional transit doesn't cover well:

- First/last-mile connections – Help residents reach transit stops, the City Hall transfer center, or nearby destinations without needing a car
- Short local trips – Ideal for quick travel to grocery stores, parks, clinics, and downtown areas
- Affordable mobility option – Lower cost than owning and operating a full vehicle
- Senior- and disability-friendly – Easier to operate and park, supporting independent mobility
- Flexible, on-demand use – Can complement demand-response transit without requiring scheduling
- Access in low-density areas – Works well where fixed-route transit is not viable
- Supports local connectivity – Strengthens links between neighborhoods and nearby services
- Low-speed, low-impact travel – Safer and more comfortable for short community trips



Dell Web Sweetgrass Development, Richmond, TX.

TM-6 Improve Accessibly and Availability of Transit Options

- Expand Service Coverage and Frequency - Increase the number of vehicles and operating hours to reduce wait times and better accommodate rising demand, including evening and weekend service beyond medical trips.
- Improve first/last-mile connectivity to assist residents to get to the transit stops from their origin and destination locations.
- Enhance Regional Connectivity - Establish more consistent and flexible connections to key regional destinations such as Houston, Pearland, Clute, and Lake Jackson through coordinated routes, timed transfers, or regional partnerships
- Introduce Hybrid Transit Options - Complement demand-response service with fixed or deviated fixed routes along high-demand corridors to improve efficiency, predictability, and ridership
- Improve Scheduling and Technology Systems - Implement user-friendly mobile apps, real-time tracking, and more flexible booking options (same-day or short-notice scheduling) to enhance convenience and reliability.
- Strengthen Access to Key Destinations - Prioritize service to essential locations such as medical facilities, employment centers, grocery stores, and civic uses to improve quality of life and economic access
- Enhance Equity-Focused Services - Maintain and expand discounted fare programs and targeted services for seniors, veterans, and individuals with disabilities, ensuring equitable access across all populations
- Develop Mobility Hubs and Transfer Facilities - Upgrade the City Hall transfer center and explore additional strategically located hubs to improve connectivity, comfort, and multimodal integration
- Advance Regional Transit Planning Efforts - Support and implement findings from the planned transit study to identify long-term solutions for expanded regional service and partnerships with neighboring jurisdictions and agencies.
- Promote Public Awareness and Outreach - Increase marketing and community engagement to improve awareness of available transit services and encourage broader ridership.



Existing transit center near City Hall, Angleton, TX.

**From City of Angleton's Home Page
Micro-transit - Bus Schedule
Ride The Wave**

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Say goodbye to fixed routes.

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9

INFRASTRUCTURE & DRAINAGE

9.1 Introduction

9.2 Water Distribution Systems

9.3 Wastewater Collection Systems

9.4 Stormwater Drainage Systems

9.5 Goals, Objectives, and Strategies

9.1 Introduction

The City of Angleton's various departments shape future development by setting limitations, forming patterns, and giving direction to each other. City Comprehensive plans use existing and projected data to show what these branches have shaped today and how to meet tomorrow's growth capacity prospects.

Every City's growth capacity is regulated by its existing infrastructure. Infrastructure Master Plans generally examine water, wastewater, and storm drainage systems, but they can also include any Public Service department, including parks, libraries, police, fire, administrative branches or other service branches. Quantifying existing capacity includes existing costs, and quantifying future capacity includes projected costs.

Existing Infrastructure and Drainage Planning Efforts

The City of Angleton has undertaken several planning efforts to evaluate existing infrastructure conditions and guide long-term system improvements. †

- The 2025 Utility Master Plan (Water and Wastewater)

The 2025 Utility Master Plan (Water and Wastewater) serves as the City's primary

utilities infrastructure planning document, developed to support anticipated population growth and future service demands. The plan includes a comprehensive evaluation of the water distribution system and wastewater collection network through hydraulic modeling and capacity analysis. It establishes both near-term (10-year) and long-term (30-year) Capital Improvement Program (CIP) projects and outlines a long-range water supply strategy extending through 2073. The study identifies system deficiencies such as localized pressure limitations, undersized or aging pipelines, and areas vulnerable to sanitary sewer overflows,



and prioritizes infrastructure investments necessary to accommodate approximately 15,700 additional service connections.

- City Strategic Planning and Infrastructure Assessment (2020)
This assessment documented broader infrastructure challenges affecting community resilience and service delivery. Key needs identified include aging streets and sidewalks, wastewater capacity constraints, expansion of municipal facilities, and upgrades to street lighting and operational equipment. The assessment also highlighted Angleton's flood vulnerability associated with its relatively flat topography and limited drainage conveyance capacity.

9.2 Water Distribution Systems

Existing Conditions

The City's potable water system comprises four water plants that provide 2 million gallons per day (MGD) of drinking water and approximately 124 linear miles of water mains.

The City is part of the Brazoria County Groundwater Conservation District (BCGCD) and is subject to the District's goals related to water conservation, subsidence, rainwater harvesting, brush control, and groundwater recharge. to convert from groundwater as a primary source of potable water to an alternative source. Future water infrastructure planning must balance growth and expansion while considering the impacts of subsidence, which is ubiquitous across the region.

List of water infrastructure facilities, capacity, age (table)

The City of Angleton's existing water distribution system was constructed incrementally over several decades, with the majority of infrastructure installed between the mid-20th century and early 2000s as the community expanded outward from the historic core. Today, the system consists of more than 215 miles of water distribution piping, with pipe diameters generally ranging from 2 inches to larger transmission mains serving key growth corridors and elevated storage facilities. The system is predominantly composed of 8-inch diameter water lines, which form the backbone of neighborhood-level distribution throughout the city.

At a glance:

4 water plants

2 million gallons per day
(MGD) of drinking water

124 linear miles of water
mains.

majority of infrastructure installed **is** more
than **25 years old**

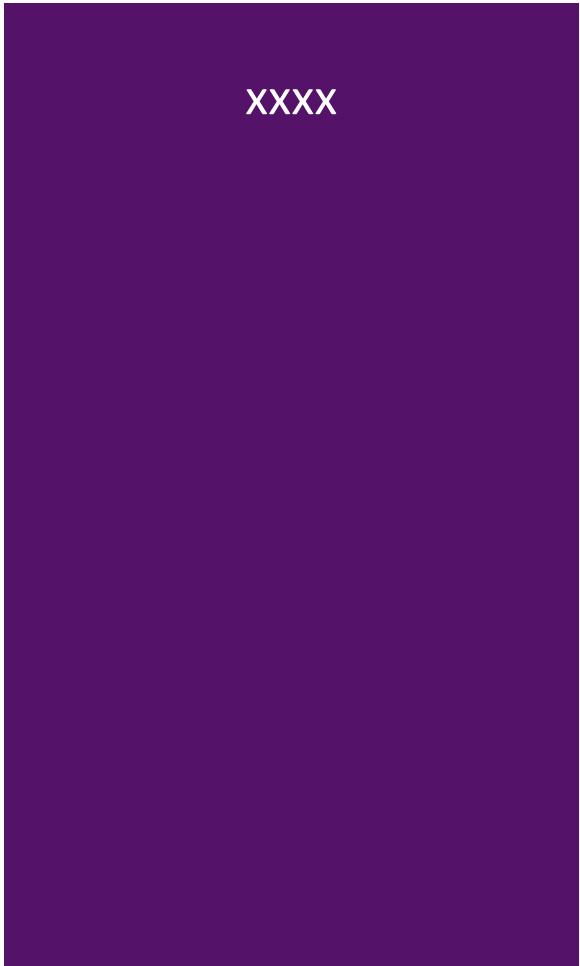
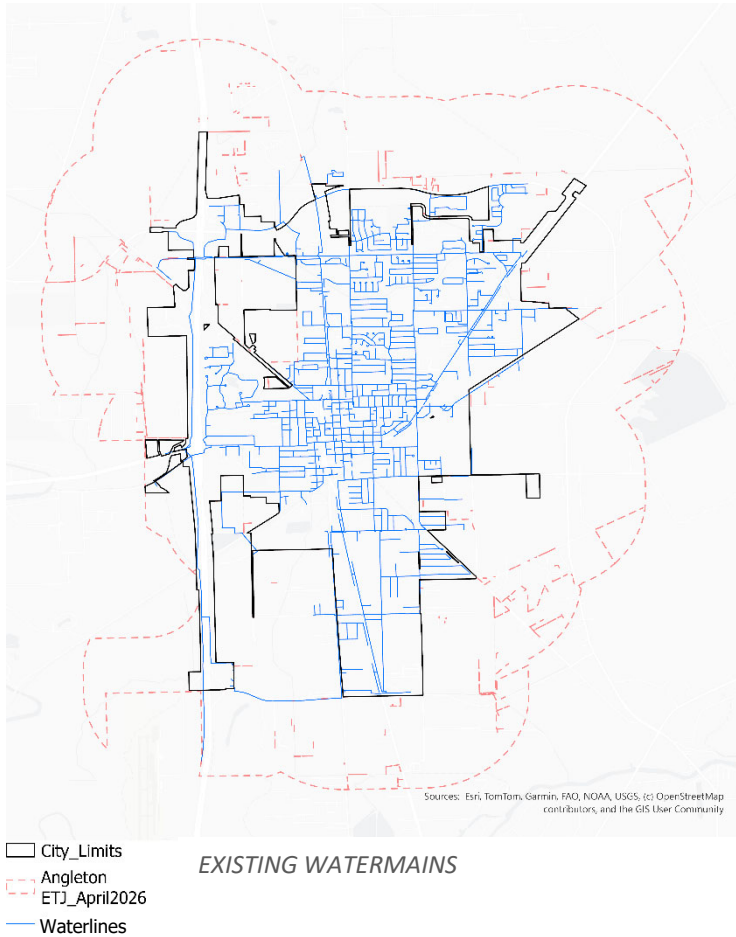
215 miles of water distribution
piping

Primary groundwater source - **Gulf
Coast Aquifer system**

Primary pipe materials include polyvinyl chloride (PVC), ductile iron, transite (asbestos cement), and limited legacy materials associated with older system segments. Consistent with findings from the 2025 Utility Master Plan, portions of the older transite and aging ductile iron infrastructure are approaching the end of their useful life and may contribute to maintenance challenges, pressure variability, and leakage risks. The City maintains an ongoing capital improvement and pipe replacement program focused on systematically replacing aging materials with modern PVC piping to improve system reliability, water quality protection, and long-term operational efficiency while supporting future growth and service expansion.

Add photos -staff could you please share images posted on social media related to infrastructure?





System Demand and Capacity

Based on operational data evaluated in the City of Angleton 2025 Utility Master Plan (Water and Wastewater), the City’s water system experiences peak seasonal demand during summer months when irrigation use, higher temperatures, and system losses place increased stress on production and distribution facilities. Historic peak day demand reflects the maximum loading condition under which the system must reliably operate and is used to evaluate compliance with Texas Commission on Environmental Quality (TCEQ) capacity requirements.

The Utility Master Plan indicates that Angleton’s available water supply and distribution capacity is primarily governed by groundwater well production capability, pumping capacity, and transmission system performance. When evaluated against the TCEQ standard of 0.6 gallons per minute (gpm) per connection, system capacity establishes the practical limit on the number of equivalent single-family connections (ESFCs) that can be reliably served. Continued population growth and development within the city limits and extraterritorial jurisdiction (ETJ) will require phased expansion of production, pumping, and storage facilities to maintain adequate pressure, fire flow capability, and regulatory compliance during peak demand conditions.

TCEQ Emergency Preparedness Plan (EPP)

In accordance with TCEQ Emergency Preparedness Plan (EPP) requirements, the City of Angleton maintains emergency power provisions to ensure continuity of water service during electrical outages or disaster events. Critical water system facilities are equipped with backup generators and portable emergency power connections, allowing essential wells, pump stations, and treatment components to remain operational during emergency conditions. These measures support system resiliency during hurricanes, severe storms, and regional power disruptions, which are recognized hazards affecting the Gulf Coast region.

Existing Water Distribution Service Area

The City of Angleton's water supply and distribution system generally serves properties located within the incorporated city limits, with service extending to select areas beyond the City through coordinated utility service agreements. Portions of the surrounding area remain served by independent providers or are currently outside the municipal service network. Areas within the ETJ represent future opportunities for coordinated utility expansion as development occurs.

The Utility Master Plan evaluates existing service coverage relative to incorporated boundaries, developable land, and projected growth areas. Expansion of water infrastructure into developing areas will require extension of transmission mains, looping of distribution lines, and coordination with future annexation and subdivision development to ensure efficient and sustainable service delivery.

Groundwater Management and Regulatory Framework

The City of Angleton relies primarily on groundwater supplies obtained from the Gulf Coast Aquifer system and operates within the regulatory authority of the Brazoria County Groundwater Conservation District (BCGCD). The District is responsible for managing groundwater withdrawals to promote long-term aquifer sustainability, prevent excessive drawdown, and reduce the potential for land subsidence across Brazoria County.

Unlike areas within the Fort Bend Subsidence District, Angleton is not currently subject to mandatory groundwater conversion requirements to surface water supplies. However, groundwater production permits issued by the District establish pumping limits, monitoring requirements, and conservation expectations that guide municipal water supply planning. As growth continues, the City must coordinate future water supply expansion, conservation practices, and infrastructure investments with District regulations to ensure long-term water availability and regulatory compliance.

The City's long-range water planning efforts recognize the importance of groundwater conservation, system efficiency improvements, and demand management strategies to maintain sustainable withdrawals while supporting projected residential and economic growth.

Capital Improvements Program (CIP)

The 2025 Utility Master Plan (Water and Wastewater) establishes a phased Capital Improvement Program (CIP) intended to maintain and expand the performance of Angleton's water distribution and supply infrastructure. Planned improvements focus on maintaining service reliability, addressing aging infrastructure, and accommodating future development.

Key capital improvement initiatives include:

- Replacement of aging or undersized water lines
- Rehabilitation and maintenance of water production and storage facilities
- Transmission main upgrades to improve system pressure and redundancy
- Expansion of infrastructure to serve developing areas within the city limits and ETJ
- System modernization to improve operational efficiency and resiliency

Consistent with industry-standard infrastructure life-cycle assumptions, portions of the water system are expected to require ongoing replacement over time to maintain acceptable levels of service. The CIP provides a structured framework for prioritizing investments, coordinating infrastructure expansion with growth, and ensuring long-term sustainability of the municipal water system.

Infrastructure Replacement Planning

Based on the inventory and condition assessment completed as part of the 2025 Utility Master Plan (Water and Wastewater), ongoing replacement of aging water distribution infrastructure is necessary to maintain reliable system performance and minimize service disruptions. Industry best practices recommend systematic replacement of waterlines based on anticipated service life cycles rather than reactive maintenance alone.

Applying lifecycle replacement planning principles to Angleton’s existing water distribution network, a portion of the system is expected to require annual replacement to sustain long-term operational reliability. Replacement needs will increase incrementally over time as additional infrastructure reaches the end of its useful life and as the overall system expands to serve new development. Accordingly, future Capital Improvement Programs (CIPs) should incorporate phased waterline replacement alongside facility rehabilitation and modernization projects.

Looking ahead, what opportunities should Angleton focus on?

Economic development, 34%	Infrastructure improvements, 21%	Sidewalks/bike lanes,...		
		Entertainment...	Be...	
	Revitalization, 14%	Di...	Zo...	D...

What concerns do you have about Angleton’s future that you believe should be addressed?

Neglect/lack of planning, 27%	Unbalanced development, 23%	Lack of public services/amenities, 18%	Inadequate infrastructure, 14%	Loss of character, 14%
			Disasters 5%	

In addition to pipeline improvements, long-term capital planning should account for replacement and upgrades of critical system components—including wells, pump stations, storage tanks, and treatment facilities—to ensure continued compliance with regulatory standards, maintain adequate system pressure, and support projected population growth. Proactive infrastructure reinvestment will help reduce emergency repairs, improve system resiliency, and extend the operational lifespan of municipal water assets.

9.3 Wastewater Collection Systems

Existing Conditions

The City of Angleton's wastewater collection system provides sanitary sewer service to residential, commercial, institutional, and industrial development throughout the city limits. The system conveys wastewater through a combination of gravity sewer mains and force mains to centralized treatment facilities in compliance with Texas Commission on Environmental Quality (TCEQ) regulations.

The City currently operates one wastewater treatment plant (WWTP) with a permitted treatment capacity of approximately 3.6 million gallons per day (MGD). Wastewater flows are conveyed to the treatment facility through a system supported by approximately forty-seven sanitary sewer lift stations, which are necessary due to the City's relatively flat coastal topography that limits gravity flow in portions of the service area. The collection system includes approximately 135 miles of wastewater gravity mains and force mains, forming the backbone of municipal wastewater service across Angleton.

The existing system serves developed areas within the city limits and is designed to accommodate continued growth through planned infrastructure upgrades identified in the 2025 Utility Master Plan (Water and Wastewater). Ongoing system improvements focus on maintaining treatment capacity, reducing inflow and infiltration, improving lift station reliability, and extending sanitary sewer infrastructure to future growth areas.

At a glance:

1 wastewater treatment plant

3.6 million gallons per day (MGD) treatment capacity

47 sanitary sewer lift stations,

124 linear miles of water mains.

majority of infrastructure installed **is more than 25 years old**

135 miles of wastewater gravity and force mains

Texas Commission on Environmental Quality (TCEQ) regulatory agency

Much of Angleton's wastewater infrastructure was constructed incrementally as development expanded outward from the historic core areas, with system components installed over multiple decades. Pipe sizes vary throughout the network to accommodate neighborhood collection, trunk conveyance, and interceptor functions. Common pipe materials include polyvinyl chloride (PVC) and ductile iron associated with newer and rehabilitated system segments.

System monitoring and operational control are supported through lift station controls and flow monitoring equipment that allow City operators to track wastewater flows and respond to changing wet-weather or peak demand conditions.

System Capacity

Wastewater treatment and collection system design requirements established by the Texas Commission on Environmental Quality (TCEQ) are based on projected sanitary sewer flows and biochemical oxygen demand (BOD) loadings. For treatment facilities with flows greater than 1.0 million gallons per day, wastewater generation is typically estimated using a per-capita flow rate of 75 gallons per person per day (GPD). Assuming an equivalent single-family connection (ESFC) represents approximately 3.5 persons per household, average wastewater generation is estimated at approximately 262 gallons per day per connection.

The City of Angleton currently operates one wastewater treatment plant with a permitted treatment capacity of approximately 3.6 million gallons per day (MGD). Average daily flows and peak wet-weather conditions are evaluated through ongoing operational monitoring to ensure compliance with TCEQ discharge and loading requirements. As population and development increase, future system capacity will depend on phased expansion of treatment processes, interceptor upgrades, and lift station improvements identified in the Utility Master Plan.

Existing Wastewater Service Area

The municipal wastewater collection system generally serves developed areas within the incorporated City limits, with infrastructure extensions coordinated alongside subdivision development and capital improvement projects. Areas located within the extraterritorial jurisdiction (ETJ) represent future opportunities for sanitary sewer expansion as growth occurs and annexation or service agreements are implemented.

The wastewater collection network, lift station locations, and treatment facility service area boundaries are illustrated in Figure X.X – Existing Wastewater Collection System.

Capital Improvements Program (CIP)

The 2025 Utility Master Plan (Water and Wastewater) establishes a phased Capital Improvement Program (CIP) to maintain acceptable levels of wastewater service and accommodate long-term growth. Planned improvements include:

- Replacement of aging wastewater collection lines
- Rehabilitation and modernization of lift stations
- Wastewater treatment plant maintenance and upgrades
- Interceptor and force main capacity improvements
- System extensions to future growth areas

Consistent with typical infrastructure life-cycle expectations, wastewater collection systems require ongoing reinvestment over time. Long-range capital planning incorporates systematic pipeline replacement and facility upgrades to reduce inflow and infiltration, minimize sanitary sewer overflows, and maintain regulatory compliance as the City continues to grow.

Photo- facility

9.4 Stormwater Drainage Systems

Existing Conditions

The City of Angleton's stormwater drainage system consists of a combination of open roadside ditches, enclosed storm sewer systems, roadside swales, culverts, channels, and detention facilities designed to convey runoff and reduce localized flooding impacts. The system reflects the City's incremental development history, with older neighborhoods primarily relying on open ditch drainage and newer subdivisions incorporating curb-and-gutter streets supported by underground storm sewer networks.

Angleton's flat coastal topography and relatively low ground elevations create unique drainage challenges. Limited natural slope requires stormwater to travel longer distances before discharge, making coordinated detention and controlled conveyance essential during heavy rainfall events. Stormwater mitigation throughout the community is achieved through a combination of publicly owned regional detention facilities and privately maintained detention or retention ponds constructed as part of subdivision development. While this decentralized approach supports localized drainage management, it can present challenges related to long-term system coordination, maintenance consistency, and watershed-level flood mitigation planning.

The City maintains an extensive drainage network consisting of approximately 124 miles of storm sewer infrastructure and more than 4,000 inlets that ultimately discharge into regional drainage systems and tributaries draining toward Brazoria County waterways and coastal drainage basins. Infrastructure materials vary based on construction era and include reinforced concrete pipe (RCP), high-density polyethylene (HDPE), polyvinyl chloride (PVC), corrugated metal pipe, cast iron, and legacy vitrified clay systems. Portions of the drainage network date back to the late 1940s, while new facilities continue

At a glance:

TCEQ regulatory agency

124 linear miles of storm sewer infrastructure

Portions of the drainage area more than

80 years old

4000 inlets

Discharge draining toward **Brazoria**

County waterways and coastal drainage basins

Shared ownership and maintenance -

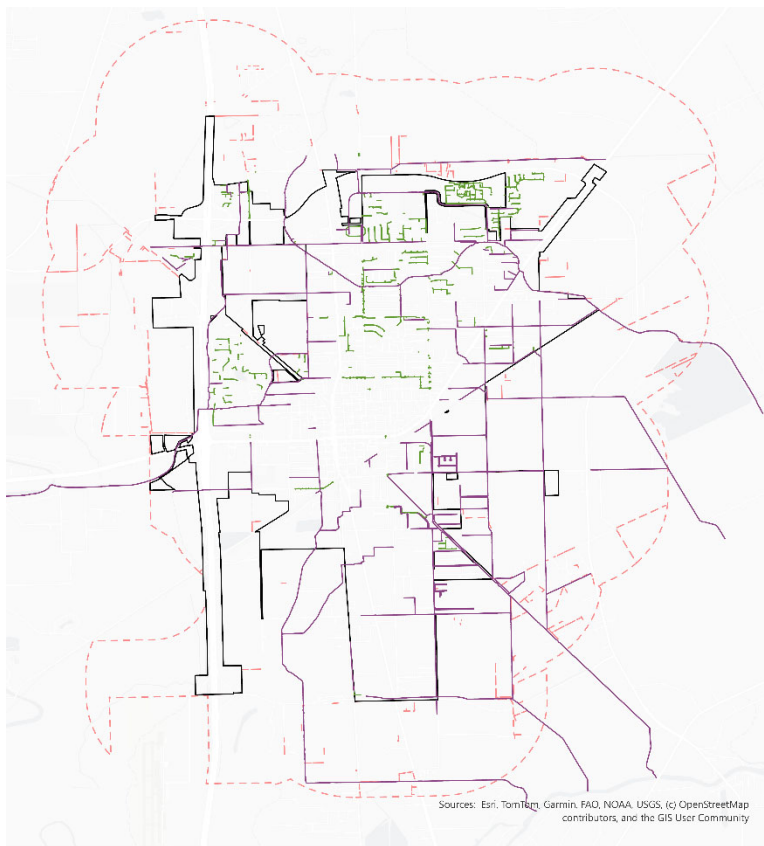
City of Angleton, Brazoria County, TxDOT, drainage districts, private property owners

to be constructed through ongoing development extending through 2025.

Ownership and maintenance responsibilities for drainage infrastructure are shared among multiple agencies and entities, including the City of Angleton, Brazoria County, the Texas Department of Transportation (TxDOT), drainage districts, and private property owners. The City conducts routine inspections and maintenance of publicly owned infrastructure and coordinates with private entities to ensure detention facilities function properly and do not create downstream drainage or safety concerns.

Angleton participates in the Texas Commission on Environmental Quality (TCEQ) Municipal Separate Storm Sewer System (MS4) Program, which establishes requirements for stormwater quality management, public education and outreach, illicit discharge detection and elimination, and construction runoff controls. Participation in the MS4 program supports the City’s efforts to protect water quality and reduce pollutant loading into downstream waterways.

Most of the incorporated City lies outside of the regulatory floodplain; however, localized flood risk exists along portions of SH 288 south of the railroad corridor and in areas west of SH 288 City’s extraterritorial jurisdiction (ETJ).



City_Limits
 Angleton ETJ_April2026
 Storm_Sewer_Gravity_Main
 Storm_Sewer_Open_Ditch

EXISTING STORMSEWER STRUCTURES

Community engagement conducted during the Comprehensive Plan process consistently identified drainage capacity and localized flooding as priority concerns, particularly within older neighborhoods and areas experiencing continued growth and development pressure.

Overall, Angleton's drainage system represents a hybrid network of legacy and modern infrastructure. Continued growth, aging facilities, and decentralized detention systems highlight the need for coordinated, citywide stormwater planning, proactive maintenance, and long-term investments aimed at improving system resilience, flood risk reduction, and watershed-based drainage management.

Floodplain Management

Portions of Angleton are subject to periodic flooding associated with intense rainfall events and regional watershed conditions. Flood hazard areas identified by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) indicate areas susceptible to inundation that may result in property damage, disruption of transportation networks, and public safety risks.

The City administers local floodplain regulations consistent with the National Flood Insurance Program (NFIP) requirements under Title 44 of the Code of Federal Regulations. The designated Floodplain Administrator reviews development proposals within mapped flood hazard areas to ensure compliance with elevation, drainage, and flood damage prevention standards intended to minimize future flood risk.

Capital Improvements

The City identifies drainage capital improvement projects through multiple sources, including infrastructure condition assessments, post-storm evaluations, citizen service requests, and long-range planning initiatives such as the Utility and Comprehensive Planning efforts. Drainage improvements are incorporated into the City's Capital Improvement Program (CIP) and coordinated with roadway reconstruction, park improvements, and utility infrastructure projects where feasible.

As future land development occurs and impervious surface coverage increases, continued updates to drainage planning efforts and capital programming will be necessary to maintain acceptable levels of flood protection and system performance.

COMMUNITY VOICES

“Fix our roads... drainage... sidewalks”

Residents identified clear gaps in amenities, infrastructure, and connectivity.

Top Priorities - Areas that City should focus: (quantitative)

- *Infrastructure & drainage improvements (12.6%)*

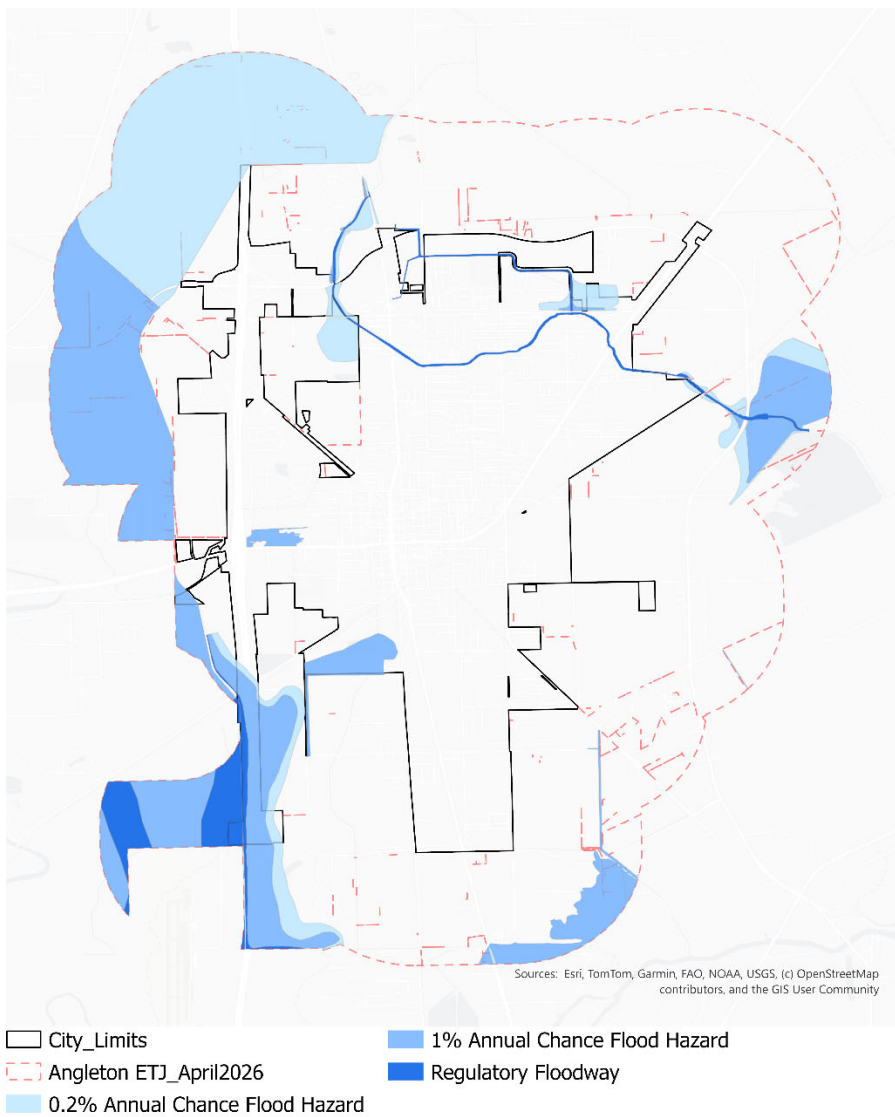
Top Opportunities for the City (quantitative)

- *Upgrading infrastructure (16.8%) – highest*

Residents see strong opportunity in aligning growth with infrastructure and economic development.

Regional Conditions and Impacts

Like much of the region, the City has a mostly flat topography that prevents most existing stormwater infrastructure from being deepened as a means to increase capacity. The proximity to the Gulf of America also presents increased risk for major storm events or hurricanes. Further, much of the rest of the region has moved toward adopting Atlas-14 rainfall data as the new standard for infrastructure and development planning. Since Atlas-14 rainfall depths for intensity, frequency, and duration events that are commonly used to size infrastructure systems are higher than the current (effective) depths, it is expected that regulatory floodplains will expand from current limits. Infrastructure planning must also consider flooding that occurs outside the regulatory floodplain but is not commonly mapped, which can be extensive in more developed areas. Continued development in the City and the ETJ can then be expected to both experience increased rainfall and create increased stormwater impacts, all of which will need to be considered in future stormwater and roadway infrastructure planning efforts.



9.5 Goals, Objectives, and Strategies

ID Infrastructure and Drainage

Goal

Provide reliable and resilient infrastructure systems that support existing residents and future growth.

Objectives & Strategies*

ID-1 Modernize Utility Infrastructure

- Plan water and wastewater capacity for growth. Update the City’s Water and Wastewater Masterplans
- **Prioritize replacement** of aging infrastructure systems.
- Coordinate infrastructure expansion with development.

ID-2 Improve Drainage and Flood Management

- Update the City’s Drainage Master Plan
- Expand regional detention and stormwater facilities.
- Maintain drainage channels and roadside systems **effectively.**
- Incorporate low-impact development practices.


5.3 Promote Coordinated Capital Planning


- Align capital improvement investments with growth areas.
- Pursue state and federal infrastructure funding.

5.4 Integrate resiliency best practices into infrastructure planning, design, and maintenance

- Embed Resiliency Standards into Policy and Design. Incorporate Best Management Practices (BMPs) and Low Impact Development (LID) strategies and requirements into the Unified Development Code, engineering standards, and capital

Guiding Principles


 **Preserve Angleton’s Small-Town Character and Identity**

 **Promote Balanced and Sustainable Growth**

Promote Fiscal Responsibility & Effective Governance*

Strengthen Neighborhoods and Expand Housing Choices

Invest in Connected Infrastructure and Mobility

 **Create Vibrant Places and Enhance Quality of Life**

Best Management Practices (BMPs) are proven methods or structural and non-structural techniques used to reduce pollution, manage stormwater, and improve environmental performance in development and infrastructure projects.

Low Impact Development (LID) is a stormwater management approach that uses natural, small-scale features to capture, filter, and reduce runoff close to where it falls, helping mimic natural hydrology and reduce flooding impacts.

improvement planning to ensure all public and private projects contribute to a more resilient infrastructure system.

- Implement BMPs to Manage Stormwater Quantity and Quality. Require the use of detention and retention systems, bioswales, and permeable pavements to reduce peak runoff, improve water quality, and minimize downstream flooding impacts.
- Expand the Use of Low Impact Development (LID) Approaches. Promote green infrastructure solutions such as rain gardens, green streets, and naturalized drainage corridors that mimic natural hydrology and reduce reliance on conventional stormwater systems.
- Establish and Track Performance-Based KPIs. Develop and monitor metrics such as reductions in peak runoff rates, increases in on-site stormwater capture, expanded permeable surface area, improved water quality, and reduced flood risk to evaluate infrastructure effectiveness over time.
- Integrate Resiliency into Capital Improvement Programming. Prioritize and fund infrastructure projects that demonstrate measurable resilience benefits and align with adopted KPIs, ensuring long-term return on investment.
- Strengthen Interdepartmental Coordination and Review Processes. Ensure planning, engineering, and public works departments collaborate to apply BMP and LID strategies consistently across projects, from design through maintenance.
- Monitor, Maintain, and Adapt Infrastructure Systems. Establish ongoing maintenance protocols and data collection practices to assess BMP and LID performance, allowing the City to refine standards and respond to evolving climate conditions.

Examples of **Low Impact Development (LID)** practices:

- **Rain gardens** – landscaped depressions that capture and filter stormwater runoff
- **Bioswales** – vegetated channels that slow, filter, and convey runoff
- **Permeable pavement** – surfaces that allow water to infiltrate into the ground
- **Green roofs** – vegetated roof systems that absorb rainfall and reduce runoff
- **Rainwater harvesting systems** – collection and reuse of rooftop runoff
- **Tree trenches / urban tree pits** – engineered soil systems that support tree growth while capturing stormwater
- **Constructed wetlands** – naturalized systems that treat and store stormwater
- **Infiltration basins** – shallow landscaped areas designed to allow water to soak into the ground

Infrastructure projects should be evaluated and guided by clear, measurable **Key Performance Indicators (KPIs)**.

Commonly used KPIs:

Hydrology & Flooding

- Runoff volume reduction
- Peak flow reduction
- Time to peak increase
- Freeboard at critical assets for design storms (10-, 25-, 50-, 100-yr)
- Overtopping frequency (events/yr)

Water Quality

- TN-Total Nitrogen load removal
- TP-Total Phosphorus load removal
- TSS -Total Suspended Solids load removal
- Metals removal
- E. coli / bacteria indicator reduction
- Event Mean Concentration (EMC) reduction

Asset Performance, O&M, and Resilience

- Infiltration capacity retention over time
- Sediment accumulation rate and cleanout interval
- Recovery time after storms

Cost & Benefit

- Cost of construction
- Lifecycle cost
- Cost per acre treated (removal of TP-Total Phosphorus, TN-Total Nitrogen, TSS -Total Suspended Solids)
- Cost per volume captured



10

RESILIENCY AND SUSTAINABILITY

5/29/26

10.1 Introduction

Resiliency and sustainability are essential to the City of Angleton's ability to accommodate future growth while protecting public health, safety, and overall community well-being. As a Gulf Coast community, Angleton is exposed to a variety of natural hazards, including flooding, extreme rainfall events, hurricanes, and severe weather conditions that influence development patterns, infrastructure performance, and emergency response capabilities. These environmental risks affect existing neighborhoods, critical infrastructure systems, economic activity, and future growth areas making proactive resilience planning an important component of long-range community planning.

This chapter evaluates existing environmental conditions, hazard vulnerabilities, and regional trends that may impact Angleton's long-term sustainability. It examines how infrastructure systems, land use patterns, and natural resources interact with hazard risks and identifies opportunities to strengthen the City's capacity to prepare for, withstand, and recover from disruptive events. The resiliency and sustainability framework builds upon established federal, state, regional, and local programs and regulations, including participation in the National Flood Insurance Program (NFIP), Federal Emergency Management Agency (FEMA) floodplain mapping, NOAA Atlas 14 rainfall standards, and regional watershed and drainage planning efforts applicable to Brazoria County and the broader Gulf Coast region.

Together, these efforts provide the foundation for guiding policies, investments, and strategies that support sustainable infrastructure systems, responsible growth, environmental stewardship, and long-term community resilience in Angleton.



**Resiliency -
Ability to cope
with and
recover from
setbacks,
bounce back
and keep
moving
forward**

10.2 Existing Conditions

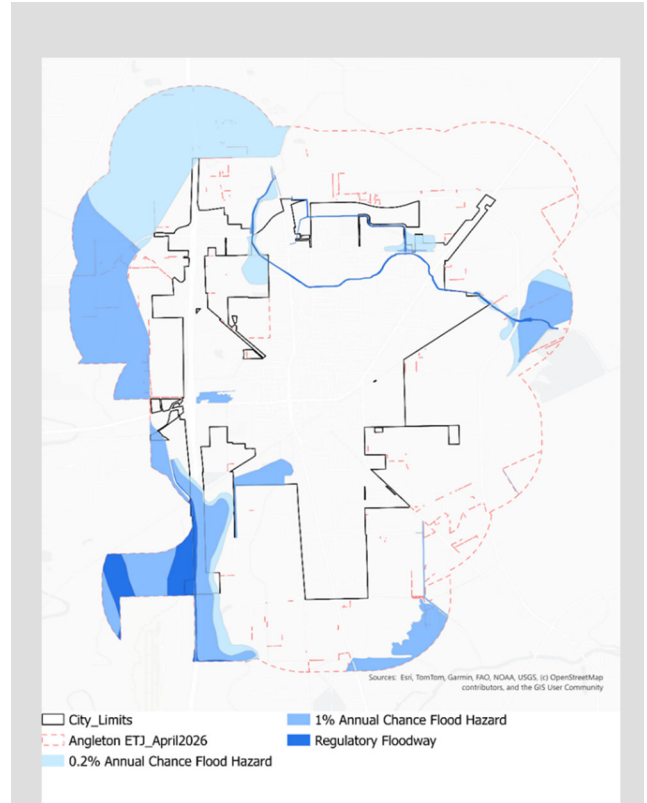
10.2.1 Floodplain and Hazard Mitigation

Floodplain and Flood Hazard Areas

Flood hazard areas within the City of Angleton are subject to periodic inundation resulting from intense rainfall events, regional watershed conditions, and coastal storm systems. Flooding can result in property damage, disruption of transportation and public services, economic losses, and risks to public health and safety. These impacts influence existing development patterns, infrastructure investment decisions, and long-term community resilience.

The City administers floodplain management regulations consistent with the National Flood Insurance Program (NFIP) requirements established under Title 44 of the Code of Federal Regulations. Development within mapped flood hazard areas requires floodplain development permits to ensure compliance with elevation, drainage, and flood damage prevention standards. The City Engineer serves as the Floodplain Administrator responsible for implementation and enforcement of these regulations.

Flood hazard areas identified through Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) occur primarily along natural drainage corridors, low-lying areas, and regional conveyance systems that ultimately drain toward Brazoria County coastal watersheds. Portions of the city and surrounding extraterritorial jurisdiction (ETJ) are located within mapped 100-year and 500-year floodplains, reflecting the community’s flat coastal terrain and limited natural relief.



Map to be fixed with clearer image and legends

Check out the Official Brazoria County Disaster Guide Today!

The Official Brazoria County **DISASTER GUIDE**

English

Spanish

Preparedness Saves Lives
Are You Prepared?

Hazard Mitigation Planning Framework

The City of Angleton’s resiliency efforts are guided by both the City of Angleton Hazard Mitigation Plan (2025) and the Brazoria County Hazard Mitigation Plan (2023), which establish a coordinated regional approach to reducing risks associated with natural hazards. The Comprehensive Plan complements and reinforces these adopted mitigation strategies by integrating hazard resilience considerations into land use planning, infrastructure investment, and capital improvement decisions. The Angleton Hazard Mitigation Plan identifies priorities focused on reducing risks to life and property, strengthening infrastructure resiliency, improving interagency coordination, and incorporating hazard mitigation principles into ongoing community planning efforts. Key objectives include protecting residents and businesses from hazard impacts, addressing repetitive flood losses, upgrading aging infrastructure, improving public education and emergency preparedness, and ensuring reliable backup power for critical facilities.

At the regional level, the Brazoria County Hazard Mitigation Plan provides additional policy direction aimed at reducing damage to public and private infrastructure throughout the county. Strategies applicable to Angleton include elevating or removing structures located within high-risk flood hazard areas, updating local development regulations to minimize future flood exposure, and implementing protective measures—such as levees or berms—to safeguard essential infrastructure, including wastewater treatment facilities. By incorporating both local and countywide mitigation strategies into existing planning mechanisms, Angleton supports a coordinated, multi-jurisdictional approach to hazard preparedness, disaster recovery, and long-term community resilience.

Regional Conditions and Emerging Impacts

In 2018, the National Oceanic and Atmospheric Administration (NOAA) released Atlas 14, which updated rainfall frequency estimates used for drainage design and floodplain modeling across Texas. For the Upper Gulf Coast region, updated rainfall depths significantly

Texas landmark faces \$750,000 restoration bill after Hurricane Beryl

Story by Brammhi Balarajan

<https://www.msn.com/en-us/news/us/texas-landmark-faces-750000-restoration-bill-after-hurricane-beryl/ar-AA11FUha?ocid=BingNewsSerp>



increased design storm values used for infrastructure planning. Many existing stormwater facilities within Angleton were constructed prior to adoption of Atlas 14 standards and may not fully accommodate current rainfall intensities.

As FEMA floodplain mapping is updated to incorporate Atlas 14 rainfall data, floodplain boundaries within Angleton are expected to expand. In addition to mapped floodplain flooding, the City experiences localized urban flooding, which occurs outside regulatory flood zones due to drainage limitations, aging infrastructure, or rapid runoff associated with development. These conditions represent an ongoing resiliency challenge for infrastructure planning and maintenance.

10.2.2 Heat Island effect

The urban heat island effect occurs when developed areas experience higher temperatures than surrounding rural environments due to concentrations of buildings, paved surfaces, and reduced vegetation cover. Within Angleton, expanding development, roadway infrastructure, and commercial areas contribute to localized heat retention, particularly during extended summer heat periods common to the Gulf Coast climate.

Elevated temperatures can increase energy consumption, strain utility systems, reduce air quality, and create public health concerns—especially for vulnerable populations during extreme heat events. Urban heat conditions may also increase water demand through irrigation and cooling needs.

Existing development patterns characterized by large paved areas and limited tree canopy in certain corridors contribute to localized warming effects. Consideration of shading, vegetation preservation, reflective materials, and green infrastructure practices is increasingly recognized as an important component of sustainable community planning and infrastructure resilience.

AccuWeather Angleton, TX 91°

TUESDAY, JULY 22

Current Weather

91°

RealFeel® 101°

RealFeel Shade® 95°

Heat Index

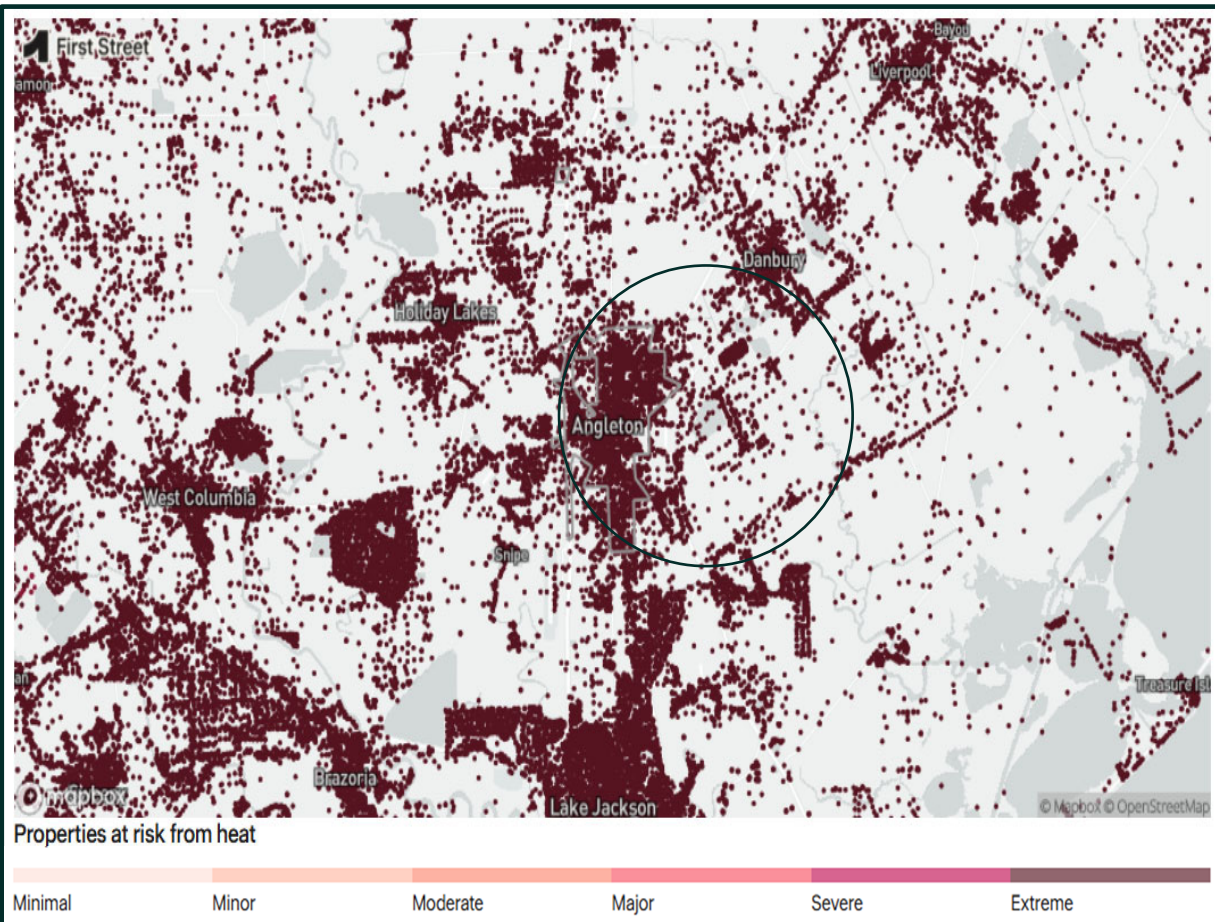
10.2.3 Drought

Drought represents a recurring environmental hazard affecting water supply reliability, natural systems, and regional economic activity within Brazoria County and the broader Gulf Coast region. Periods of prolonged below-average rainfall combined with high temperatures increase water demand while reducing groundwater recharge and surface water availability.

Angleton’s municipal water supply relies primarily on groundwater resources, making the system sensitive to extended dry conditions. During drought periods, increased consumption may place stress on water production and distribution infrastructure and may require implementation of conservation measures to maintain adequate supply and fire protection capability.

Drought conditions may also affect surrounding agricultural activities, open space areas, and regional ecosystems that contribute to the local economy and environmental health. Declining groundwater levels during extended dry periods can influence long-term aquifer sustainability and increase operational costs associated with water supply production.

Understanding drought vulnerability and promoting efficient water use practices remain important considerations for maintaining reliable infrastructure systems and supporting long-term community sustainability.



Properties at risk from heat

10.3 Goals, Objectives, and Strategies

RS Resiliency and Sustainability

Goal

Strengthen Angleton’s ability to withstand environmental, economic, and disaster-related challenges.

Objectives & Strategies*

RS-1 Reduce Hazard Vulnerability

- Maintain a Hazard Mitigation Plan for the City and ETJ to address all hazards to which City is susceptible, including wildfires, flooding, extreme heat and drought, hazardous materials, and hurricanes.
- Integrate hazard mitigation strategies into development decisions.
- Protect flood-prone and environmentally sensitive areas.
- Develop two-dimensional Hydraulic Models as a tool for communities to assess local, developing conditions, provide insight to the key flood-prone areas, and allow for targeted mitigation strategies.
- Alleviate flood risk by providing additional flow paths for flood waters. For lower magnitude, more frequent flooding, these types of channels can greatly support mitigation of flood damage.

Any improvements or mitigation strategies that result in modification to mapped floodplain boundaries will require the community to go through FEMA’s Map Revision Process

Guiding Principles

 Preserve Angle
Character and Identit

 Promote Balan
Growth

Quality of Life

Just keep
what
applies
from
CPAC
meeting

Planting trees, particularly along paved streets, can help mitigate heat:

shaded surfaces may be 20-45 degrees cooler than the peak temperatures of unshaded surfaces.

RS-2 Promote Sustainable Development


- Encourage water conservation and energy efficiency.
- Support green infrastructure practices.
- Consider implementing Envision and LEED requirements for large capital improvement projects or private developments to encourage and implement sustainable design. These requirements may raise the initial capital cost but lower the lifecycle costs of large budgeted projects.
- Incorporate flood control with all new and existing developments to prevent future damage. Incorporate resiliency and sustainability measures in all land use and infrastructure decisions. See sustainability matrix prepared by Ardurra.
- Coordinate with county, federal, state agencies, and the Drainage District on flood improvements. Evaluate the impact of growth under current guidelines and address compliance with subsidence district to prevent future penalties.
- Mitigate heat island effects by integrating sustainable strategies, such as limiting paved areas and increasing shade, especially along streets, sidewalks, trails and parking areas, to mitigate increased heat due to development.
- Conduct studies to understand species of interest in the area and take caution to not disrupt the habitat of threatened and endangered species through development.
- Perform a wetland study to identify wetlands in the City and surrounding areas that are being developed, differentiating regulated wetlands and non-regulated wetlands.


Conservation Development

Conservation or Cluster Development is a type of land subdivision in which residential lots that are smaller than the required lot size are clustered together on a portion of a site to allow the remainder of the land to be preserved for other purposes, usually as open space or for agricultural use. Clustering allows developers to attain the overall allowable density on a site—getting the most development potential out of the land – while preserving some of the rural character. The following are some methods used in the Conservation Development:

- Preservation of unique or sensitive natural resources such as groundwater, floodplains, wetlands, streams, steep slopes, woodlands, and wildlife habitats

Guiding Principle

 Preserve Angleton's Character and Identity

 Promote Balanced and Quality of Life

Just keep what applies from CPAC meeting

Envision and LEED are established certification programs that help planners and engineers create resilient designs. In general, LEED is geared towards sustainable buildings, while Envision is for sustainable infrastructure. Both systems should be integrated early in the design stage and considered throughout the life of a project.

The Envision Sustainable Infrastructure Rating System rates projects across several elements, granting projects different levels of awards based on several factors. These categories include:

- Quality of Life
- Natural World
- Leadership
- Climate and Risk
- Resource Allocation
- Infrastructure

LEED certification is a point system based on several factors, including:

- Location and Transportation
- Indoor Environmental Quality
- Water Efficiency
- Innovation
- Energy and Atmosphere
- Regional Priority
- Materials and Resources

- Preservation of important historic and archaeological sites
- Clustering of houses and structures on less environmentally sensitive soils to reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for residential development
- Promotion of interconnected greenways and corridors throughout the community
- Street designs that reduce traffic speeds and reliance on major arteries
- Promotion of landscaped walking trails and bike paths both within the subdivision and connected to neighboring communities, businesses, and facilities to reduce reliance on automobiles
- Conservation of scenic views and a reduction in perceived density by maximizing the number of houses with direct access to and views of open space



Figure 3.8: Visualizing Conventional Development versus Smart Growth | Source: *Rural by Design*¹²

These images are intended to illustrate some of the benefits of conservation development patterns in a smart growth context. The landscape shown is more akin to New England than Central Texas, but the principle of preserving rural character and contiguous open space by clustering buildings away from main roads applies equally to both landscapes.

Ardurra Sustainability Framework Matrix

The following matrix summarizes several sustainability and resilience frameworks that can help guide Angleton as it plans for continued growth, infrastructure expansion, and redevelopment. Together, these frameworks offer tools and best practices that can support Angleton’s efforts to balance economic growth with flood mitigation, environmental stewardship, neighborhood quality, and preservation of the community’s historic character and cultural identity.

	● Applicable			◐ Partially Applicable				NA Not Applicable			
Framework/ Measurement Tools	Water & Waste water	Stormwater & Flood	Energy & Power	Transportation/Mobility	Buildings	Solid Waste & Materials	Digital / Smart	Public Realm & Green	Governance & Finance	Land Use and Urban Planning	Landscaping/Climate/Open Space
UN Sustainable Development Goals (SDGs)	●	●	●	●	●	●	◐	●	●	●	●
New Urban Agenda	◐	◐	◐	●	●	◐	◐	●	●	●	◐
ISO 37120 / 37122 / 37123	●	◐	●	●	◐	●	●	◐	●	●	◐
STAR Community Rating System	●	●	●	●	●	●	◐	●	●	●	●
Envision	●	●	●	●	◐	●	◐	●	◐	◐	●
ISO 55000	●	●	●	●	●	●	◐	◐	●	◐	◐
ICLEI (5 Pathways)	●	●	●	●	●	●	◐	●	●	●	●
SITES Initiative	●	◐	NA	◐	◐	◐	NA	●	◐	◐	●
Env. Protection Agency (EPA)	●	◐	●	◐	●	◐	NA	●	NA	●	●
Living Building Challenge	●	◐	●	◐	●	◐	NA	●	NA	◐	●
USGBC LEED for Cities and Communities	●	◐	●	◐	●	◐	NA	●	NA	●	●
ENV SP	●	◐	●	◐	●	◐	NA	●	NA	◐	●

RS-3 Enhance Community Preparedness

- Improve emergency response coordination.
- Support resilient infrastructure and recovery planning.
- Plan for emergency management and evacuation routes.
- Address street flooding and ensure safe access during flooding.
- Ensure accessibility to all infrastructure, especially to the pump stations during a flooding event.

COMPREHENSIVE PLAN STANDARDS FOR SUSTAINING PLACES – AMERICAN PLANNING ASSOCIATION

The comprehensive plan standards are organized into a framework of related components: (1) six principles, (2) two processes, and (3) two attributes. Each of these components is implemented through a set of best practices. Collectively, these principles, processes, attributes, and supporting best practices define what the comprehensive plan for sustaining places should do.

Principles are normative statements of intent that underlies a plan’s overall strategy, including its goals, objectives, policies, maps, and other content. The six principles are:

- | | |
|------------------------------|----------------------------|
| 1. Livable Built Environment | 2. Harmony with Nature |
| 3. Resilient Economy | 4. Interwoven Equity |
| 5. Healthy Community | 6. Responsible Regionalism |

Two processes are:

- | | |
|----------------------------|-------------------------------|
| 1. Authentic Participation | 2. Accountable Implementation |
|----------------------------|-------------------------------|

Two attributes are:

- | | |
|-----------------------|--------------------------------|
| 1. Consistent Content | 2. Coordinated Characteristics |
|-----------------------|--------------------------------|

Developed by the American Planning Association
Refer to Appendix xx for additional information.

Source: xxx





11 PARKS, OPEN SPACE, AND CULTURAL ACTIVITIES

5/29/26

Captions will be added later

5.1 Introduction

5.2 Development Pattern

5.3 Existing Land Uses

5.4 Developable Land

5.5 Character Districts

5.6 Existing Zoning and Regulatory Framework

5.7 Goals, Objectives, and Strategies

11.1 Introduction

Parks, trails, open spaces, and recreational facilities play a critical role in supporting community health, environmental resilience, and overall quality of life in the City of Angleton. As the county seat of Brazoria County and a growing community within the Houston metropolitan region, Angleton's park system contributes to neighborhood livability, recreational opportunities, stormwater management, and community identity. Accessible parks and open spaces also support active lifestyles, social interaction, and economic attractiveness for residents and businesses.

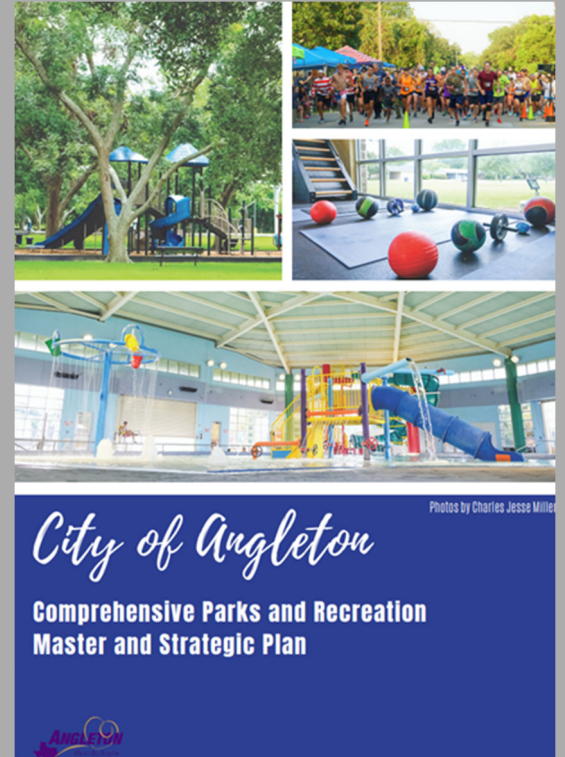
The City completed the Comprehensive Parks and Recreation Master and Strategic Plan (Parks and Recreation Master Plan) in 2019 to guide the future development, maintenance, and operation of Angleton's park and recreation system. The Plan establishes a coordinated framework for balancing recreational facilities, open space preservation, programming, and community needs over time while responding to anticipated population growth and changing demographics. The Master Plan serves as an implementation tool supporting long-range planning efforts and functions as an element of the City's Comprehensive Plan.

The Parks and Recreation Master Plan was developed through extensive community engagement, stakeholder coordination, facility inventory assessments, and level-of-service analysis. The planning process identified system strengths as well as key needs, including improved park connectivity, expanded recreational programming, facility upgrades, enhanced accessibility, and equitable access to parks throughout the community.

This chapter summarizes the findings and recommendations of the adopted Parks and Recreation Master Plan and evaluates existing park facilities, open spaces, trails, and recreational programs within Angleton. The chapter also identifies opportunities to expand access, improve maintenance and connectivity, and align park investments with future growth, resiliency goals, and community priorities to ensure Angleton continues to provide high-quality recreational amenities for current and future residents.

Page | 3

Parks, Open Space, and Cultural Activities



11.2 Existing Conditions

Parks, Trails, and Open Spaces

Current Facilities

The City of Angleton maintains a system of public parks and outdoor recreational facilities that provide opportunities for active recreation, community gathering, and open space enjoyment for residents and visitors. According to the Angleton Parks and Recreation Master and Strategic Plan (2019), the City's park system includes approximately 220 acres of publicly maintained parkland and outdoor recreation facilities distributed throughout the community. These facilities range from neighborhood parks serving nearby residential areas to larger community parks and athletic complexes that accommodate organized sports, special events, and citywide recreational programming.

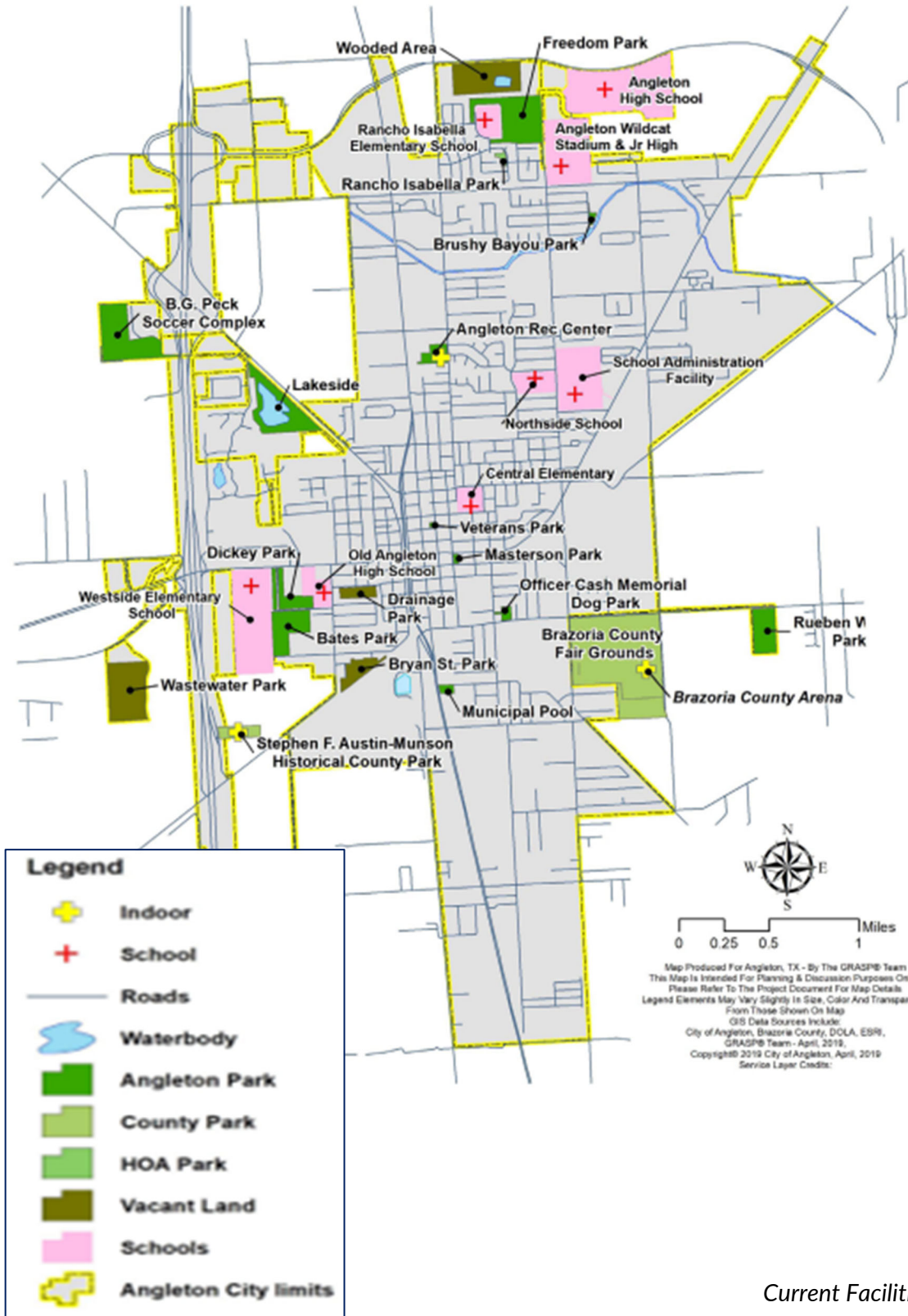
Angleton's park system is anchored by several community-scale recreational destinations, including B.G. Peck Soccer Complex, Freedom Park, and Lakeside Park, which provide athletic fields, open play areas, trails, and spaces for organized recreation and tournaments. Community parks such as Bates Park, Rueben Welch Park, Dickey Park, and Bryan Street Park provide playgrounds, picnic areas, and informal recreation opportunities that support daily neighborhood use. Smaller parks and specialty facilities—including Brushy Bayou Park, Masterson Park, Veterans Park, the Officer Cash Memorial Dog Park, and outdoor areas associated with the Angleton Recreation Center and Municipal Pool—expand recreational access and serve localized community needs.

The Parks and Recreation Master Plan notes that Angleton's park facilities have developed incrementally over time and vary in age, condition, and amenity availability. While the City provides a diverse range of recreational opportunities, some facilities include aging infrastructure requiring rehabilitation or modernization. In addition, the geographic distribution of parks results in varying levels of access across neighborhoods, highlighting opportunities to improve connectivity, accessibility, and equitable park service coverage as the community continues to grow.

11.3 Parks, Trails, and Open Spaces

The City of Angleton maintains a system of public parks and outdoor recreational facilities totaling approximately 220 acres of City-owned parkland, providing a range of recreational amenities including athletic fields, playgrounds, open green space, trails, and community gathering areas. While the park system offers diverse recreational opportunities throughout the community, many facilities have developed incrementally over time and reflect varying ages, maintenance needs, and levels of investment. As identified in the Parks and Recreation Master and Strategic Plan, park access and geographic distribution vary across neighborhoods, resulting in differing levels of proximity to parks and recreational amenities for some residents.

Facility Name	Type	Ownership	Acreage (Acres)
Angleton Recreation Center (Outdoor Areas)	Community Recreation	City of Angleton	8.5
B.G. Peck Soccer Complex	Athletic Complex	City of Angleton	44.6
Bates Park	Community Park	City of Angleton	23.9
Brushy Bayou Park	Neighborhood Park	City of Angleton	1.5
Bryan Street Park	Neighborhood Park	City of Angleton	12.6
Dickey Park	Community Park	City of Angleton	14.7
Freedom Park	Community Park	City of Angleton	43.6
Lakeside Park	Community Park	City of Angleton	44.6
Masterson Park	Mini Park	City of Angleton	0.9
Municipal Pool	Special Use Facility	City of Angleton	2.5
Officer Cash Memorial Dog Park	Special Use Park	City of Angleton	3.0
Rueben Welch Park	Community Park	City of Angleton	20.1
Veterans Park	Mini Park	City of Angleton	0.5
Total City Park Acreage			220.8 Acres
Brazoria County Fairgrounds	Regional Event & Recreation Facility	Brazoria County	154
Stephen F. Austin–Munson Historical County Park	Historic / Cultural Park	Brazoria County	10
Rancho Isabella Park	Neighborhood Park	HOA (Private)	2



Current Facilities

2019 Parks and Recreation Master Plan Summary

The City of Angleton Parks and Recreation Master and Strategic Plan (2019) provides a comprehensive evaluation of Angleton’s existing parks and recreation system, assessing current facilities, service levels, accessibility, programming needs, and long-term recreational priorities. The Plan establishes a strategic framework to guide park improvements, capital investments, maintenance practices, and future recreational development as the community continues to grow.

Each park was evaluated in the Master Plan based on location, acreage, amenities, condition, service function, and opportunities for improvement or expansion. The analysis found that Angleton maintains a diverse park system that provides a strong foundation for community recreation; however, facilities have developed incrementally over time and vary in age, condition, and level of investment. While the City provides a range of athletic and community recreation opportunities, gaps exist in connectivity between parks, neighborhood access, and modernization of aging amenities. The Plan emphasizes that future decisions should be guided by local recreation demand and community priorities rather than national standards alone.

System Needs and Community Priorities

The Plan identified aging park amenities, limited shade and support facilities, and deferred maintenance needs at several locations as key challenges facing the system. Community engagement conducted during the planning process identified several consistent recreation priorities, including:

- Rehabilitation and modernization of existing park amenities
- Expanded walking trails and fitness opportunities
- Improved playground equipment and shade structures
- Enhanced athletic facilities and practice space

SUMMARY OF GOALS AND OBJECTIVES

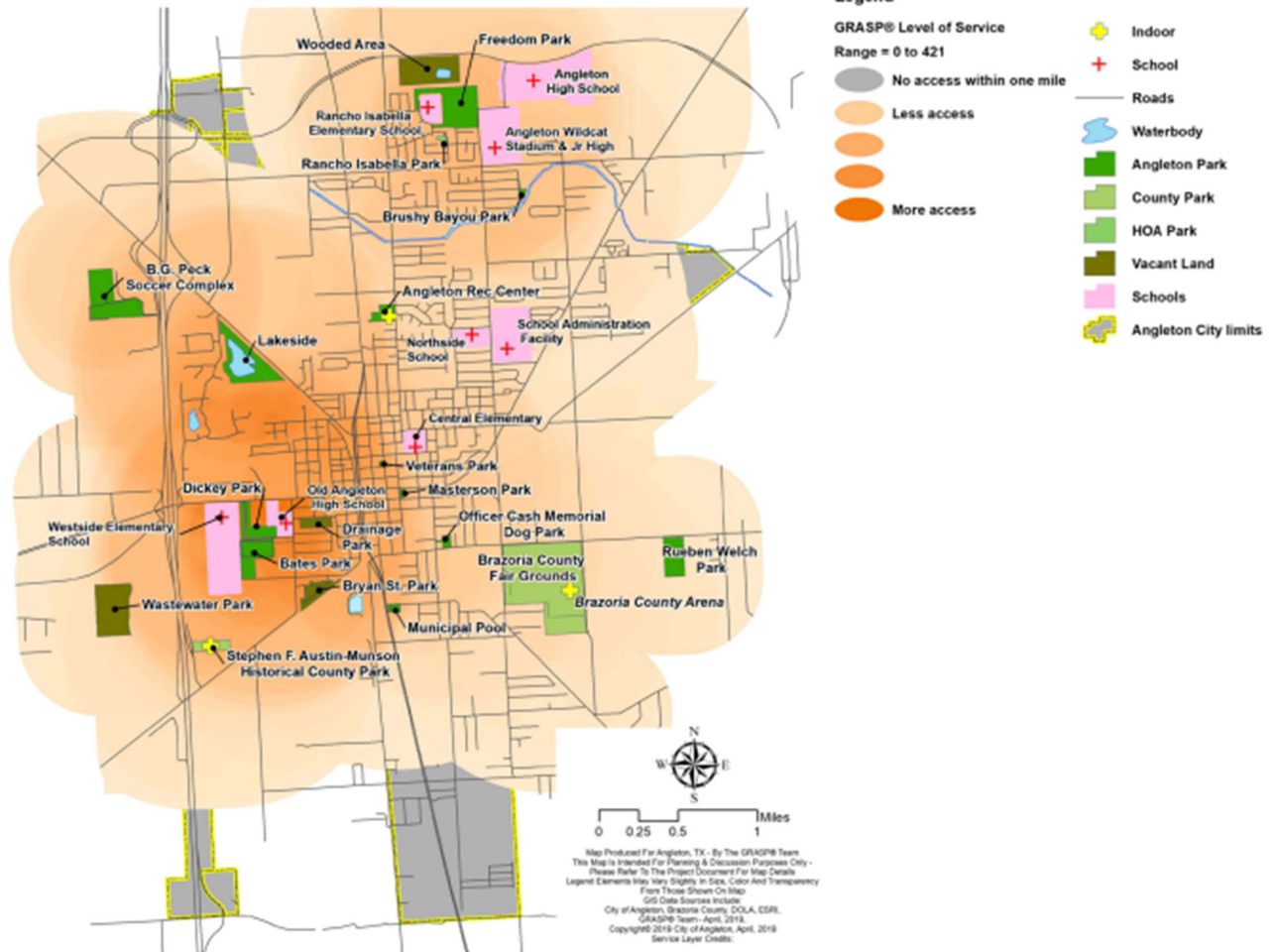
<div style="background-color: #4a7c3e; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> Organizational </div> <ul style="list-style-type: none"> • Improve partnerships with alternative providers • Address marketing and outreach to the community • Reevaluate and update the Mission and Vision statements 	<div style="background-color: #004a87; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> Program and Service Delivery </div> <ul style="list-style-type: none"> • Enhance programming for teens • Expand senior programming • Address adult sports programming • Increase nature programming • Address gaps in level of service and programming on the south side of the city • Increase and improve family oriented programming • Enhance Special Events/Community Events • Enhance opportunities for fitness programming
<div style="background-color: #004a87; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> Facilities and Amenities </div> <ul style="list-style-type: none"> • Plan for maintenance and replacement needs of parks and park amenities • Address pedestrian connectivity throughout the city • Improve access to indoor facilities/space • Address lack of outdoor water access (outdoor Municipal pool) • Increase space for programming • Improve diamond ball field maintenance • Create a plan for improving mowing • Update and improve dog park • Address need for access to nature trails • Address parking accessibility and access at parks and recreation facilities • Address park restrooms • Create a plan to improve the recreation center 	<div style="background-color: #4a4a8a; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> Level of Service </div> <ul style="list-style-type: none"> • Consider opportunities to provide more parks and recreation access and increase parks per population ratio • Address safety and security in all parks • Create site specific improvements or individual master plans for existing and future park lands
<div style="background-color: #4a7c3e; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> Facilities and Amenities </div> <ul style="list-style-type: none"> • Plan for maintenance and replacement needs of parks and park amenities • Address pedestrian connectivity throughout the city • Improve access to indoor facilities/space • Address lack of outdoor water access (outdoor Municipal pool) • Increase space for programming • Improve diamond ball field maintenance • Create a plan for improving mowing • Update and improve dog park • Address need for access to nature trails 	<div style="background-color: #004a87; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> Financial </div> <ul style="list-style-type: none"> • Identify opportunities to increase funding • Create and implement a scholarship program • Consider cost recovery policy to improve fee pricing structure

- Improved park maintenance and restroom facilities
- Increased opportunities for community events and gatherings
- More essential community assets supporting youth recreation, health and wellness, and social interaction

While most residents are located within one mile of a park or outdoor recreation opportunity, access is comparatively more limited along the city’s outer edges, highlighting opportunities for future park expansion and connectivity improvements

Figure 28: Neighborhood Access to Outdoor Recreation

Neighborhood Access to Outdoor Recreation Opportunities



Source: xxxxx

Natural Resources and Resiliency

The Parks and Recreation Master Plan highlights the important role parks and open spaces play in supporting environmental sustainability and community resiliency. The Plan encourages preservation of open space and integration of parks with drainage and floodplain areas where appropriate. Nature-based design approaches, including tree planting, green infrastructure, and

low-impact development practices are recommended to improve stormwater management, enhance environmental quality, and reduce long-term maintenance impacts.

Implementation and Future System Improvements

The Master Plan provides a roadmap for reinvestment in existing parks while strategically expanding recreational opportunities to accommodate future growth. Recommended actions include renovation of aging park facilities, enhancement of recreational amenities, expansion of trail and sidewalk connections, and continued partnerships with Angleton Independent School District, Brazoria County, and other recreation providers. Key implementation strategies focus on improving park accessibility, strengthening neighborhood connections, modernizing facilities, and ensuring that future park investments align with projected population growth and community needs.

These recommendations are incorporated into relevant chapters of this Comprehensive Plan, including Mobility, Infrastructure, Resiliency, and Implementation.

Recommendations of the 2019 Parks and Recreation Master Plan

Category	Recommendation / Action Item	Implementation Status
Organization & Partnerships	Strengthen partnerships with Angleton ISD for shared recreation facilities	<input type="checkbox"/> Not Started <input type="checkbox"/> In Progress <input type="checkbox"/> Completed
	Reevaluate agreements with youth sports organizations	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Coordinate use of Brazoria County Fairgrounds for recreation and events	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Update Parks and Recreation Mission and Vision statements	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Improve department marketing, outreach, and communication strategies	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Programs & Services	Expand social media and community engagement efforts	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Expand youth, teen, and family recreation programming	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Establish Teen Advisory Board	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Expand senior programming opportunities	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Increase adult athletics and wellness programs	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Expand outdoor fitness and nature-based programming	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Improve recreation access in underserved areas of the city	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Park Facilities & Amenities	Evaluate and expand community events and festivals	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Rehabilitate aging park infrastructure and amenities	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement routine park condition assessment program	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Upgrade playgrounds to ADA accessibility standards	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Category	Recommendation / Action Item	Implementation Status
	Improve restroom facilities systemwide	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Increase shade structures and seating areas	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Expand multi-purpose recreation spaces	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Upgrade Officer Cash Memorial Dog Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Evaluate need for additional dog park facilities	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Improve maintenance practices and mowing strategies	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Transition athletic field maintenance to City operations where feasible	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Connectivity & Access	Develop citywide trail and multimodal connectivity plan	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Improve pedestrian and bicycle access to parks	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Strengthen neighborhood connectivity to recreation facilities	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Evaluate walkability and access standards for future development	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Recreation Facilities Expansion	Evaluate feasibility of expanded aquatics facilities	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Optimize Recreation Center indoor and outdoor space	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Expand outdoor recreation programming areas	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Plan for large community gathering or amphitheater space	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Level of Service & Equity	Develop parks in underserved growth areas	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Maintain equitable park level of service citywide	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Prepare site-specific master plan for Rueben Welch Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement ADA Transition Plan improvements	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Safety & Operations	Improve park lighting and visibility	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Expand park patrol and safety coordination	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Apply CPTED principles in park design	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Encourage neighborhood watch participation	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Site-Specific Park Improvements	Implement improvements at Freedom Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement improvements at Dickey Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement improvements at Bates Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement improvements at B.G. Peck Soccer Complex	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement improvements at Lakeside Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Implement improvements at Brushy Bayou Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Category	Recommendation / Action Item	Implementation Status
	Implement improvements at Masterson Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Coordinate improvements with Rancho Isabella Park	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Financial & Funding	Pursue grants, sponsorships, and partnerships	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Evaluate future bond or capital funding opportunities	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Establish recreation scholarship program	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Develop cost recovery and fee policies	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

11.4 Cultural Activities

Overview

Cultural planning is a place-based planning process that establishes a shared vision and implementation framework for strengthening and expanding a community’s arts, heritage, and cultural resources.

Cultural plans typically include goals and strategies addressing topics such as social cohesion, community engagement, arts and cultural programming, support for creative industries, cultural economic development, cultural facility investment, and funding mechanisms for public art and cultural initiatives. These efforts may include both permanent installations and temporary programming that activate public spaces.

The cultural planning process provides communities with an opportunity to:

- Expand access to arts and cultural experiences for residents, visitors, and the creative community;
- Strengthen and coordinate cultural resources across municipal departments and community organizations; and
- Leverage arts and culture to advance broader community objectives related to economic vitality, social equity, environmental stewardship, and community identity.

A Brief History of Cultural Planning

Modern cultural planning evolved alongside innovations in urban design and public art during the late nineteenth and early twentieth centuries. Rapid urbanization prompted civic leaders and community organizations to promote beautification, civic pride, and coordinated development through art, architecture, and public spaces.

Movements such as the City Beautiful Movement emphasized the integration of public art, cultural institutions, and civic design into city planning efforts. These early initiatives established the foundation for recognizing arts and culture as essential components of community development, quality of life, and long-term urban planning.

Types of Cultural Plans

Cultural plans vary in scale and focus depending on community priorities and local conditions. Plans may be led by municipal governments, nonprofit organizations, or community partnerships.

Regardless of leadership structure, cultural plans typically establish a framework that aligns arts and cultural initiatives with broader community goals and identifies actionable strategies for implementation.

Components of a Cultural Planning Process

A comprehensive cultural planning process generally includes:

- Establishing a leadership or advisory team to guide plan development, outreach, and stakeholder engagement;
- Conducting an inventory and assessment of cultural assets, including individuals, organizations, institutions, and facilities located on both public and private property; and
- Developing a community vision, action plan, and implementation strategy that identifies partnerships, funding opportunities, and resource needs.
- Successful cultural planning strengthens collaboration among municipal departments—including planning, parks, public works, libraries, and public safety—and fosters stronger relationships between local government and the community.

Conducting an Inventory and Assessment

Cultural assessment typically includes a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis informed by cultural asset mapping.

Cultural asset mapping serves as a foundational step in identifying and documenting the people, places, traditions, and organizations that contribute to community identity. Recognizing and tracking these assets enables communities to make informed decisions and strategically invest in cultural development.

Cultural assets generally include:

- Tangible Assets
 - Physical and organizational resources located on public or private land, such as:
 - Cultural and performing arts facilities
 - Museums, historic sites, and heritage resources
 - Public art and urban design features
 - Cultural industries and creative businesses
 - Artist networks and organizations
 - Festivals, events, and cultural programming
- Intangible Assets
 - Non-physical elements that shape community character and sense of place, including:
 - Local traditions and cultural practices
 - Community stories and shared history
 - Social networks and creative collaborations
 - Cultural expressions that reflect community identity

Role of Cultural Facilities in Angleton's Community Development

Cultural facilities are public or semi-public spaces that support cultural expression, education, community gathering, and heritage preservation. Facilities such as libraries, museums, civic centers, performance venues, parks, and historic sites play a significant role in shaping community identity and supporting long-term growth. Their value extends across economic, social, spatial, and cultural dimensions.

In Angleton, cultural facilities, particularly those located within and surrounding Historic Downtown and key civic corridors—serve as important community anchors that reinforce local identity, support community events, and contribute to economic activity and quality of life.

1. Economic Growth and Community Vitality

Local tourism and community spending: Angleton's cultural destinations, including historic downtown assets, civic gathering spaces, and community events, attract residents and visitors from across Brazoria County. Signature events, seasonal festivals, and community celebrations generate activity that supports local restaurants, retail businesses, and small enterprises while strengthening downtown economic vitality.

Support for local businesses and entrepreneurship: Cultural programming, markets, festivals, and public events help activate public spaces and increase foot traffic within downtown and surrounding commercial areas. These activities contribute to sales tax generation, encourage small business development, and enhance Angleton's competitiveness as a regional destination within Brazoria County.

2. Urban Revitalization and Spatial Development

Historic Downtown as a civic and cultural anchor: Angleton's Historic Downtown functions as the symbolic and social heart of the community. Civic buildings, historic structures, public gathering spaces, and community institutions collectively create a



walkable environment that supports community interaction and reinforces downtown revitalization efforts.

Preservation and adaptive reuse: Historic buildings and heritage resources contribute to community character while offering opportunities for adaptive reuse as cultural, civic, or commercial spaces. Continued preservation efforts support reinvestment, maintain local history, and align with broader redevelopment and placemaking goals identified through regional planning initiatives.

3. Social Cohesion and Community Identity

Community gathering and engagement: Cultural facilities provide inclusive spaces where residents of all ages and backgrounds can participate in educational programs, arts activities, civic events, and social gatherings. Facilities such as libraries, parks, and community centers foster interaction, strengthen social connections, and promote civic pride.

Celebration of local heritage: Angleton's cultural resources reflect the community's history as the county seat of Brazoria County and its longstanding agricultural and civic traditions. Community events, heritage celebrations, and local storytelling help preserve shared history while reinforcing a strong sense of place.

4. Education and Human Capital Development

Informal and lifelong learning: Institutions such as the Angleton Public Library and local historical resources provide educational opportunities that extend beyond traditional classrooms, supporting lifelong learning and community enrichment.

Youth and community engagement:

Arts programs, public events, and recreational programming encourage creativity, leadership development, and community participation among youth and residents, contributing to long-term social and economic resilience.

5. Cultural Identity and Heritage Conservation

Heritage preservation:

Historic resources, local traditions, and community events celebrate Angleton's agricultural roots, civic history, and evolving community character. Preservation and interpretation efforts help maintain continuity between past and future development.

Community identity anchors:

Downtown civic spaces, historic landmarks, and annual community events collectively serve as cultural anchors that define Angleton's identity and distinguish the city within the broader Brazoria County region.

6. Planning Policy and Governance

Integrated planning approach:

Angleton's Comprehensive Plan and downtown revitalization efforts recognize cultural facilities as important components of economic development, placemaking, and

community livability. Cultural investments support broader goals related to mobility, redevelopment, and quality of life.

Community partnerships:

Collaboration among the City, civic organizations, schools, nonprofits, and local businesses supports festivals, public programming, and cultural initiatives that strengthen community engagement and implementation capacity.

7. Challenges and Opportunities

As Angleton continues to grow, maintaining investment in cultural facilities alongside infrastructure and residential development will be important to ensure equitable access to cultural amenities. Opportunities exist to expand programming, enhance downtown activation, improve marketing of community events, and strengthen partnerships that connect Angleton’s cultural assets with regional visitors and future residents.

Cultural Assets in Angleton

Preliminary findings identified the following cultural facilities, gathering spaces, and community events within the City of Angleton. It is recommended that this inventory be further refined and expanded through a comprehensive **Cultural Asset Mapping** process to ensure continued recognition and support of Angleton’s cultural resources.

Attractions and Common Venues for Cultural and Seasonal Events

1. Historic Downtown Angleton

Serves as the primary hub for community gatherings, seasonal celebrations, markets, parades, and civic events. Downtown streets and public spaces regularly host festivals and small business events that reinforce Angleton’s historic identity and walkable civic core.



2. Angleton Market Days

A recurring downtown event that brings together local vendors, artisans, food trucks, and residents, activating public spaces and supporting small businesses. Market Days strengthen community interaction while contributing to downtown economic activity and placemaking.

3. Brazoria County Historical Museum

Located in Historic Downtown, the museum preserves and interprets the history of Brazoria County through exhibits, educational programming, and cultural events. The facility serves as an important heritage destination and educational resource for residents and visitors.

4. Brazoria County Courthouse and Courthouse Square

A historic civic landmark that functions as a symbolic and physical gathering space for ceremonies, public events, and community celebrations.

5. Angleton ISD Performing Arts and School Facilities

School auditoriums and event spaces support concerts, theatrical performances, graduations, and community gatherings that contribute to the city's cultural life.

6. Brazoria County Fairgrounds

Hosts the annual Brazoria County Fair and Rodeo along with exhibitions, markets, and regional events that attract visitors from across the county and Gulf Coast region.

7. Heart of Christmas

A signature seasonal community event held in Historic Downtown featuring holiday lighting, local vendors, performances, and family-oriented activities. The event attracts residents and visitors, strengthens community traditions, and supports downtown businesses during the holiday season.

8. Stephen F. Austin–Munson Historical County Park

A significant historic landmark commemorating Stephen F. Austin, known as the “Father of Texas.” The statue and surrounding park serve as an important heritage site reflecting Angleton’s historical connection to early Texas settlement and provide a public space for reflection, education, and community visitation.

11.5 Goals, Objectives, and Strategies

PR Parks, Recreation, Open Space and Cultural Activities

Goal

Expand access to parks, recreation, and cultural amenities that promote health, community interaction, and quality of life.

Objectives & Strategies*

PR-1 Expand and Activate Public Gathering Spaces

- Expand and activate parks, open spaces, and community facilities to support recreation, community gatherings, and quality of life.
- Program parks and public spaces to support farmers markets, performances, festivals, and community events, and increase programming to activate city parks throughout the year.
- Develop neighborhood and community parks in growth areas.
- Expand trails and recreational programming.
- Upgrade existing park facilities.

PR -2 Celebrate Culture and Community Identity

- Support festivals, arts, and cultural programming.
- Integrate public art and heritage interpretation.

Guiding Principles

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- ✓ Strengthen Neighborhoods and Expand Housing Choices
- ✓ Invest in Connected
- ✓ Infrastructure and Mobility Create Vibrant Places and Enhance Quality of Life

After the next exercise with CAPC - Just keep what applies

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7.3 Improve Recreational and Civic Facilities to Meet the Needs of Residents of All Ages and Abilities

- Upgrade parks, recreation centers, and civic facilities to serve residents of all ages and abilities.
- Partner with schools, nonprofits, and community organizations to expand recreational and cultural programming.
- Expand Lakeside Park as a premier event and gathering space for large community functions.
- Coordinate park planning with long-term drainage and flood mitigation needs.
- Explore the creation of a multipurpose arena and event venue to serve as a local and regional hub for sports, concerts, graduations, and workforce development, leadership, and entrepreneurship activities.
- Plan for a dedicated Senior Center or senior-focused activity space, and explore new sites to reduce pressure on the Recreation Center.
- Pursue grants and partnerships for senior programming and other improvements.

7.4 Develop a Multicultural Community Activity Center

- Develop a multicultural community activity center that also serves as a hub for workforce development, leadership, and entrepreneurship.
- Collaborate with colleges, the SBA, and corporate partners to establish a multi-use hub that incorporates cultural and community activities with workforce and skills development.
- Locate the facility on a site capable of hosting 500+ people (e.g., the Angleton Complex or County Fairgrounds).
- Include programming for all ages and community events.

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DRAFT



12 ECONOMIC DEVELOPMENT

Captions will be added later

5/29/26

- 12.1 Introduction**
- 12.2 Market Environment**
- 12.3 Public Environment**
- 12.4 Brazoria County**
- 12.5 Port Freeport Expansion**
- 12.6 Development Agreements**
- 12.7 202X Capital Projects**
- 12.8 Strategic Plan**
- 12.9 Fiscal Impact - Land Use and Development Types**
- 12.10 Goals, Objectives, and Strategies**

12.1 Introduction

Economic development encompasses activities that support existing businesses while creating conditions that encourage new investment, job creation, and long-term economic growth. The primary objective of the Comprehensive Plan is to establish a strong foundation for the City of Angleton's economic development efforts while reinforcing the goals and priorities identified by the City and its economic development partners.

Economic growth is commonly measured through job creation, a stable and expanding property and sales tax base, and a diverse mix of employers across multiple industries. The Comprehensive Plan supports these outcomes by evaluating demographic trends, workforce characteristics, base industries, and major employers to guide future development decisions and strengthen the City's economic vitality.

In addition, the Comprehensive Plan contributes to economic development by shaping land use patterns, infrastructure investments, and development regulations that support business attraction and retention. The Future Land Use Plan organizes development areas to encourage compatible land uses, efficient infrastructure utilization, and opportunities for mixed-use and employment-supportive environments. By promoting coordinated growth and strategic reinvestment, the Plan helps create an attractive and competitive environment for employers, residents, and investors.

Angleton's economic growth is closely linked to its role as the county seat of Brazoria County and its strategic location within the greater Gulf Coast and Houston regional economy. The City benefits from proximity to major employment centers, petrochemical and industrial corridors, healthcare facilities, and regional transportation routes, while maintaining a strong local identity and small-town character valued by residents.

Locally, ongoing initiatives aimed at supporting small businesses, strengthening downtown activity, expanding commercial development, and enhancing workforce opportunities continue to reinforce Angleton's economic base. Together, these efforts position Angleton to achieve long-term economic resilience, sustainable growth, and enhanced quality of life for current and future residents.

12.2 Market Environment

The market environment is shaped by private-sector participants, including property owners, residents, investors, developers, and businesses—whose perceptions and investment decisions influence local growth patterns. Angleton is increasingly positioned to benefit from regional growth occurring throughout Brazoria County and the greater Houston metropolitan area, with market interest focused on residential expansion, commercial reinvestment, and development opportunities along major transportation corridors.

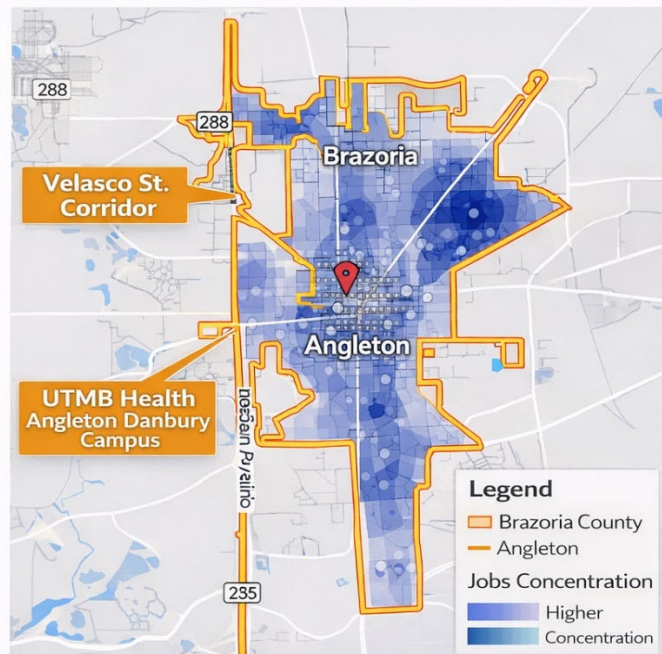
As population growth continues within Angleton and surrounding communities, demand for retail, services, and employment opportunities is expected to increase. Without proactive planning, early commercial growth may occur incrementally through stand-alone retail, convenience services, and highway-oriented development patterns. While these uses meet short-term market demand, they may not fully support long-term community goals related to walkability, connectivity, and economic diversification.

Planned and coordinated development—particularly within emerging growth areas and along key corridors—can help organize commercial investment more strategically. Master-planned and mixed-use developments provide opportunities to cluster complementary uses, improve access and visibility, and create attractive commercial environments that benefit both the community and private investment. Strategic land use guidance allows Angleton to capture growth in a manner that strengthens economic competitiveness while preserving community character.



Jobs & Employment Highlights

- Jobs concentrated along the Velasco St. corridor and at UTMB on SH 35
- Brazoria County added nearly 14,000 jobs between 2020 and 2024 (a 12.3% increase)
- Top industries in Angleton by employment:
 - Healthcare
 - Retail
 - Accommodation and Food Services



Current Market Conditions

Angleton’s market conditions reflect strengthening demand across industrial, office, healthcare, and hospitality sectors driven by regional growth, expanding employment activity, and proximity to major economic centers throughout Brazoria County. Rising occupancy levels and increasing lease rates indicate a constrained supply environment and growing investment interest. Major employers in Angleton include UTMB Health Angleton Danbury Campus, Angleton Independent School District, Brazoria County, the City of Angleton, H-E-B, and Walmart, which collectively anchor the City’s healthcare, education, government, and retail employment sectors.

Industrial

The industrial sector in Angleton has experienced steady growth over the past five years, supported by regional expansion in manufacturing, logistics, and energy-related industries. Industrial lease rates are currently estimated to be nearly 20 percent above regional median levels, reflecting strong demand and limited available space.

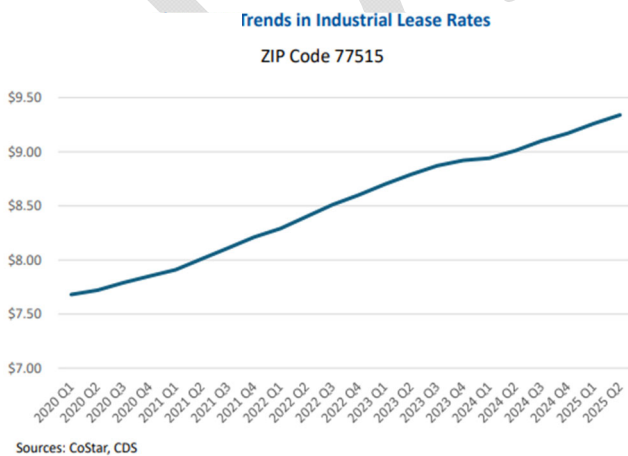
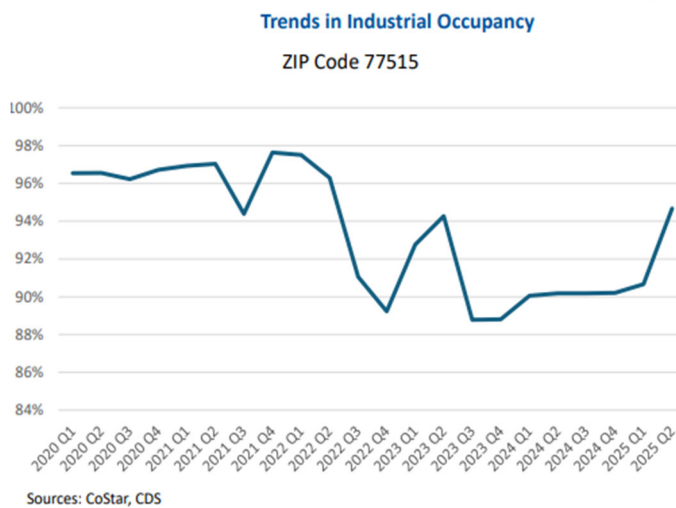
Industrial building occupancy has rebounded to approximately 95 percent in the most recent quarter, demonstrating continued market strength, although still slightly below

peak levels observed in 2021. These trends indicate that available industrial inventory is becoming increasingly limited.

Existing industrial development also presents redevelopment opportunities. More than 26 percent of industrial space within Angleton was constructed prior to 1970, suggesting aging facilities that may require modernization to remain competitive. Additionally, approximately 45 percent of industrial facilities associated with the 77515-market area operate outside Angleton city limits, limiting the City’s ability to capture employment and tax revenue benefits.

To sustain economic competitiveness, expanding industrial supply will be important through:

- Development-ready industrial sites
- Streamlined zoning and permitting processes
- Infrastructure investments supporting employment growth
- Targeted incentive programs encouraging new industrial development



Office

Angleton’s office market has demonstrated recovery following post-pandemic declines, supported primarily by healthcare, government, and professional service employment. Office lease rates are currently estimated to be approximately 10 percent higher than comparable regional markets, reflecting stable demand and limited modern office inventory.

Occupancy levels have largely recovered from pandemic-era lows, although a slight decline was observed in 2024. Continued demand for medical and professional office space—particularly near healthcare and civic employment centers—indicates opportunities for new or upgraded office development.

Healthcare

Healthcare remains one of Angleton’s primary economic anchors. UTMB Health Angleton Danbury Campus, established in 1969 and incorporated into the UTMB Health system in 2014, serves Angleton and surrounding communities including Danbury and Rosharon. The facility includes 62 staffed beds and represents a major employment center along the SH 35 corridor. Healthcare growth continues to generate demand for supporting medical offices, services, and related commercial development.



Hospitality and Lodging

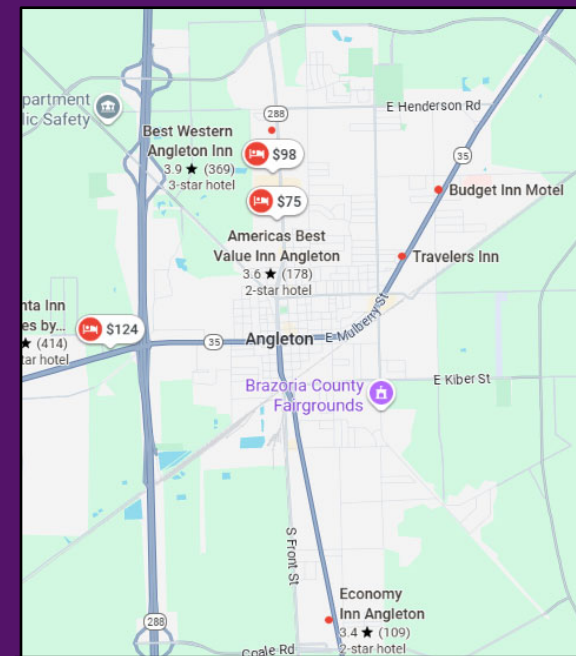
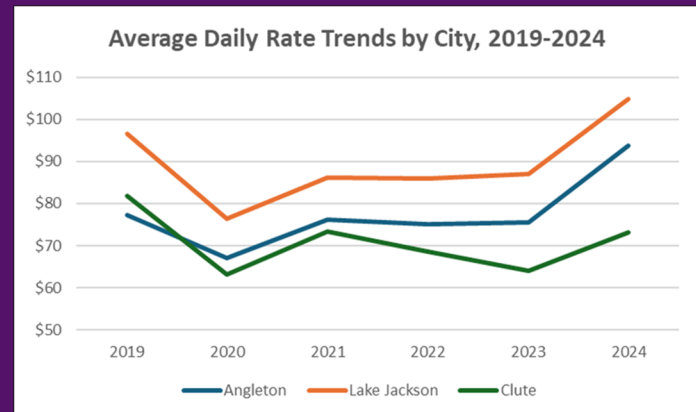
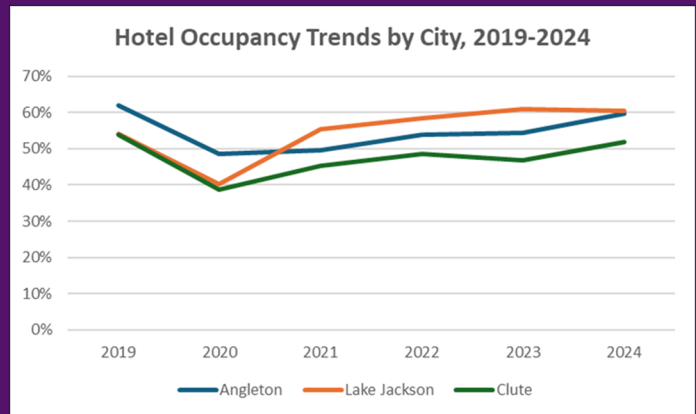
Angleton’s hospitality sector supports regional tourism, business travel, and event-related visits. The City currently has five hotel properties, four of which are classified as economy accommodation, resulting in fewer lodging options compared to nearby competing markets.

Average Daily Rates (ADR) have increased approximately 21.4 percent since 2019, indicating strengthening demand. However, higher-rate lodging markets in nearby communities continue to capture a portion of regional visitors, suggesting opportunities for diversified hotel development including mid-scale and extended-stay facilities.

Overall Market Implications

Strong occupancy levels and rising lease rates across industrial and office sectors indicate favorable market conditions but also highlight supply constraints. Strategic expansion of employment-supportive development, modernization of older facilities, and diversification of commercial and lodging options will help Angleton capture regional growth and strengthen long-term economic resilience.

Major transportation investments—including continued improvements along SH 35, enhanced regional mobility along SH 288, and broader regional connectivity improvements associated with the Grand Parkway (State Highway 99)—are expected to influence long-term growth patterns in



HOTELS IN ANGLETON



Brazoria County. While the Grand Parkway does not directly serve Angleton, expanded regional access to the Houston metropolitan area is anticipated to accelerate residential growth, increase commuter activity, and strengthen economic connections between Angleton and regional employment centers.

These regional mobility improvements, combined with local roadway and infrastructure investments identified in the Brazoria County Major Thoroughfare Plan, will continue to shape development demand, transportation patterns, and economic opportunities within the City.

12.3 Public Environment

The public environment consists of policies, regulations, legislative actions, and governmental programs that influence growth and development within the City of Angleton. These factors include decisions made at the federal, state, regional, county, and local levels that collectively shape land use patterns, infrastructure investment, housing development, and economic opportunity.

A significant emerging trend affecting communities across Texas is the evolving legislative framework governing local authority. Recent sessions of the Texas Legislature have enacted policies that limit or standardize certain municipal regulatory powers related to development regulation, building standards, permitting processes, and local governance authority. These changes affect cities, counties, and school districts statewide and reduce local flexibility in managing growth, development aesthetics, and service funding mechanisms.

For Angleton, these constraints reinforce the importance of proactive long-range planning. As a municipality with adopted zoning and development regulations, the City relies on coordinated planning tools—including zoning regulations, subdivision standards, infrastructure planning, capital improvements programming, development review processes, and intergovernmental coordination—to guide growth and achieve desired land use and development outcomes. These tools allow the City to manage growth, protect community character, and align future development with infrastructure capacity while operating within evolving state regulatory requirements.

Within this evolving regulatory environment, thoughtful and strategic planning becomes essential to:

- Manage population and development pressures;
- Protect community character and infrastructure capacity;
- Support economic development opportunities; and
- Ensure efficient delivery of public services

By aligning local policies with regional partnerships and state requirements, Angleton can continue to shape sustainable growth while operating within the framework established by state law.

12.4 Brazoria County

Brazoria County will continue to play a significant role in shaping growth and development patterns in Angleton. According to the Houston-Galveston Area Council (H-GAC) Regional Growth Forecast, the Houston-Galveston eight-county region—including Brazoria County—is projected to experience sustained long-term population and employment growth, with regional population expected to reach approximately 10.7 million residents by 2050, adding millions of new residents and jobs to the metropolitan area. Average regional population growth is projected at approximately 1.4 percent annually through 2050, reinforcing continued development pressure across suburban and emerging growth areas.

Brazoria County itself has experienced strong recent growth, increasing from approximately 372,000 residents in 2020 to more than 425,000 residents by 2025, representing sustained annual growth approaching 2.8–3.0 percent, significantly exceeding national averages. As growth continues throughout the county, particularly along major regional corridors such as SH 288 and SH 35—development activity is expected to expand outward from larger employment centers and suburban communities toward county-seat communities such as Angleton.

Regional planning initiatives led by H-GAC, including the Regional Transportation Plan and Regional Growth Forecast, emphasize the need for expanded transportation capacity, coordinated land use planning, flood mitigation investments, and infrastructure system coordination to accommodate projected increase in population and employment. These trends will directly influence residential development demand, workforce commuting patterns, and infrastructure needs within Angleton and its extraterritorial jurisdiction.

As the county seat and governmental center of Brazoria County, Angleton is positioned to benefit from regional growth while also experiencing increased demand for public services, transportation improvements, and utility infrastructure. Continued coordination with the Brazoria County Commissioners Court, regional agencies, and state partners will be essential to securing infrastructure investment and ensuring that countywide growth supports Angleton's long-term planning objectives and fiscal sustainability.

12.5 Port Freeport Expansion

Expansion activities at Port Freeport, located approximately 15 miles south of Angleton, represent one of the most significant regional economic drivers influencing future growth in Brazoria County. Port Freeport is consistently ranked among the nation's leading ports for foreign waterborne tonnage and continues to expand cargo handling capacity, channel depth, and logistics infrastructure to accommodate increasing global trade demand.

Recent and ongoing improvements, including channel deepening projects, terminal expansions, rail connectivity upgrades, and petrochemical and container facility investments—are expected to support substantial increases in freight movement, industrial activity, and employment

throughout the region. The Port Freeport Strategic Master Plan anticipates continued growth in maritime commerce, energy exports, and manufacturing-related logistics over the coming decades.

These expansions are expected to generate indirect and induced economic impacts across Brazoria County, including increased demand for workforce housing, commercial services, healthcare, retail, and supporting industries in nearby communities such as Angleton. As a regional governmental and service center, Angleton is positioned to capture employment-related population growth while providing residential, institutional, and professional services supporting port-related industries.

Port-driven growth will also increase regional transportation demand along key corridors such as SH 288, SH 35, and FM 523, reinforcing the importance of coordinated roadway improvements, freight mobility planning, and infrastructure investment. Continued collaboration with Brazoria County, regional economic development organizations, and transportation agencies will be essential to ensuring that economic benefits associated with Port Freeport expansion are balanced with infrastructure capacity, mobility, and community quality-of-life considerations.

12.6 Development Agreements

Development agreements are contractual arrangements between the City and private developers that establish development standards, infrastructure responsibilities, and long-term expectations for specific properties or projects. These agreements may address land use, infrastructure construction, public improvements, phasing, and development timing in coordination with City regulations and adopted plans.

In communities such as Angleton, where zoning and subdivision regulations already guide development, development agreements serve as supplemental implementation tools rather than substitutes for regulatory authority. When used strategically, they allow the City to coordinate infrastructure delivery, secure public improvements, and align large or complex developments with Comprehensive Plan goals. However, because development

Add pictures of Ashland or map of developments with agreements

agreements may vest development rights over extended periods, careful negotiation is necessary to ensure flexibility and protect the City's long-term planning, fiscal, and infrastructure interests.

12.7 202X Capital Projects

Information to be added once the document is received from the City

12.8 Strategic Plan

The City of Angleton's Strategic Plan (2024–2025) serves as an important implementation framework that complements the Comprehensive Plan by translating long-range community goals into near-term organizational priorities and actionable initiatives. The Strategic Plan focuses on strengthening municipal operations, improving infrastructure systems, enhancing community engagement, and supporting sustainable growth management. Key Components of the Strategic Plan are:

Infrastructure and Facilities Investment

- Improve roads, drainage, water, and wastewater infrastructure
- Rehabilitate and harden public facilities
- Upgrade IT systems and municipal equipment
- Allocate funding to support growth-related infrastructure needs

Governance and Fiscal Stewardship

- Strengthen City Council and organizational communication
- Explore diverse funding sources including grants, partnerships, and bonds
- Improve purchasing and financial management processes

Community Engagement and Partnerships

- Increase transparency through public meetings, surveys, and forums
- Engage underserved populations
- Strengthen partnerships with AISD, UTMB, Brazoria County, and regional stakeholders
- Expand online and in-person community engagement opportunities

Parks, Recreation and Quality of Life

- Plan and develop new park facilities (including Abigail Arias Park)
- Enhance parks, sidewalks, trails, and recreational amenities
- Expand programming and community events
- Promote beautification and urban tree planting initiatives

Planning and Revitalization

- Maintain and update master plans guiding future growth
- Coordinate planning across City departments
- Support redevelopment and community revitalization efforts

Organizational Capacity and Staffing

- Improve onboarding and offboarding processes for staff and elected officials
- Enhance internal collaboration and operational efficiency

- Align staffing and resources with community growth needs

These components collectively support implementation of the Comprehensive Plan by aligning municipal operations, infrastructure investment, and community development priorities.

12.9 Fiscal Impact - Land Use and Development Types

Information to be added

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12.10 Goals, Objectives, and Strategies

ED Economic Development

Goal

Strengthen Angleton’s economy through job creation, business attraction, and a vibrant local commercial environment

Objectives & Strategies*

ED-1 Support Job-Generating Land Uses Aligned with Market Demand

- Align Future Land Use Map designations with adopted economic development priorities and regional employment trends. Plan and designate appropriate areas for business parks, light industrial, flex, and mixed-use employment uses.
- Monitor and evaluate jobs-to-housing ratios to ensure employment opportunities for current and future residents and to prevent Angleton from becoming a bedroom community.
- Capitalize on Port Freeport-related employment growth while steering industrial and logistics uses to appropriate locations.
- Discourage incompatible land uses through zoning updates and enforcement.
- Steer industrial and employment uses to appropriate locations near SH 288, rail, and port-related infrastructure.
- Evaluate northern ETJ lands for industrial, utility, emergency staging, or data-center uses where appropriate.

ED-2 Strengthen Small Businesses, Startups, and Entrepreneurs

- Establish a Downtown and Business 288 corridor-focused business assistance program in coordination with the Chamber of Commerce and economic development partners.
- Offer targeted financial incentives such as grants, fee waivers, and tax abatements for priority redevelopment areas.
- Encourage adaptive reuse of vacant and underutilized buildings to lower barriers to entry for small businesses.
- Establish **Angleton Center**, a hub for workforce development, leadership, and entrepreneurship offering incubator space, training opportunities, telework hubs,

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coworking spaces, and business support services in partnership with Alvin Community College and workforce programs.

ED-3 Improve Business Mix and Economic Quality

- Recruit businesses that meet daily needs and contribute to dining, entertainment, and service options.
- Prioritize high-quality design, longevity, and economic sustainability over short-term development gains.

WORK & ECONOMY

Why are communities pushing back against data centers?

Tech, data policy expert says concerns legitimate over rising power rates, water use, environmental issues amid mushrooming growth

Liz Mineo | Harvard Staff Writer

Data Centers: More than **4,000** are already in operation, mostly in Virginia, Texas, and California, and 3,000 more are being planned or under construction.

Source:

<https://news.harvard.edu/gazette/story/2026/04/why-are-communities-pushing-back-against-data-centers/>

ED-4 Promote Efficient, Compatible, and Sustainable Growth

- Protect and plan for industrial land near strategic assets such as the railroad yard and the Port of Freeport.
- Coordinate infrastructure investments and access improvements to support industrial and logistics-related uses.
- Proactively establish standards for uses supported by the market to ensure long term sustainability of the community.

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A data center in Ashburn, Virginia.
Ted Shaffrey/AP file

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ED-5 Encourage Compatible Commercial Development Along Major Transportation Corridors

- Support appropriately scaled and well-planned commercial development along SH 35, FM 523, and Business 288.
- Ensure corridor development supports mobility, safety, and long-term economic performance.

ED-6 Align Growth with Infrastructure Capacity and Environmental Conditions

- Negotiate regional detention, green space, and long-term maintenance agreements with future developers.
- Preserve agricultural land along FM 523 where appropriate.

ED-7 Strengthen Angleton’s Role in the Regional Economy

- Direct residential growth northward to serve Pearland and Houston commuters.
- Concentrate industrial and commercial growth near existing petrochemical, port, and SH 288 corridors.
- Evaluate ETJ lands for emergency staging, data centers, industrial uses, and utility-supportive uses.

ED-8 Coordinate Public and Private Efforts

- Establish a Downtown advisory group with City, businesses, industry leaders, and community representation to promote and prioritize actions for revitalization and activation.
- Leverage public-private partnerships for catalytic projects.

Guiding Principles

- ✓ **Preserve Angleton’s Small-Town Character and Identity**
- ✓ **Promote Balanced and Sustainable Growth**
- ✓ **Promote Fiscal Responsibility & Effective Governance***
- ✓ **Strengthen Neighborhoods and Expand Housing Choices**
- ✓ **Invest in Connected**
- ✓ **Infrastructure and Mobility Create Vibrant Places and Enhance Quality of Life**

ED-9 Track Progress and Adapt Over Time

- Develop performance metrics for economic development, housing, and public space activation.
- Conduct regular plan reviews and updates.

Economic Development Metrics

Economic development KPIs help measure growth, job creation, and investment attraction:

- ▶ **Speed to Revenue:** Time from permit submission to approval and from inspection request to project completion; delays reduce tax revenue and economic momentum. (Source: safebuilt.com.)
- ▶ **Job Creation Rate:** New jobs per capita or per square mile, linked to project completions and business openings.
- ▶ **GDP per Capita Growth:** Tracks overall economic output relative to population.
- ▶ **Business Formation Rate:** New registered businesses, including startups and small enterprises.
- ▶ **Attractiveness Index:** Composite score based on infrastructure, workforce, and business climate.
- ▶ **Investment Inflows:** Total capital invested in real estate, infrastructure, and community projects.

Housing Metrics

Housing performance indicators assess affordability, availability, and quality:

- ▶ **Affordability Index:** Median home price ÷ median household income.
- ▶ **Housing Supply Gap:** Available units vs. demand (new construction + existing stock).
- ▶ **Vacancy Rate:** Percentage of occupied units in the stock.
- ▶ **Homeownership Rate:** Share of residents owning their homes.
- ▶ **Lead Time to Homeownership:** Average time from first-time buyer application to purchase.
- ▶ **Housing Quality Index:** Safety, accessibility, and environmental standards.

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Cross-Cutting Considerations

- ✓ Infrastructure and Mobility Create Vibrant Places and Enhance Quality of Life.
- ▶ **Data Standardization:** Ensure metrics are comparable over time and across neighborhoods
- ▶ **Integration:** Link economic, housing, and public space metrics to show synergies (e.g., mixed-use development boosting both housing supply and public space use).
- ▶ **Transparency & Accountability:** Publish metrics regularly to inform stakeholders and track policy impact .

Public Space Activation Metrics

Public space activation measures how well spaces are used, accessible, and integrated into community life:

- ▶ **Foot Traffic & Usage Patterns:** Counts of pedestrians, cyclists, and visitors; time spent in space.
- ▶ **Event Participation Rate:** Number of community events hosted per square mile per year.
- ▶ **Accessibility Index:** Proximity to public transport, pedestrian/bike infrastructure, and safety.
- ▶ **Perceived Safety & Comfort:** Surveys on walkability, cleanliness, and social cohesion.
- ▶ **Community Engagement Rate:** Number of residents involved in design or stewardship of public spaces.
- ▶ **Green Space Utilization:** Usage of parks, plazas, and green corridors.

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