

LOS FRESNOS COMPREHENSIVE PLAN: 2027-2037 AND PLAN MAPS

Exhibit A

Resilient Communities Program Contract No. 23-160-015-E338

Prepared by GrantWorks, Inc.

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LOS FRESNOS COMPREHENSIVE PLAN: 2027-2037

ACKNOWLEDGEMENTS

The City of Los Fresnos is grateful to numerous staff, elected officials, and residents who participated in this project and provided feedback to shape Los Fresnos Comprehensive Plan: 2027-2037. Your expertise, experience, and local knowledge were invaluable throughout this process. A special thanks to:



CITY COUNCIL

Alejandro Flores, Mayor
Albert Escobedo, Councilman, Place 1
Andrew Gonzales, Councilman, Place 2
Juan Munoz, Councilman, Place 3
Luis Gonzales, Councilman, Place 4
Leonel Casanova, Councilman, Place



CITY STAFF

Thank you to all of the community members who participated in the Community Survey and Planning Workshops.



COMMUNITY MEMBERS

Roberto Baez, City Manager
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GrantWorks

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LOS FRESNOS COMPREHENSIVE PLAN: 2027-2037

The **Los Fresnos Comprehensive Plan (Los Fresnos 2037)** represents a shared, long-term vision for the city's growth and development over the next 10 years.

Once adopted, Los Fresnos 2037 will serve not only as a thorough assessment of existing conditions and emerging trends, but also as a strategic, community-informed framework that defines priorities and outlines actionable projects to guide local leadership in shaping the city's future. Improved resilience to natural hazards is embedded as a guiding principle throughout this plan. It informs the goals, policies, projects, and programs intended to strengthen preparedness, reduce risk, and position Los Fresnos to safely adapt and thrive.

The City of Los Fresnos will use Los Fresnos 2037 to:

- ❖ Guide policy decisions
- ❖ Implement and update development regulations
- ❖ Inform and prioritize funding and budgeting
- ❖ Track progress and measure implementation

A Comprehensive Plan Is:

Generalized

Provides general guidance and direction for city growth and development for local leaders, residents, and potential developers



Long-Range

Presents a long-term vision for the community



Prioritized

Supports strategic implementation and budgeting decisions



Comprehensive

Incorporates and expands on all current plans to provide “one-stop shop” for physical, economic, and social concerns of the city

Not a Zoning Ordinance

But it directly informs decisions in land use codes and development patterns



A Living Document

Evolves over time to align with community needs



Plan Framework

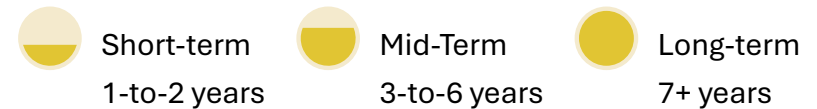
Los Fresnos 2037 includes five key components (chapters):



Plan recommendations are fully detailed in the concluding **Implementation Strategy**.

The Strategy outlines the specific actions to be undertaken, identifies responsible parties, and describes the tools and resources that will be used, along with anticipated timeframes for completion. The Strategy also establishes a framework for monitoring progress, updating the plan, and maintaining key components to ensure that Los Fresnos 2037 remains relevant, accurate, and responsive to evolving local needs.

Proposed actions are organized by the following anticipated timing during the planning period:



A series of recommended **Capital Projects** are included within the components of this comprehensive plan. Capital projects are large-scale investments in physical assets such as water and wastewater treatment plants, streets, and new parks and trails.

Capital projects are further prioritized using the following classifications:

-  **Mandatory (M):** addresses an imminent threat to life or health.
-  **Necessary (N):** provides important public services by improving existing systems and/or replacing obsolete facilities.
-  **Desirable (D):** improves the community's aesthetic aspects or addresses quality of life issues.
-  **Acceptable (A):** may fall under the "necessary" or "desirable" categories above but are primarily undertaken to reduce operating costs to the City.



Base Studies Snapshot

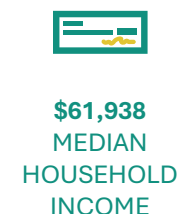
Snapshot sections summarize findings from **the Los Fresnos 2025: Base Studies**, a comprehensive research report detailing existing conditions, resources, challenges, and opportunities across study area.

Los Fresnos Today

Los Fresnos is a small but growing community in Cameron County at the southern tip of Texas, just north of Brownsville and near South Padre Island. With an estimated population of 8,440—up from about 8,100 in 2000—the city has roughly 2,300 households, averaging 3.5 people per household. Reflective of the broader region, Los Fresnos has a relatively young population. About 35.5% of residents are under age 18, while approximately 8.5% are age 65 or older, underscoring the community's strong presence of families and children.

Housing is predominantly single-family, detached construction, and while costs are comparable to the county overall, some household groups spend more than 30% of their income on housing, indicating affordability concerns. Local businesses span a diverse range of industries, with retail trade, hospitality, and personal services accounting for a significant share of establishments. Top employing industries for residents include education, professional services, and arts and entertainment. Median household incomes are in the low \$60,000s.

Despite its small size, Los Fresnos benefits from its location near larger cities and its emerging residential development, making it both a community with deep local roots and opportunities for future growth.



Source: 2024: ACS 5-Year Estimates, GW Fieldwork 2025



Population Dynamics

Los Fresnos' evolution reflects both its deep historical roots and the broader transformation of Brownsville and the Lower Rio Grande Valley.

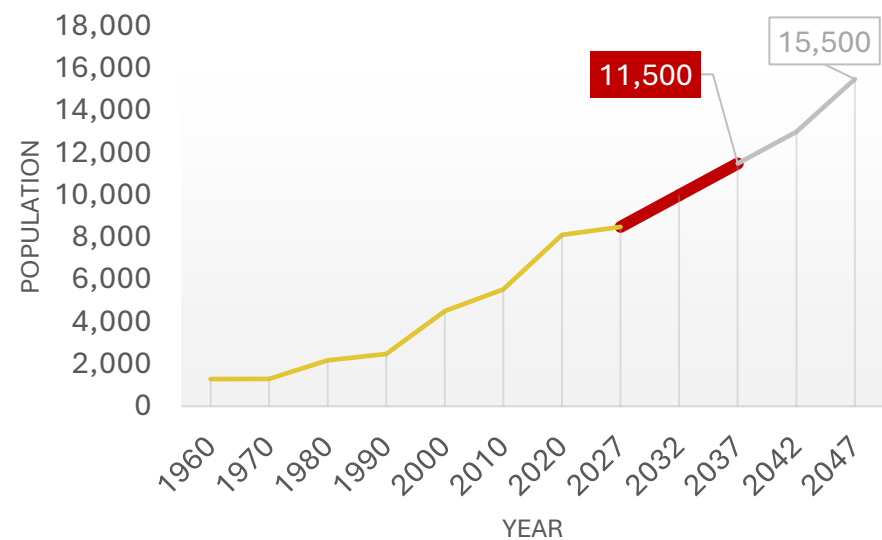
The area was originally home to the Coahuiltecan people, Indigenous hunter-gatherers who lived across much of present-day South Texas and northeastern Mexico before European colonization. Organized into small, mobile bands, they relied on native plants, small game, and seasonal resources for survival. Their populations declined sharply during the Spanish colonial period due to disease, displacement, and the establishment of missions.

Non-native settlement increased in the mid-17th century, driven by Spanish colonial expansion and the establishment of Roman Catholic missions. The land that is now Los Fresnos was part of the El Portero del Espíritu Santo land grant, issued by Spain in 1791 to José Salvador de la Garza, who developed it into a ranching operation. Mexican settlers later established nearby communities, laying the foundation for the area's agricultural identity.

Modern growth began in the early 1900s with railroad expansion and land speculation across South Texas. Incorporated in 1945, Los Fresnos gained regional connectivity in 1927 when the San Antonio and Aransas Pass Railway linked the town to broader markets. While growth slowed in the 1950s and 1960s, the 1970s brought renewed expansion fueled by agriculture and the rise of maquiladoras along the border.

Since 1990, Los Fresnos' population has more than tripled, following cycles of moderate and rapid growth. The strong increase between 2010 and 2020 mirrors regional economic expansion, particularly in Brownsville's healthcare, education, trade, and aerospace sectors. As employment opportunities have expanded, residential development has extended into surrounding communities like Los Fresnos, valued for its affordability and small-town atmosphere within commuting distance of larger job centers, including Brownsville and McAllen.

This regional momentum continues to shape local development. Four commercial projects, including 18 lots, and 10 residential subdivisions, including 1,244 residential lots, have been approved, with many already under construction. Looking ahead, sustained growth is projected, with the population reaching approximately 11,500 by 2037 and 15,500 by 2047. Los Fresnos is positioned to manage this growth while preserving the community character that has defined it for generations.



Hazard Risk & Resiliency

Hazard resiliency is a community's ability to **anticipate, withstand, adapt to, and recover from hazardous events** such as floods, hurricanes, extreme heat, drought, or other natural and human-caused disruptions.

It goes beyond simply responding to disasters. Hazard resiliency includes:

Preparedness – planning, education, and emergency response coordination

Risk reduction – limiting exposure through land use decisions, building standards, and infrastructure design

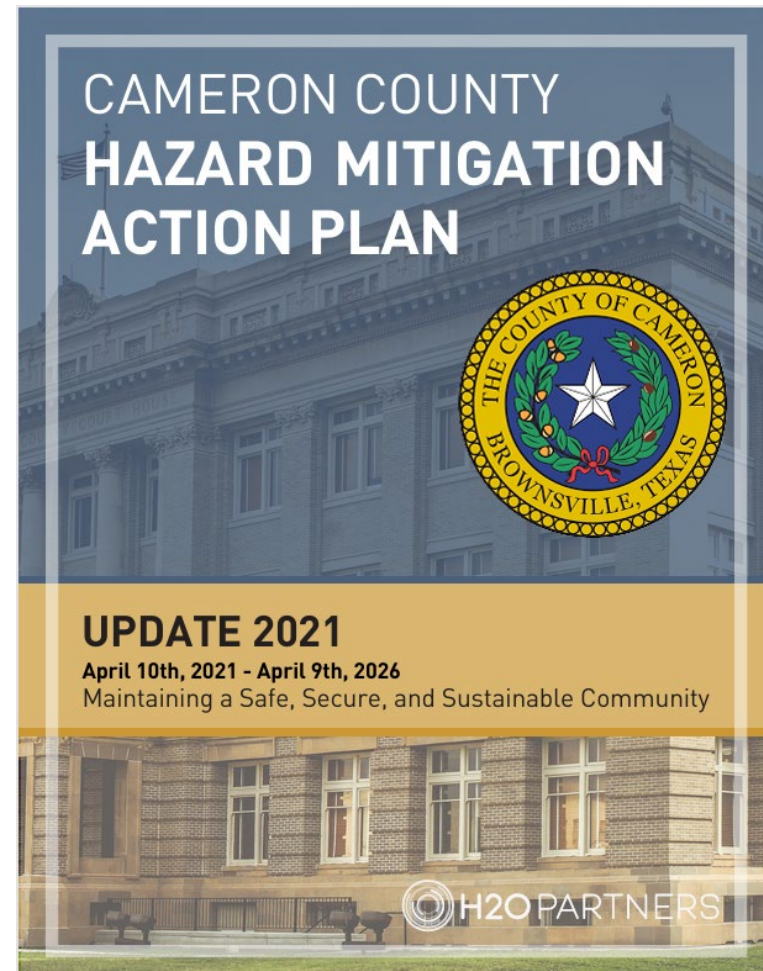
Response capacity – maintaining essential services and protecting public health during an event

Recovery and adaptation – rebuilding in ways that reduce future risk and strengthen long-term stability

In planning contexts, hazard resiliency means integrating mitigation strategies into policies, regulations, infrastructure investments, and community development decisions so that growth occurs in ways that reduce vulnerability and enhance long-term safety.

Hazard resiliency begins with a clear understanding of local risks and vulnerabilities. Identifying the types of hazards a community faces, where they are most likely to occur, and who or what may be most affected provides the foundation for effective mitigation and preparedness. By grounding decisions in risk awareness, communities can prioritize investments, guide development, and implement policies that reduce exposure and strengthen long-term resilience.

Los Fresnos 2037 draws on the hazard analysis and planned mitigation actions identified in the **Cameron County Hazard Mitigation Action (HMAP)**. HMAP's are FEMA-approved, five-year plans to identify hazard risks and mitigation strategies.



The City of Los Fresnos faces several hazard risks, which can be organized into two groups:

Generalized Risk

Generalized hazards lack a geographic boundary and risk is broad across the county study area. The Cameron County HMAP identifies the probability and anticipated impact for generalized risks.

PROBABILITY	DESCRIPTION
Highly Likely	Event is probable in the next year.
Likely	Event is probable in the next three years.
Occasional	Event is probable in the next five years.
Unlikely	Event is probable in the next ten years.

IMPACT	DESCRIPTION
Substantial	Multiple deaths. Complete shutdown of facilities: 30+ days Property destroyed or with major damage: >50%
Major	Injuries and illnesses resulting in permanent disability. Complete shutdown of facilities: 2+ weeks Property destroyed or with major damage: <25%
Minor	Injuries and illnesses do not result in permanent disability. Complete shutdown of facilities: 1+ weeks Property destroyed or with major damage: >10%
Limited	Injuries and illnesses are treatable with first aid. Complete shutdown of facilities: 24+ hours Property destroyed or with major damage: <10%

Like other jurisdictions in Cameron County, **Extreme Heat** poses a probable and substantially destructive risk for Los Fresnos.

GENERALIZED HAZARDS

Several hazards are identified as probable to occur within the next year.

Hazard	Probability	Impact
<i>Atmospheric Hazards - Events or incidents associated with weather-generated phenomena</i>		
Extreme Heat	Highly Likely	Substantial
Hail*	Highly Likely	Minor
Hurricane Wind	Likely	Major
Lightning	Highly Likely	Limited
Thunderstorm Wind	Highly Likely	Limited
Winter Storm*	Highly Likely	Limited
<i>Hydrologic Hazards – Events or incidents associated with water-related damage</i>		
Drought	Highly Likely	Minor
Coastal Erosion	N/A	N/A

*City staff report that local occurrences of these hazards are less frequent, occurring every five years



Geographically Concentrated Risk

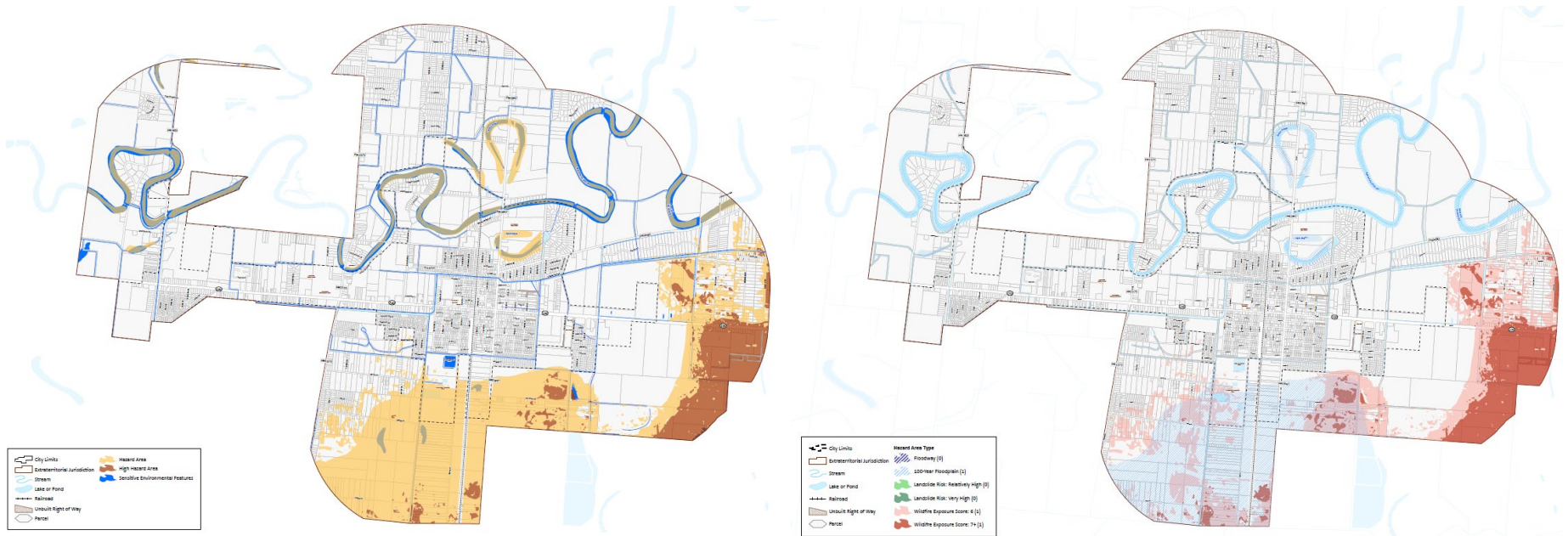
Geographically concentrated hazards are more likely to occur in specified locations based on a number of factors, including topology, environmental characteristics, and weather patterns. For example, flood risk may be concentrated in flatter and/or low-lying areas.

Flooding and **wildfires** are the two primary geographically concentrated hazards affecting Los Fresnos. To identify areas of elevated risk and guide analysis and recommendations, Los Fresnos 2037 incorporates a **Hazard Overlay** that maps and delineates locations vulnerable to these specific threats. Within the overlay, areas are further classified as either **Hazard Areas** or

High-Hazard Areas to reflect varying levels of risk and inform appropriate planning and mitigation strategies.

The majority of land within the Hazard Overlay is located outside the city limits, primarily in the southeastern portions of the study area (the Extraterritorial Jurisdiction (ETJ)). Areas to the south face the greatest flood risk, while areas to the east are more susceptible to wildfire; however, certain locations are exposed to both hazards.

No High Hazard Areas are present within the city limits.



Mitigation Strategies

How a community withstands a disruptive event is determined by a number of factors, including local preparedness, both by the municipality and residents; the location and design of infrastructure, housing, and community facilities; land use patterns; environmental conditions and protections; and local regulations. For this reason, hazard mitigation requires a holistic approach that includes changes to local regulations, the integration of resiliency into the design of buildings and public infrastructure, and public outreach and education.

Hazards can affect all residents, but greater emphasis should be placed on populations that face higher risks and have more difficulty recovering. Vulnerable groups include those with increased exposure and limited ability to prepare for, cope with, or recover from disasters. Common factors contributing to vulnerability include socioeconomic status, age, health, and disability.

Attention to older structures and mobile homes is essential for reducing the risks to vulnerable populations and enhancing overall community resilience. These structures are often less resilient to extreme weather events, earthquakes, and other natural hazards, making them more likely to be damaged and pose a greater risk to their inhabitants.

Addressing infrastructure vulnerability also is key to effective natural hazard mitigation, as it directly impacts a community's capacity to respond, recover, and adapt. Resilient infrastructure reduces damage, speeds up recovery, protects economic assets, and enhances public safety.



Source: 2024: GW Fieldwork 2025, City staff estimates



Natural Features

Los Fresnos lies within the Gulf Prairies and South Texas Plains ecoregions and the Nueces–Rio Grande Coastal Basin.

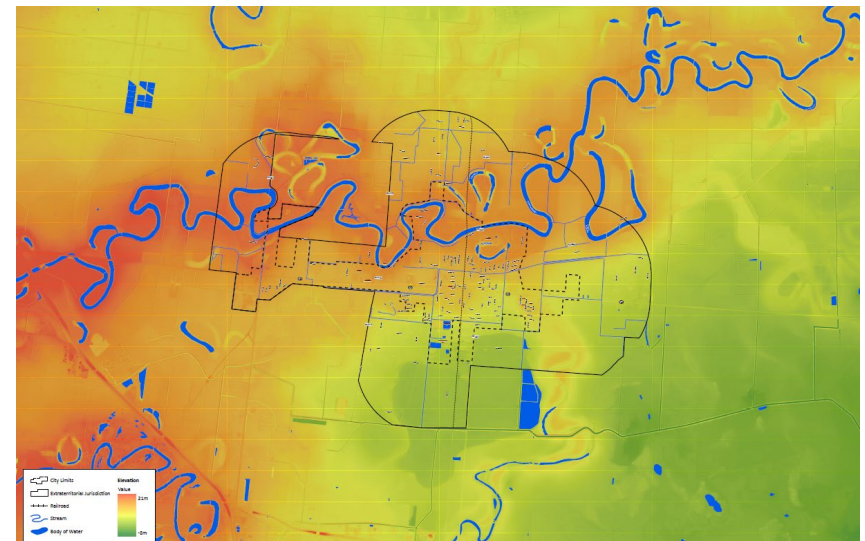
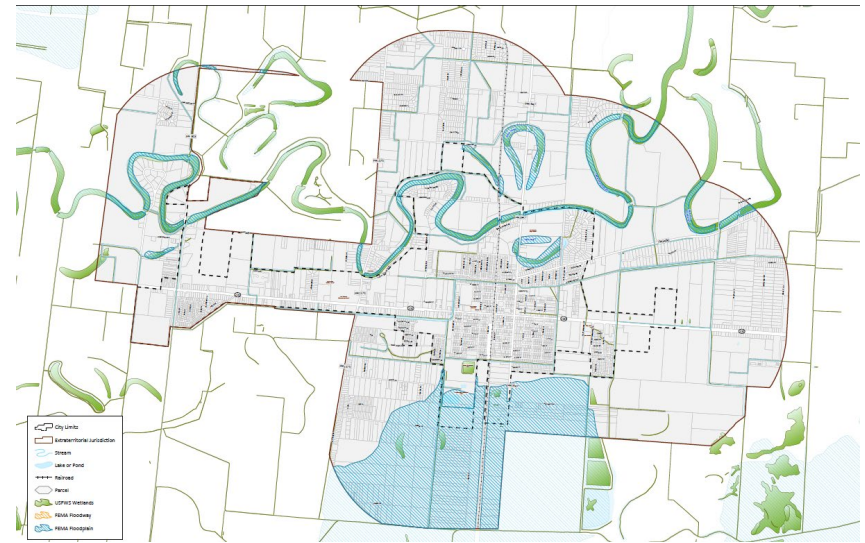
The Gulf Coast area is a low, gently drained plain under 150 feet in elevation, with rivers flowing to the Gulf of Mexico. It includes marshes, remnant prairies, oak woodlands, and barrier islands, and remains important for migratory birds and fish spawning despite habitat loss.

The South Texas Brush Country consists of thorny shrubs, scattered palms, and grasslands. Though altered by agriculture and grazing, it supports diverse wildlife, including semi-tropical, grassland, and desert species.

Locally, Los Fresnos features a predominantly flat landscape that gradually slopes downward toward the east and south, where elevations approach 3 feet above sea level. *The Resaca de Los Cuates*, an oxbow lake formed from a former Rio Grande channel that runs about 10 miles west-east through the city.

The flat terrain supports slow drainage and wetland conditions, particularly around the resaca and constructed drainage features. Parts of the area lie within the FEMA 100-year floodplain.

Soils are primarily clay-based, mainly Laredo silty clay loam, Harlingen clay, and Lomalta clay. Many are hydric (seasonally saturated), and expansive clay soils create shrink-swell risks that can damage infrastructure during wet and dry cycles.





Engagement Activities

Community engagement is the bedrock of any effective planning activity. Inclusive community engagement activities are essential for developing a complete understanding of stakeholders' needs and desires. An informed and actionable comprehensive plan uses community engagement to set its trajectory and craft an achievable vision for the city's future.

Introduction

Three community engagement tools were utilized throughout the planning process.

A **Community Survey**, run from June through August 2024, gathered initial input from respondents on their perception of the local housing stock and public infrastructure, their engagement with and priorities for local parks and the downtown, and their vision for the future of Los Fresnos. The Community Survey – offered in both English and Spanish - asked respondents for their views and priorities across several key planning focus areas, including:



Two Community Workshops were held before the Comprehensive Plan was presented to the City.

- The **Community Check-In**, held on October 22, 2024, was used to share findings from the Base Studies with the public and collect stakeholders' prioritization of different types of improvements and programs.
- **Goals & Objectives Open House**, held on December 12, 2024, provided participants with an opportunity to review and provide feedback on draft goals and objectives.
- The **Preliminary Plan Review Open House**, held on July 21, 2026, gave community members the chance to review and discuss how the plan does or does not satisfy the draft goals and objectives, what trade-offs exist, and the level of goal-satisfaction achieved by the proposed projects and action items.



Community Survey

Who We Heard From

The community survey received 120 responses. Five responses were completed in Spanish (4.2%).

Most survey respondents live in or near Los Fresnos (73% and 15%)

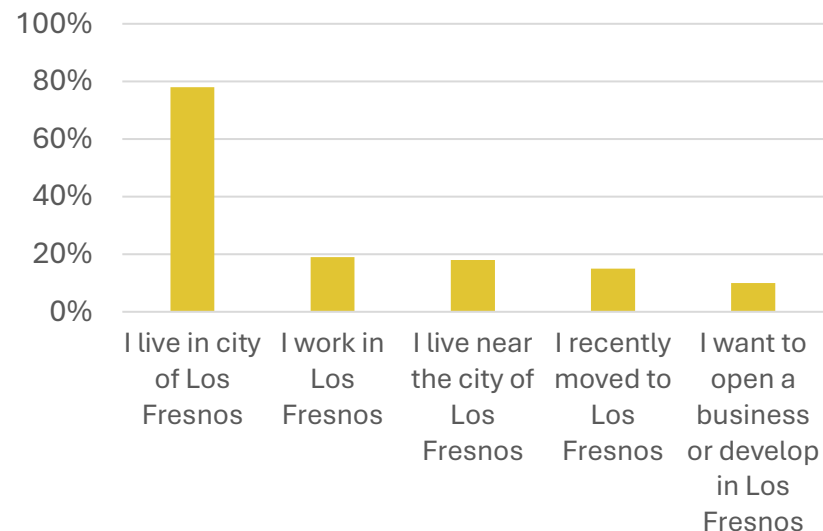
Respondents include new residents (14%), workers employed in Los Fresnos (18%), and individuals with potential business or development interests in the city (10%).

Survey responses were primarily from young adults (20-34) and middle-aged adults (35-44), accounting for 84% of respondents

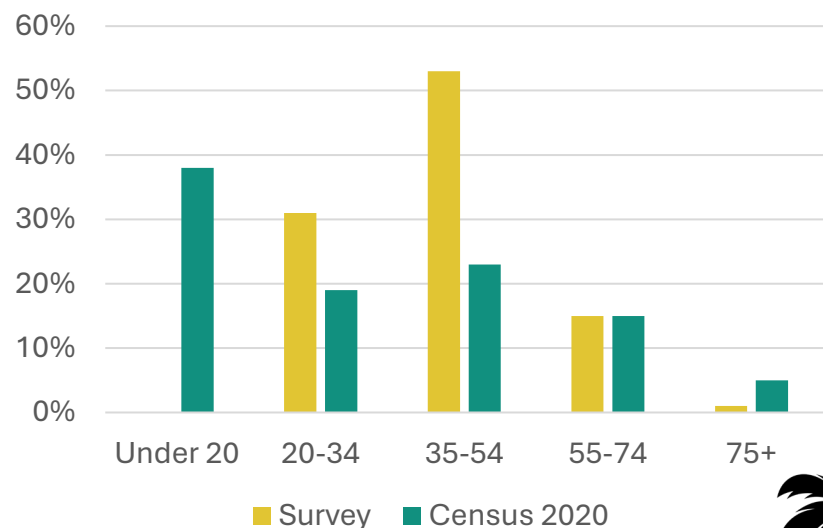
Overall, the age distribution of survey respondents aligns with the community's age distribution from the 2020 Census.

However, due to limited responses from this age group, individuals under 20 are underrepresented, while others are overrepresented.

Which of the following best describes you?



How old are you?

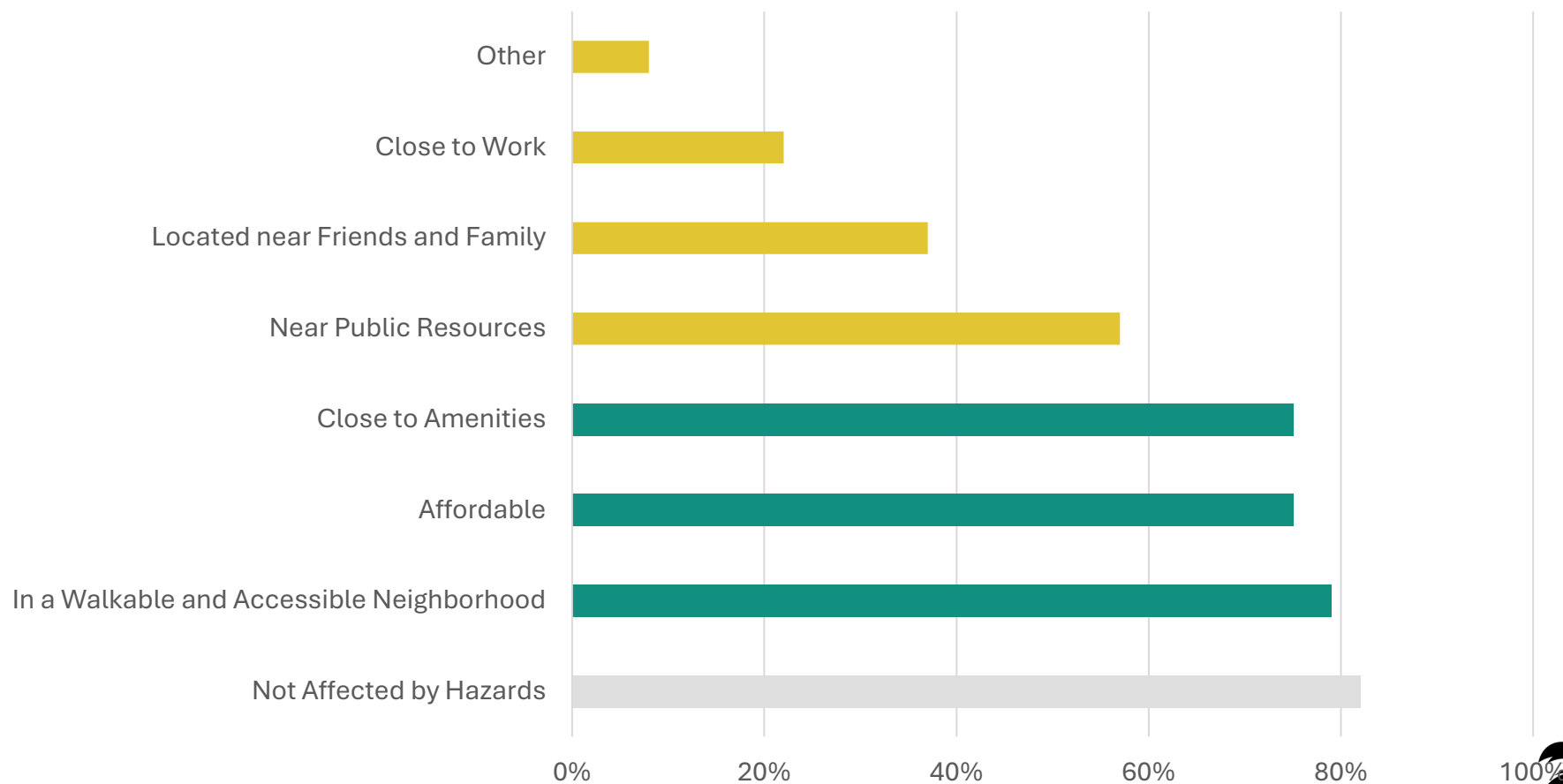


Housing Priorities

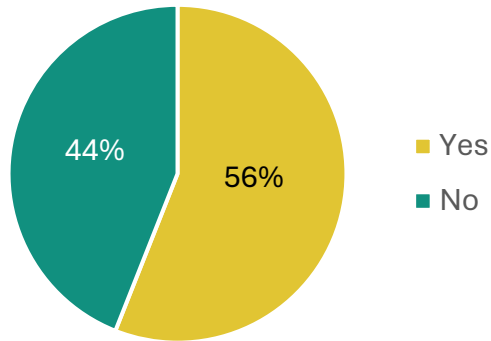
83% of respondents value
Protection from the Impacts of Natural Hazards

Approximately **1-in-3** respondents value Walkability,
Affordability, and Proximity to Amenities

What is most important to you in your home? (Select top 5)



Does your home have your top five important features?

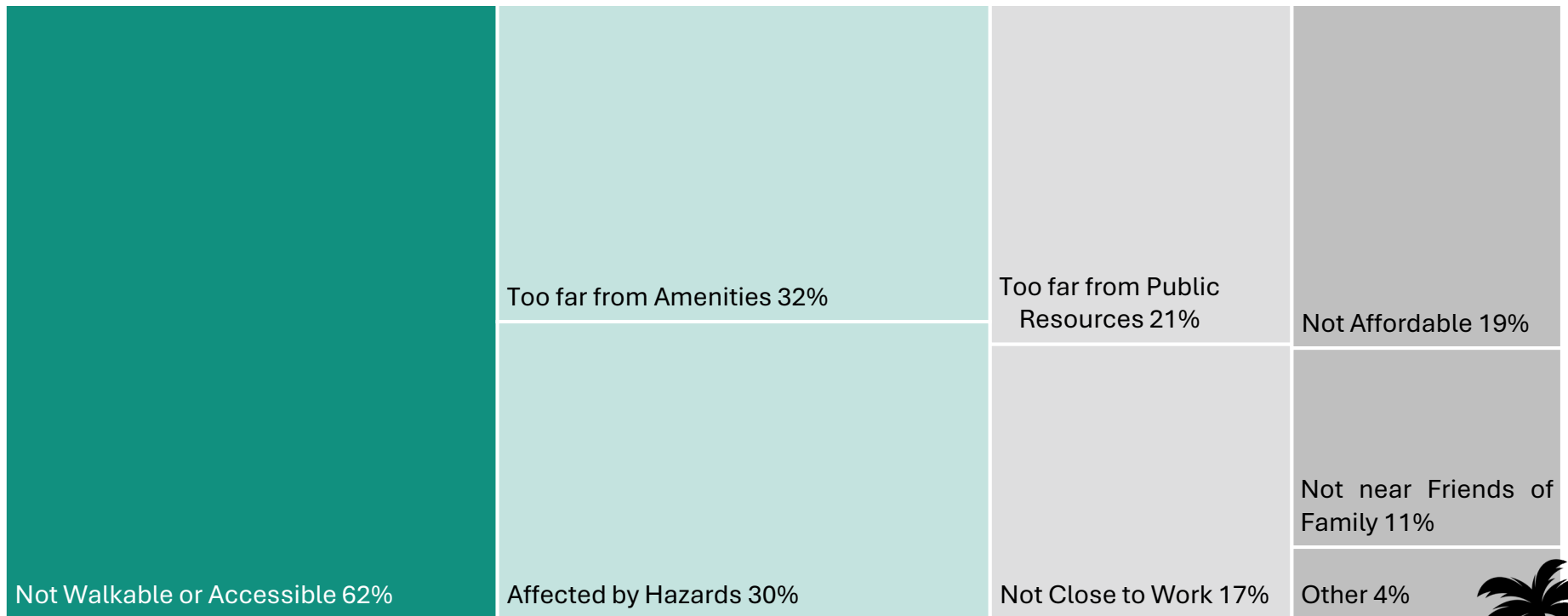


Nearly 50% of respondents lack one or more of their important home features. Notably, several of these lacking features are also among the most frequently selected important features.

Of these 53 survey respondents,

62%
lack
Neighborhood Walkability or Accessibility

1-in-3
lack
Access to Amenities or Safety from Natural Hazards



Residents want to stay!

Nearly all respondents report that they would like to stay in their current home (93%) and neighborhood (93%).

Approximately 49% of respondents shared concerns about rising housing costs, and 29% are concerned about the impact of natural hazards.

However, the more prevalent concerns are focused on *aging in place*.

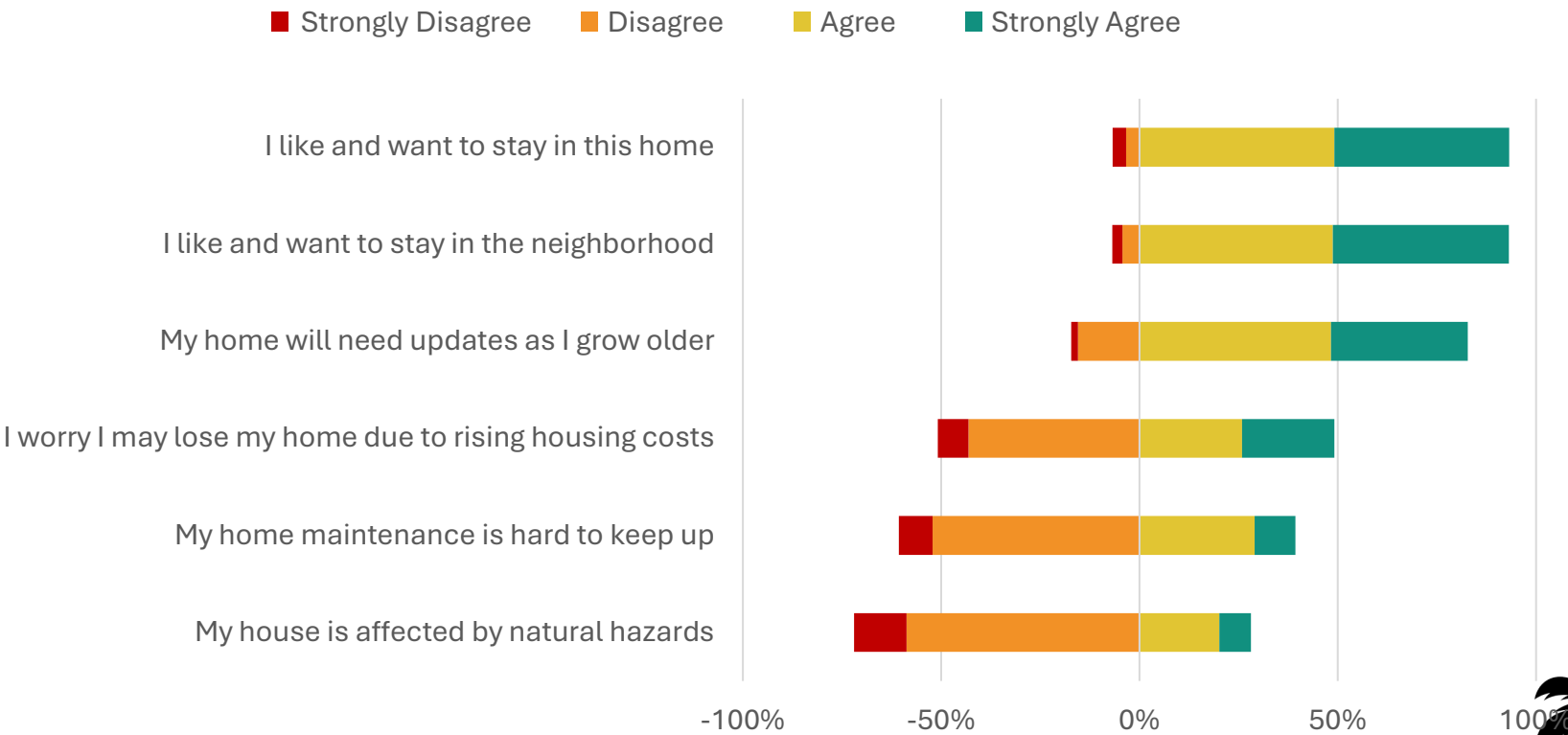
83%

of respondents anticipate that their home will need updates as they grow older

39%

of respondents report that home maintenance is already a challenge

How much do you agree with the following statements?



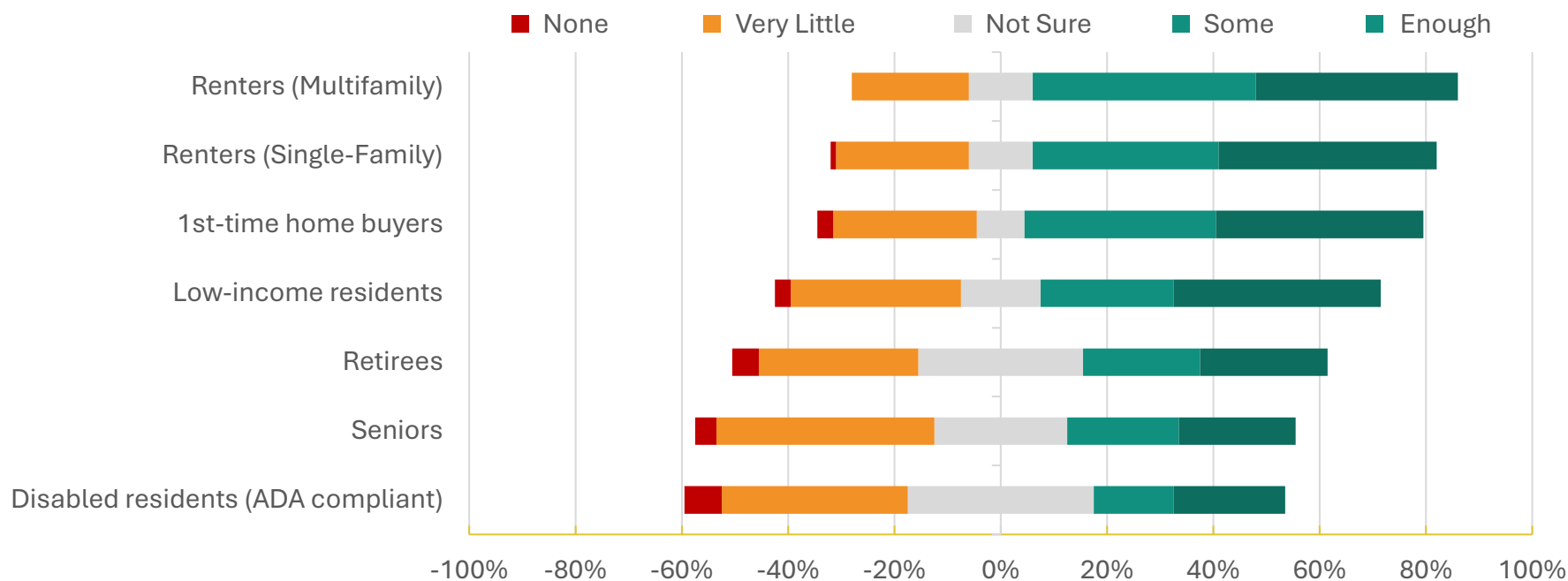
Housing Options

In addition to evaluating their current living situation, the survey asked respondents to consider housing options for various potential resident groups.

Respondents are unsure about or reported potential gaps in Los Fresnos' housing supply for:

- **Disabled residents** 69%
- **Seniors** 61%
- **Retirees** 59%
- Low-income residents 44%
- 1st time homebuyers 35%
- Renters (single family) 34%
- Renters (multifamily) 31%

Do you think Los Fresnos has housing options to meet the needs of its residents?



Current & Desired Travel Options

Most respondents report that they navigate Los Fresnos easily and have **few concerns about driving and traffic safety**.

However, nearly 50% of respondents report that **Los Fresnos lacks sufficient safe biking and walking routes**.

Ranked Travel Improvements (1-5)

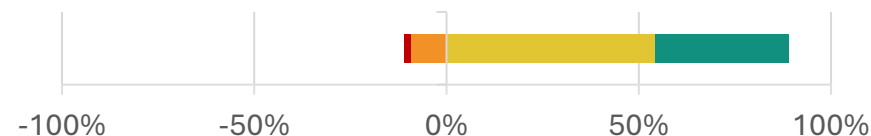


[1] This question has been rephrased from its original language to ease interpretation. The data has been adjusted to reflect the change in perspective from negative to positive framing. The original language is as follows: Freight truck traffic is an issue in neighborhoods; Speed limits are too high in certain areas, or drivers do not obey the speed limit

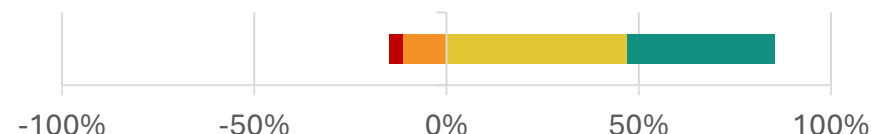
How much do you agree with the following statements?

■ Strong Disagree ■ Disagree ■ Agree ■ Strongly Agree

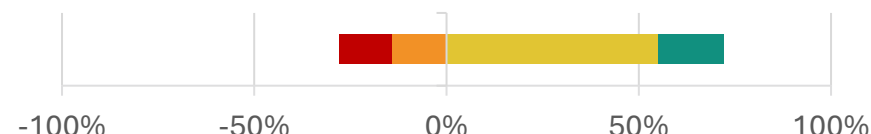
It is easy to navigate to local attractions/amenities



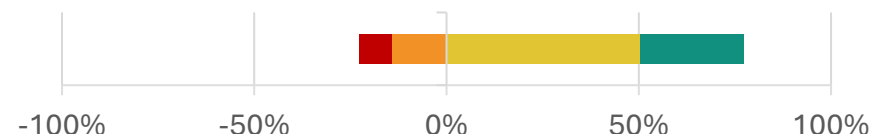
Is it easy to get from point A to point B



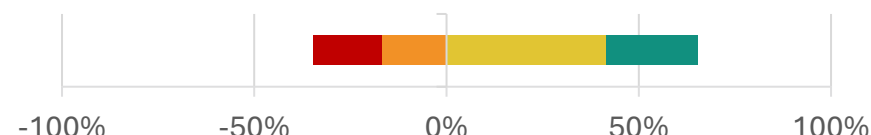
Freight traffic stays out of neighborhoods¹



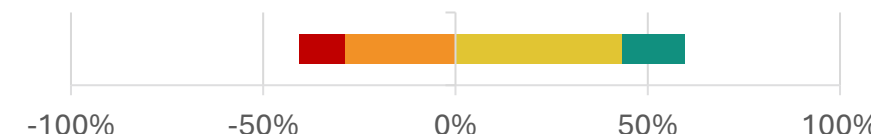
Traffic is well regulated



Speed limits are set at the right level and followed¹



There are safe walking and biking routes



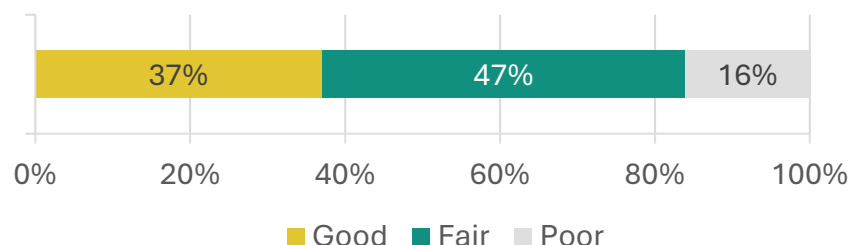
Infrastructure Evaluations

Survey respondents were asked to rate the quality and reliability of local infrastructure and to provide clarification in additional comments.

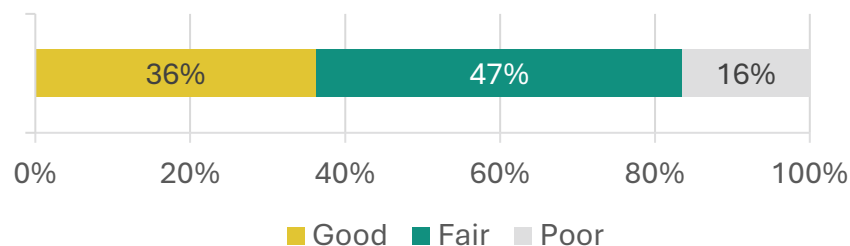
Most respondents (84%) rate Los Fresnos' water and wastewater systems Good-to-Fair, though comments indicate some service issues.

In contrast, **most respondents (63%) rate street and drainage conditions in Los Fresnos as Fair-to-Poor**. Most comments highlight inadequate drainage and flooding, which contribute to the noted poor road conditions.

Water & Wastewater



Streets & Storm Drainage



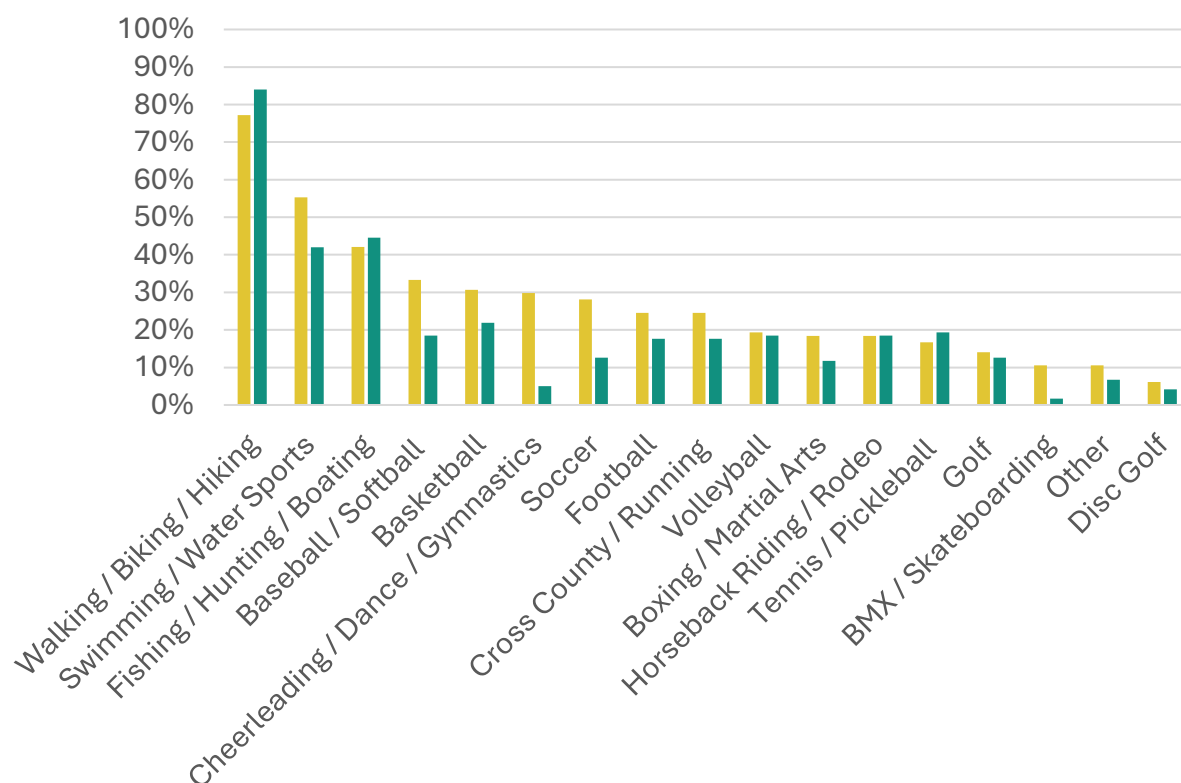
Comments / Concerns:

- "It [water] has a constant smell of either sewer or too much chlorine."
- "[The water] Smells, sputters coming out of faucet, our animals don't like to drink it"
- "Flooding with heavy rain."
- "Pits and potholes, not enough sidewalks"
- "There is always [street] maintenance being done but when completed another or the same problems returns."



Recreation Activities

Walking, Biking, and Hiking was the most commonly reported activity among respondents (77% for kids and 84% for adults). Both **Sidewalks** and **Trails** ranked among the five most desired new facilities. However, **Picnic Areas** and **Splash Pad / Swimming Pool** were the most highly rated new facilities.



Top New Facilities Respondents Say They'd Like to See

- 1 Picnic Areas
- 2 Splash Pad /Swimming Pool
- 3 Public Gardens
- 4 Sidewalks
- 5 Hike/ Jogging/ Biking Trail

Notes:

■ Kids ■ Adults

[1] Table excludes response options that scored less than 10% of respondents for both kids and adults.

[2] Survey responses do not include respondents under the age of 20.



Ranked Park Improvements

Los Fresnos is served by four public parks located throughout the city. Most respondents are aware of local parks, find them easy to access, and appear to visit them regularly.

While most respondents report facilities in good condition (not damaged or dangerous), just over 50% believe Los Fresnos' parks lack adequate activities and facilities. Considering park improvement rankings, "Activities" may refer more to events, and "Facilities" to supporting amenities such as restrooms and water fountains.

Ranked Park Improvements (1-6)

1

Maintain Existing Park and Park Facilities



2

Install Supporting Facilities at Existing Parks



3

Improve the Appearance of the Park



4

Install Additional Equipment and Sports/Courts



5

Improve/Maintain Safety at the Park



6

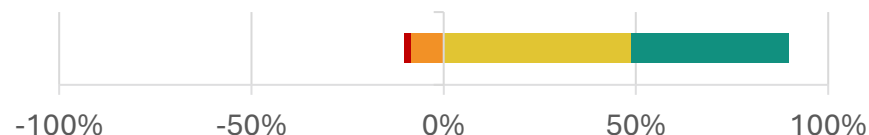
Increase Park Size/Develop New Parks



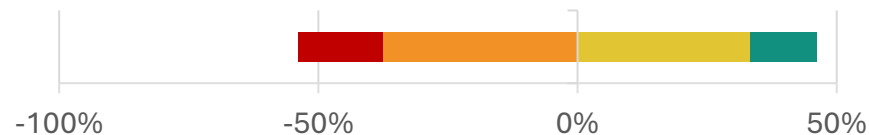
How much do you agree with the following statements?

Strong Disagree Disagree Agree Strongly Agree

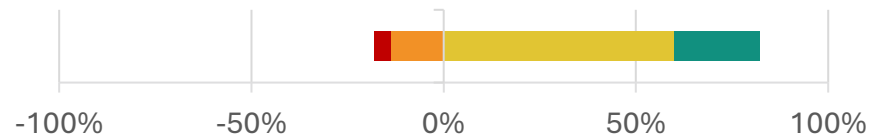
It's easy to get there (biking or walking routes, parking)



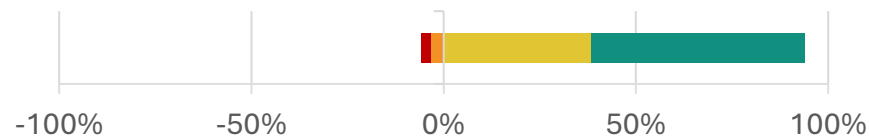
There are enough activities or facilities¹



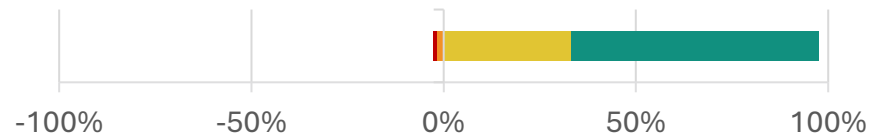
The facilities are in good and safe condition¹



I frequently go to parks in Los Fresnos¹



I am familiar with all parks in Los Fresnos¹



[1] This question has been rephrased from its original language to ease interpretation. The data has been adjusted to reflect the change in perspective from negative to positive framing. The original language is as follows: There aren't enough activities or facilities; The facilities are damaged or dangerous; I do not go to parks in Los Fresnos; I did not now Los Fresnos has a park(s).



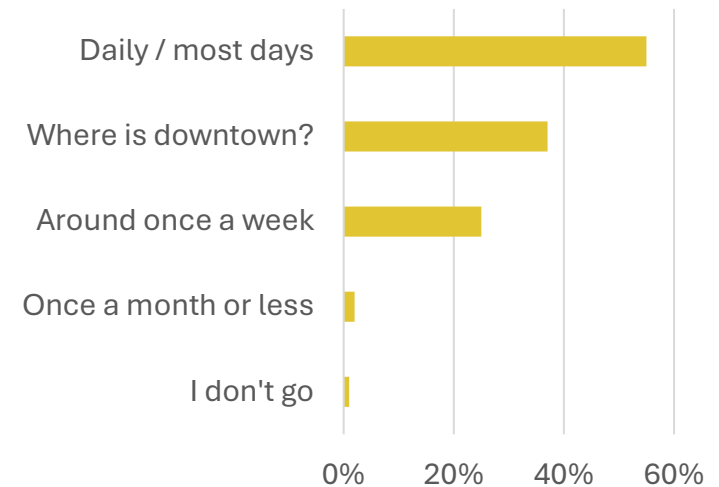
Downtown

Downtown Los Fresnos encompasses approximately 12 blocks of **historical and contemporary commercial development**, extending from State Highway 100 and Farm-to-Market Road 1847.

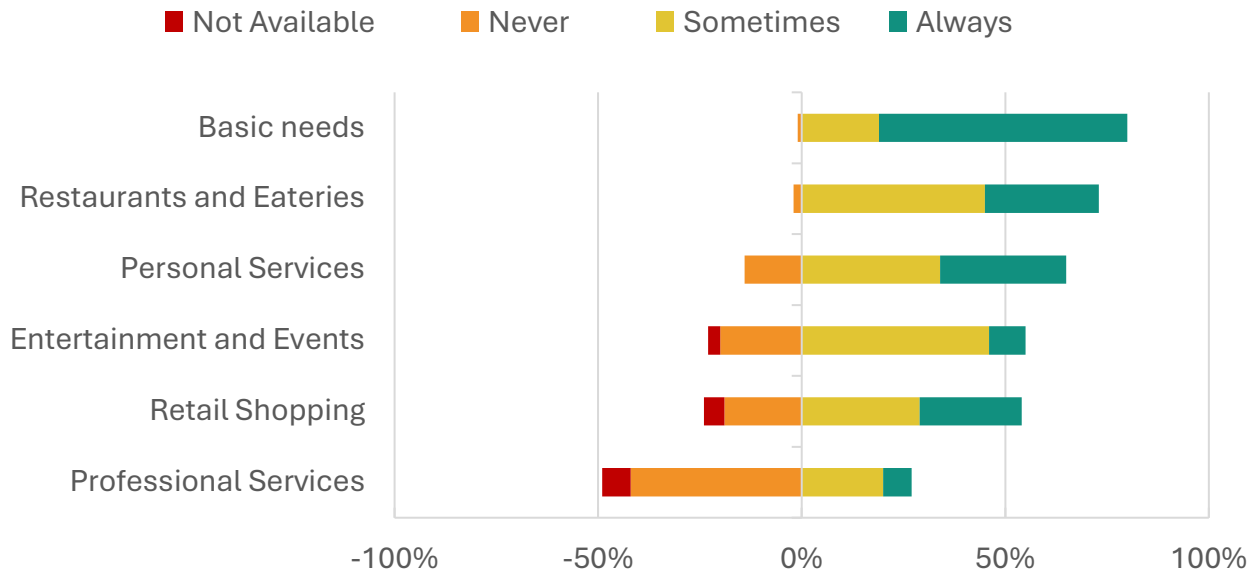
Most respondents report visiting daily to about once a week. Reflecting the area's **diverse** commercial mix, nearly all respondents report visiting downtown for basic needs and dining, and many report visiting for personal services, entertainment, and retail shopping.

Respondents report relatively limited visits for and access to professional services. **Proximity to amenities was the second most commonly identified important housing feature lacking for respondents.**

How often do you visit downtown Los Fresnos?



How often do you visit downtown Los Fresnos for the following?



75%
of respondents report **always**
visiting downtown for **Basic
Needs**

Respondents report lacking
local access to desired:
**Entertainment (4%), Retail
(6%), and Professional
Services (9%)**



Respondents find visits downtown comfortable and enjoyable

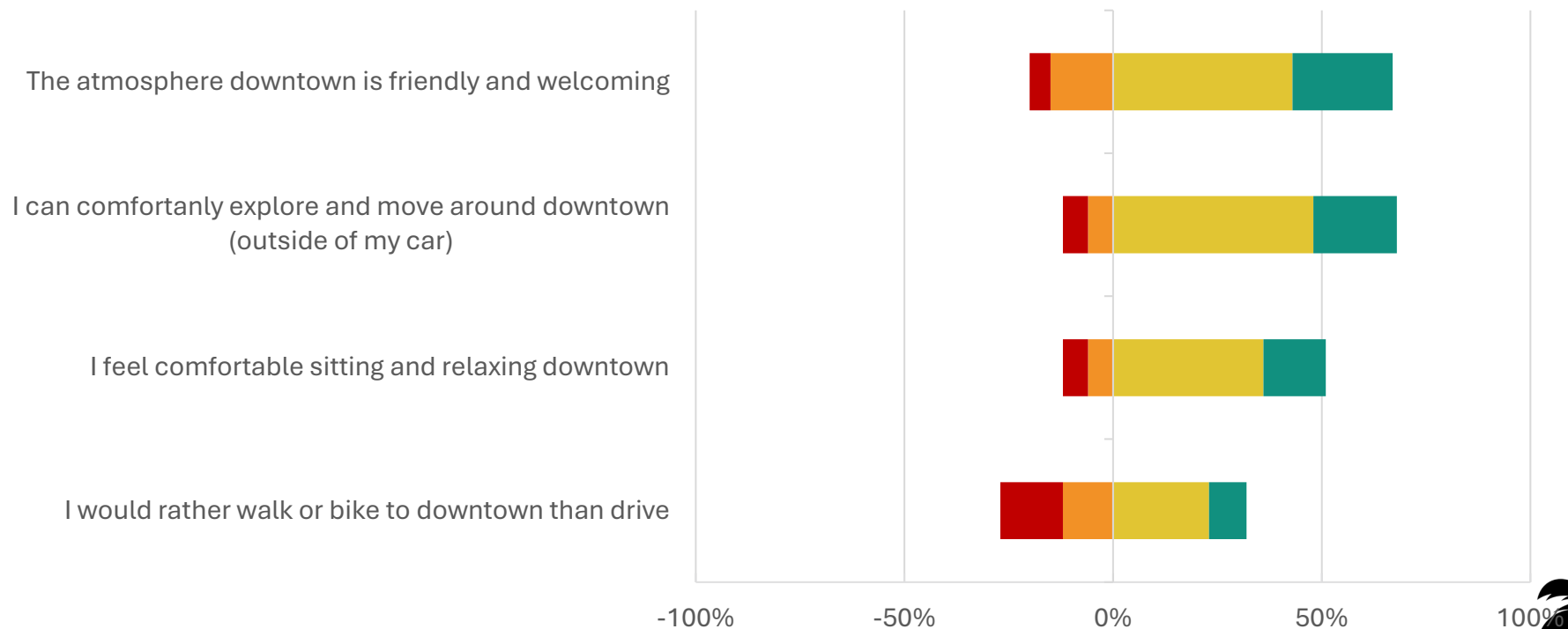
Most respondents consider Los Fresnos' downtown a friendly, welcoming place (87%), enjoyable to explore on foot (71%), and a relaxing spot to sit and unwind (70%).

36% of respondents would rather walk or bike to downtown

While respondents find downtown itself walkable, the apparent preference for driving to access it may reflect limited non-motorized options, such as sidewalk connections to surrounding neighborhoods.

Do you agree with the following statements about downtown?

■ Strong Disagree ■ Disagree ■ Agree ■ Strongly Agree



Respondents ranked potential downtown improvements.

More than 30% of respondents selected additional businesses that cover basic needs as their #1 priority.

1

More businesses that cover basic needs



2

More entertainment or events for all ages



3

More options for restaurants and eateries



4

More or better public spaces or parks



5

Greater accessibility for pedestrians



6

More options for retail shopping



7

More options for personal and professional services



Vision Word Cloud

Respondents were asked to select their top five words from a set list to describe their vision for the future of Los Fresnos.

Top 5 Most Selected Words (% of respondents that selected word)

Growing	56%
Affordable	56%
Beautiful	52%
Quiet	47%
Walkable	45%
Environmentally Friendly	45%

What is Los Fresnos like in 2036?



Workshop 1: Community Check-In

October 22, 2024 | City Hall

Workshop 1 presented key findings from the Los Fresnos 2036 Base Studies (population, housing and land use, infrastructure, and amenities) and the Los Fresnos Community Survey. The facilitator utilized ArcGIS StoryMaps to present data, maps, and key takeaways from the Base Studies. Given the small group, all participants were able to participate actively and have their opinions heard.



The presentation started with an overview of existing conditions in Los Fresnos, focusing on hazard resilience. Participants discussed the following topics during the session:

- Rapid new development, but limited opportunities for annexation
- Housing (luxury for new residents, senior housing, housing for individuals with disabilities, and housing under \$200,000 for first-time buyers)
- Upcoming water and wastewater improvements
- Drainage maintenance responsibilities and persistent flooding on streets

Following each topic, participants were invited to break into groups and rank a series of improvements and programs based on how the new information might have shifted their perspective.

- **First round:** drainage improvements and flood prevention; improved street conditions
- **Second round:** diverse housing development; improved drainage
- **Third round:** diverse housing development; improved drainage
- **Final round:** improved street conditions; improved drainage

The Ease of Development map brought up a series of conversation topics, including:

- The need to understand the city's topography better to understand flood risks
- The role of the Resaca de los Cuates in flood management
- The remaining portions of the floodplain in southern Los Fresnos are undeveloped
- A new housing development that will address some flood concerns in southern Los Fresnos
- A desire to understand potential future flood risk areas

After the presentation, participants identified more housing development, particularly diverse housing types, and infrastructure improvements as their highest priorities.



Workshop 2: Goals & Objectives Open House

December 12, 2024 | City Hall

Workshop 2 presented a set of community-informed draft goals and objectives for community review. This workshop followed an open-house format: poster boards with four draft goals and related objectives were mounted on easels throughout the space, and the presenter walked through each set individually, pausing for discussion between goals. Participants were asked to share their thoughts on the overall purpose and language of the goals and objectives and were asked to prioritize the objectives.

Goal 1: Los Fresnos offers safe and well-maintained housing in diverse, and walkable neighborhoods close to public amenities that are affordable for residents of varying life stages and economic means.

Workshop Takeaway



Participants supported Goal 1. Participants identified improving housing accessibility, fairness, and affordability as their highest priority among the objectives presented, while resilient land-use patterns was their lowest priority. They also had questions about the Community Rating System and the target of a 50% reduction in the number of substandard housing units by 2045 but expressed no concern regarding these objectives.

Goal 2: Los Fresnos residents have improved access to essential and desirable businesses in charming and walkable local commercial areas with well-supported businesses and regular events.

Workshop Takeaway



Participants rated increased activity and downtown visits as their highest priorities, while strengthened business cooperation and resource sharing were their lowest priorities. The feedback echoed similar points from the first workshop: residents and city staff would like to see further investment in business attraction and development, community events, public spaces, and pedestrian accessibility. Participants also expressed concerns about the walkability of the downtown area and its curb appeal, noting an ongoing project to replace old wooden signs and CDC funding for visual improvements. Participants also indicated a desire to install additional parking spaces and attract a wider range of businesses not currently present in the city.



Goal 3: Los Fresnos provides diverse active and passive recreational opportunities through parks, open spaces, sidewalk connectivity, programs and events.

**Workshop
Takeaway**



Participants supported Goal 3. Participants would most like to see a continuation of the community programs and events that happen in local parks, reflecting shared preferences with their highest priority objective from Goal 3. Further investment in local sidewalks and trails was the lowest priority, but this may be due to the presence of an already extensive network of sidewalks and trails. Attendees expressed concerns over the accessibility of parks to residents in the southern and western portions of the city, but they showed particular interest in an expanded trail network, land dedication requirements or park fees for new development, and farmer's markets and crafts fairs. They also supported the standard of 5 acres of park space for every 1,000 residents. Additionally, they discussed the recent completion of a new sidewalk along Farm-to-Market Road 1847 connecting Memorial Park to Whipple Road and the ongoing development of a Sidewalk Master Plan.

Goal 4: Los Fresnos pursues a regular and robust Capital Improvements Program to provide residents with updated and efficient water and sewer systems and improved street conditions supported by a well-functioning storm drainage system.

**Workshop
Takeaway**



Participants supported Goal 2 and echoed previously shared concerns. Maintaining community travel networks was the highest priority because, according to participants, they impact people every day. They also appreciated the inclusion of "non-motorized users". Participants identified the specific need to replace manholes to limit rainwater infiltration. City staff stated that the current wastewater system is at 70-80% capacity, meaning they can accommodate anticipated growth, but water and wastewater improvements are low priorities for Los Fresnos 2036 because many projects are already completed or in-progress.



Workshop 3: Preliminary Plan Review

July 21, 2026 | City Hall

The Preliminary Plan Review Open House allowed participants to review the draft comprehensive plan through themed stations covering Water, Wastewater, Drainage, Transportation, Community Facilities, and Land Use.

Each station included proposed projects, maps, plan excerpts, and a budget spending activity. Participants were given a set amount of dollars based on the actual cost of all projects at that station and asked to spend their budget between the projects based on their priorities. At the end of the activity, participants received an additional two “*Bonus*” dollars to spend on any project they felt deserved extra support.

Project Area	Budget
Transportation Projects (T)	\$22
Wastewater Projects (S)	\$8
Drainage Projects (D)	\$8
Water Projects (W)	\$8
Community Facilities (C)	\$3

Participants generally supported the proposed projects, and their funding priorities closely aligned with the plan’s overall investment priorities and the City’s initial rankings. Participants spent the most *Bonus* dollars on transportation projects.



Top Projects in each Area by Participant Spending	Share of Total Spending
Central City Street Improvement (T.6)	42.3%
North Arroyo Blvd. Lift Station Upgrades (S.3)	37.5%
Resaca Escondido and Falco Lake (D.5)	68.4%
Central City Water Line Replacements (W.1)	45.5%
Los Fresnos Loop (C.1)	50.0%
Practice Fields and New Park Facilities (C.2)	50.0%





Goals & Objectives

By defining a city's goals and objectives, comprehensive plans provide a guide from which to make decisions about the policies that shape local development and community character, as well as the legal and political support for those regulations. Defined goals and objectives also support strategic, financial decision-making by providing key information for budgeting and capital improvements programs.

What is a Goal?

Goals are broad, long-term statements that answer the question: “How would you like to see Los Fresnos in 2037?” Goals should capture the community’s core values and describe what you hope to achieve in the long run.



What is an Objective?

If Goals are the destination, Objectives are the key steps to help get there. Objectives can help indicate progress toward a goal when they are specific, measurable, and time bound. In other words, answering the questions what, how, and by when.



Capital Improvements	Goal 1	The City's water and sewer systems reliably and efficiently serve the community, protecting public health and mitigating the impact of disruptive events.
	<i>Objective 1.1</i>	Between 2027 and 2037, implement a Capital Improvements Plan that establishes prioritized improvements to the local water and wastewater systems.
	<i>Objective 1.2</i>	Reduce unplanned service interruptions, sewer overflows, and backups by 2032.
	<i>Objective 1.3</i>	Reduce non-revenue water loss over the next five years.
	<i>Objective 1.4</i>	Maintain 100% compliance with all applicable federal and state standards (e.g., Safe Drinking Water Act).
	Goal 2	Effective stormwater management protects neighborhoods from flooding and helps keep local resacas clean, supporting a safer and healthier community.
	<i>Objective 2.1</i>	Between 2027 and 2037, implement a Master Drainage Plan that establishes prioritized improvements to the local storm drainage system.
Transportation	<i>Objective 2.2</i>	By 2037, achieve a stormwater maintenance calendar that ensures 100% stormwater system coverage for inspection and maintenance over 10 years.
	Goal 3	Vehicles can move safely and efficiently throughout the city, ensuring reliable access for residents, businesses, and emergency services.
	<i>Objective 3.1</i>	Between 2027 and 2037, implement a Transportation Plan that establishes critical and high-priority local street improvements with an emphasis on safety and hazard resilience.
	<i>Objective 3.2</i>	By 2030, develop and adopt scoring criteria to evaluate and rank individual street improvements.
	Goal 4	Residents and local leaders investigate opportunities to expand multi-modal transportation.
	<i>Objective 4.1</i>	Between 2027 and 2037, implement a Transportation Plan that establishes high-priority improvements to the network of sidewalks and multi-use trails.
	<i>Objective 4.2</i>	By 2032, provide at least one opportunity (e.g., survey, workshop) for residents to share their travel habits, challenges to non-motorized travel, and preferences for multimodal improvements.
	<i>Objective 4.3</i>	Implement one low-cost project – such as a temporary bike lane or crosswalk enhancement – by 2037. Solicit community input.
	<i>Objective 4.4</i>	Develop proposed scoring criteria to evaluate and rank multimodal improvement projects by 2037. Solicit community input.



Land Use	Goal 5	New development strengthens our existing neighborhoods, avoids unnecessary utility expansion costs, and limits hazard risks.
	<i>Objective 5.1</i>	Track and aim for at least 50% of all new building permits to be issued within already developed areas or on vacant lots inside city limits biannually.
	<i>Objective 5.2</i>	Direct at least 80% of annual capital improvement funding to areas already served by existing water, sewer, and road infrastructure.
	<i>Objective 5.3</i>	Create a basic incentive (e.g., expedited permits, reduced fees) by 2032 to encourage reuse of vacant or underused buildings, aiming for at least one project during the planning period.
	<i>Objective 5.4</i>	Limit annexations or utility extensions to no more than one or two per year, unless aligned with the comprehensive plan.
	<i>Objective 5.5</i>	Limit the further encroachment of development into High Hazard Areas to a maximum of 5% increase in total developed land area over the planning period.
	Goal 6	Residents and local leaders consider opportunities to enhance quality of life through open space conservation and natural resource protection.
	<i>Objective 6.1</i>	Work with residents to map key natural resources (e.g., creeks, wetlands, wooded areas) by 2029.
	<i>Objective 6.2</i>	By 2032, implement a policy and framework to review all development proposals within a specified distance of mapped key natural areas for impact on these areas.
Community Facilities	Goal 7	Residents enjoy safe, reliable, and high-quality community amenities, resources, and services.
	<i>Objective 7.1</i>	Between 2027 and 2037, implement a Community Facilities Plan that establishes prioritized improvements and investments in public resources, recreational opportunities, and emergency services.
	<i>Objective 7.2</i>	Between 2027 and 2037, implement a Master Parks Plan that establishes prioritized improvements and guides strategic decision-making for local parks and recreational spaces.



Community Safety and Resilience	Goal 8	Our community prepares for, manages, recovers from, and adapts to prevent weather-related hazard risks and disruptive events.
	Objective 8.1	By 2037, conduct creditable activities to achieve at least Class 9 Community Rating System insurance premium discounts. Creditable activities are organized under four categories: public information, mapping and regulations, flood damage reduction, and flood preparedness.
	Objective 8.2	Use at least one community outreach event to improve community awareness of hazard risks, emergency plans, and best practices for preparedness by 2032.
	Objective 8.3	Between 2027 and 2037, continue testing the City's hazard- and emergency-related plans (Emergency Management Plan, Drought Contingency Plan, etc.). Review performance and update as needed.
	Objective 8.4	Between 2027 and 2037, continue participating in the recommended reviews of the Cameron County Hazard Mitigation Action Plan.
	Objective 8.5	By 2035, send one or more staff members for hazard-related certification training (e.g. Certified Texas Emergency Manager, Certified Floodplain Manager, etc.).





Land Use Plan

Land use location and extent impact community property values, public service expenditures, traffic flow, aesthetics, and economic development potential. A land use plan, illustrated through a Future Land Use Map, indicates how a community prefers land in specific areas be used and developed over time. The plan and map provide key guidance for planners and decision-makers when considering zoning changes, infrastructure investment, and development approvals.

Introduction

In 2027, Los Fresnos is primarily a residential community: residential uses (single-family and multifamily) account for about 1/4 of all land within the city and 1/3 of all developed land. Other prominent uses, including institutional and recreational land, are spread throughout the city, while commercial spaces are clustered along State Highway 100 and Farm-to-Market Road 1847.

As Los Fresnos has grown over the past decades, the city spread out from its original center like a spiderweb extending along major thoroughfares. As development continues to extend outward, the city is progressively reaching further into areas where hazard risks, particularly wildfire and flooding, are more prominent concerns. Hazard risks should be a primary factor influencing how and where development occurs. With much of the city and ETJ's stock of undeveloped land located outside of the Hazard Overlay, ample land is available for development in areas where hazard risks are significantly lower.

Other factors that should be considered in planning for future development are geological and topographical conditions and access to existing infrastructure. Geological conditions can impact the safety and longevity of any structure if not properly addressed, and developments that utilize existing infrastructure (water and sewer pipes, streets, etc.) minimize the city's expansion costs and ongoing maintenance responsibilities. The Ease of Development section utilizes these factors to identify undeveloped parcels that would be suitable for future development.

These factors are considered alongside residents' needs and desires, as identified during the community engagement activities, to produce the Future Land Use Map. This map embodies the residents' vision for the future of the city, which are represented in a set of preferences that inform the map. These preferences include development that is located outside of hazard areas, new housing that is diverse and affordable, a mix of commercial and residential uses that support a thriving Central Business District, and infill development that builds out existing neighborhoods.

The decision-making frameworks provided are intended to advance the city's two land use goals:

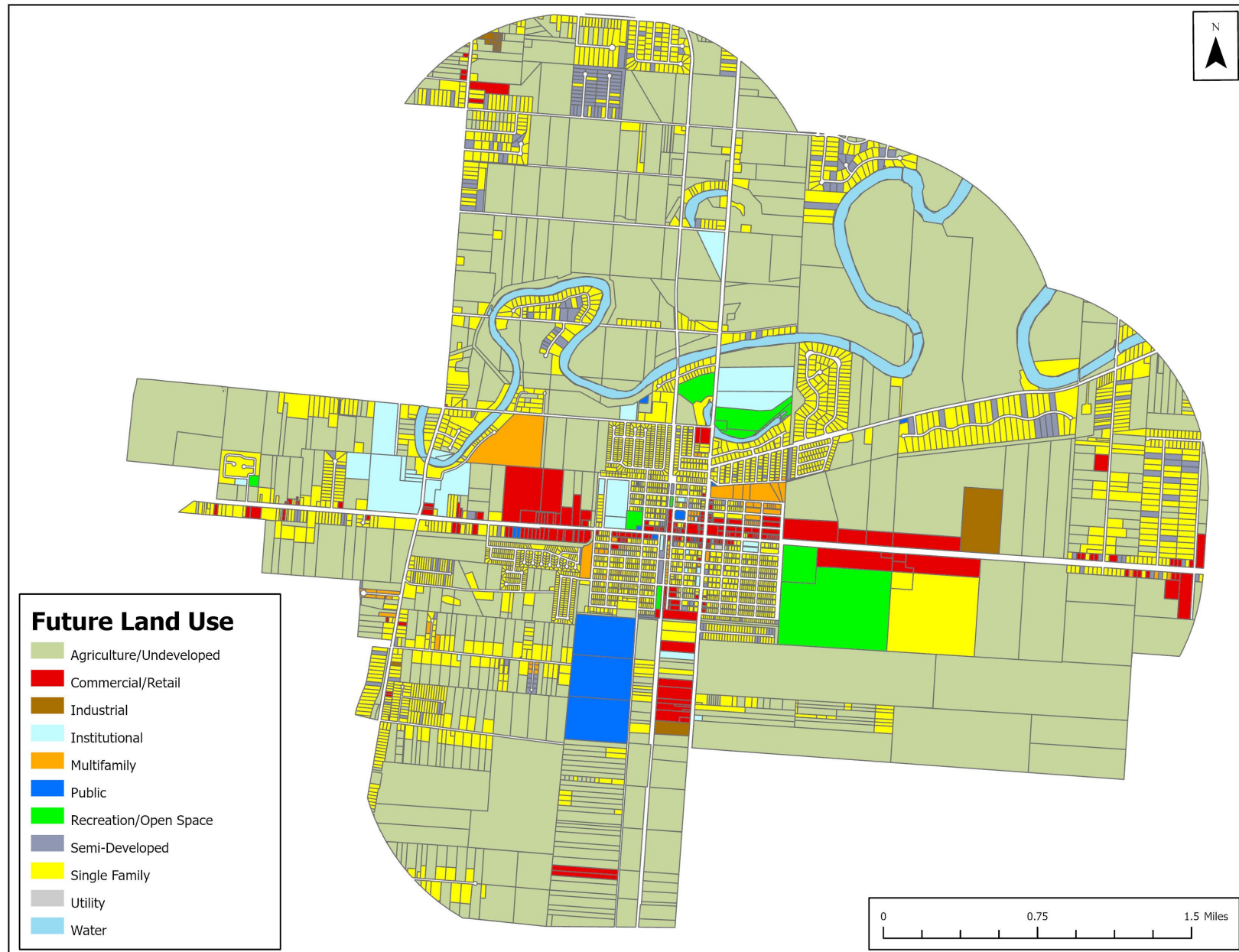
- ❖ New development strengthens our existing neighborhoods, avoids unnecessary utility expansion costs, and limits hazard risks.
- ❖ Residents and local leaders consider opportunities to enhance quality of life through open space conservation and natural resource protection.

Current Adopted Land Use Plans

The City of Los Fresnos' current Future Land Use Map was adopted alongside their standing comprehensive plan in 2014. This Future Land Use Map demonstrates their elected land use pattern, which anticipated further commercial development along Ocean Boulevard and demonstrated a preference for residential infill development in central Los Fresnos.



Current Land Use Plan



Base Studies Snapshot

Developed Uses

Los Fresnos' landscape is dominated by residential uses (661 acres), primarily single-family homes. Commercial and civic uses (220 acres and 126 acres, respectively) are mostly concentrated along major thoroughfares (State Highway 100 and Farm-to-Market Road 1847) and within the Central Business District (the intersection of these two streets).

Los Fresnos provides 46 acres of recreational space for its residents, including Montes-Castro Park, Community Park, Memorial Park, Nature Park, and the Hike and Bike Trail.

Institutional uses, including schools, churches, and civic organizations, account for an additional 278 acres.

Undeveloped Uses

Undeveloped land (semi-developed, undeveloped, and agricultural land) accounts for 1/3 of total land area in the city, which will enable the city to accommodate future population growth and residential development.

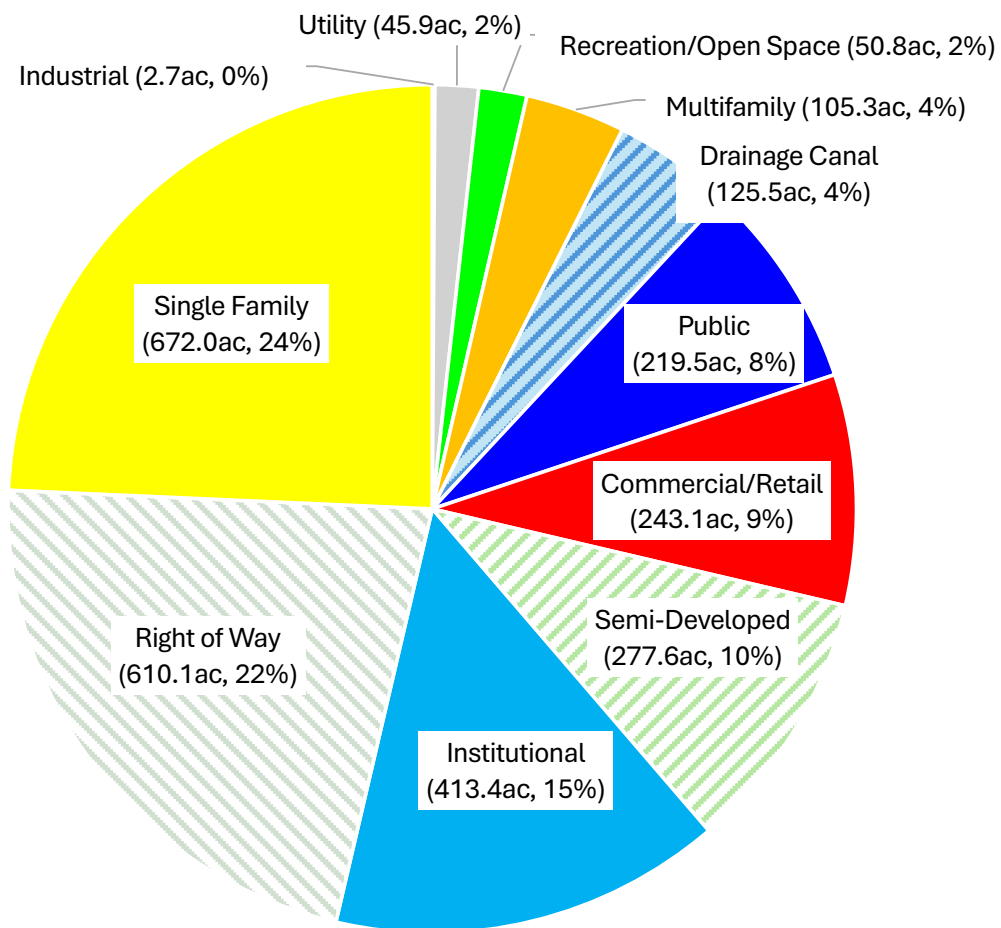
Housing Stock

Detached stick-frame structures account for approximately 75% of all housing in Los Fresnos, and the remaining quarter includes manufactured homes (2%), RVs (0.7%), and multifamily units (22%).

The city's stock of multifamily units includes 278 units reserved for low-income households and individuals with disabilities in both publicly and privately owned complexes.

Within the city limits, 6 housing units are located within a hazard area (100-year floodplain), and an additional 8 housing units are located within 50 feet of a hazard area. These structures and their occupants may be at risk of hazard-related damage, injury, or loss of life during heavy flooding events.





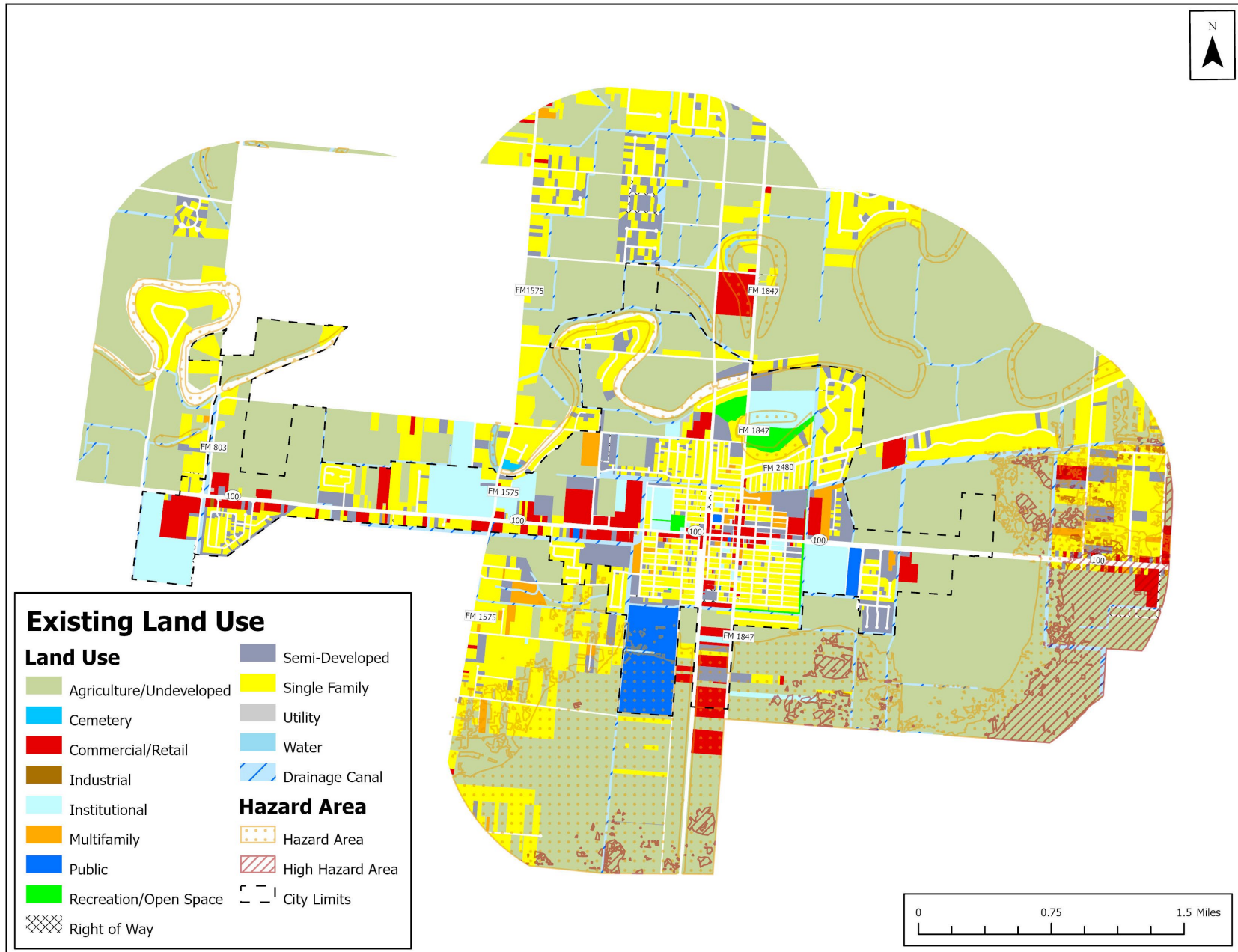
EXISTING LAND USE – CITY LIMITS

Residential, commercial, and institutional uses define Los Fresnos' landscape.

Land Use	Acres	% DEV	% TOTAL	Acres/100
Commercial/Retail	220	11.9%	7.9%	2.6
Industrial	1	0.0%	0.0%	0.0
Institutional	278	15.0%	10.0%	3.3
Multifamily	51	2.7%	1.8%	0.6
Public	126	6.8%	4.5%	1.5
Recreation/Open Space	46	2.5%	1.7%	0.5
Right of Way	413	22.3%	14.9%	4.9
Single Family	610	33.0%	22.1%	7.2
Utility	3	0.1%	0.1%	0.0
Drainage Canal	105	5.7%	3.8%	1.2
Total for Developed Areas	1,850	100%	66.9%	21.9
Agriculture/Undeveloped	672	-	24.3%	8.0
Semi-Developed	243	-	8.8%	2.9
Citywide Total	2,767		100.0%	32.8



Existing Land Use



Hazards

The City of Los Fresnos is exposed to several weather-related hazards, both generalized, meaning they impact all parts of the city, and geographically concentrated, meaning they are more likely to affect certain areas.

Mitigating the risk of generalized hazards, such as hurricane wind, is an important component of all new development, ensuring that structures and residents are adequately protected. Mitigating geographically concentrated risks incorporates many of the same principles, but the suitability of locations for new development is a more prominent consideration.

Flooding and wildfire are prominent geographically concentrated hazards in Los Fresnos, affecting 221 acres of land within the city limits (8% of total land area) and 2,030 acres of land within the ETJ (29% of total land area). These hazards present a potential obstacle for development within the city.

WITHIN THE CITY LIMITS, 87% OF LAND WITHIN THE HAZARD OVERLAY IS DEVELOPED.

Structures and residents in these areas are subject to these hazard risks, and proper mitigation measures are necessary to ensure they are protected. While it is preferable to have no development within hazard areas, it is difficult and expensive to attempt to remove structures and residents from these areas, particularly in the ETJ where municipal tools are limited. For this reason, limiting new development within hazard areas may be a more effective approach to hazard resiliency.

THE HAZARD OVERLAY ENCOMPASSES 3% (30 ACRES) OF UNDEVELOPED LAND WITHIN THE CITY LIMITS AND 33% (1,599 ACRES) OF UNDEVELOPED LAND WITHIN THE ETJ.

The presence of these hazards suggests that development should be limited, if not completely restricted, to prevent structural damage, injury, and potential loss of life caused by flooding and wildfire.

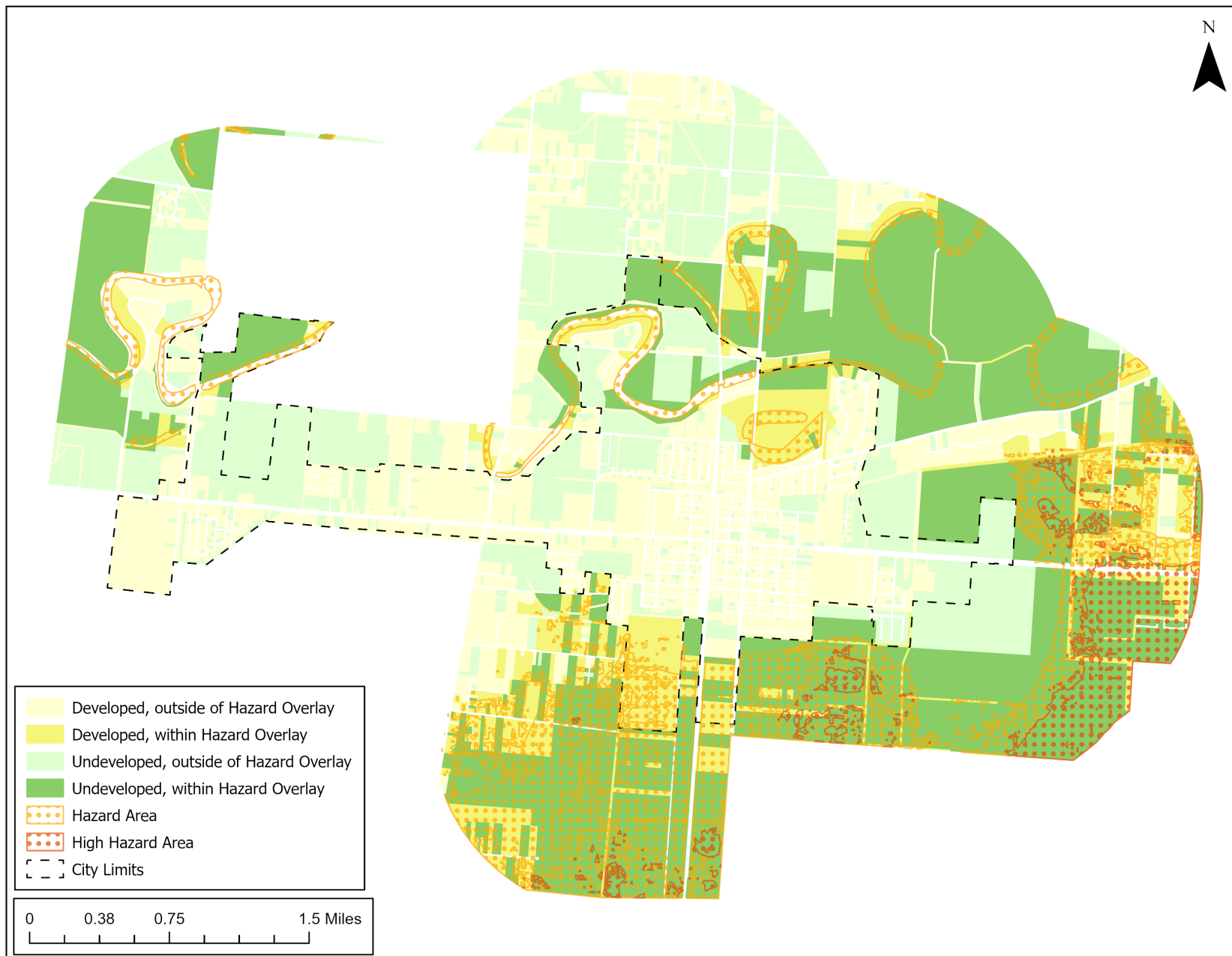
73% OF UNDEVELOPED LAND IN LOS FRESNOS (CITY AND ETJ) IS LOCATED OUTSIDE OF THE HAZARD OVERLAY.

Vast tracts of land (597 acres in the city and 3,605 acres in the ETJ) are not subject to flood or wildfire risks. Development interest should be redirected from areas within the Hazard Overlay to these tracts of lands.

Where limiting development is infeasible, and where existing development is already at risk of hazard-related damage, hazard mitigation can be incorporated into lot design, construction standards, ongoing maintenance, and off-site infrastructure.



Hazard Overlay



Ease of Development

A parcel's developability is influenced by multiple factors, including soil type, slope, the presence of hazards, and access to existing infrastructure like water and wastewater services and connection to the existing road network. Lots that are already served by or located close to existing infrastructure like water mains, sewer mains, and roads avoid the need for significant infrastructure extensions, and the associated debt required to fund those extensions. In this sense, these lots are easily developed.

There are approximately 596 acres within the city limits that are easily developed, meaning that the land is:

- Currently identified as either semi-developed, undeveloped, or used for agricultural purposes,
- Within 100 feet of water and sewer distribution lines,
- Located adjacent to public right-of-way and paved or dirt streets, and
- Located outside of the Hazard Overlay

The **Ease of Development Map** (next page) shows Los Fresnos' undeveloped, agricultural, and semi-developed land as defined by the above criteria.

Approximately 32% (189 acres) of this easily developed land has frontage on a major arterial (State Highway 100 and Farm-to-Market Road 1847).

EASE OF DEVELOPMENT

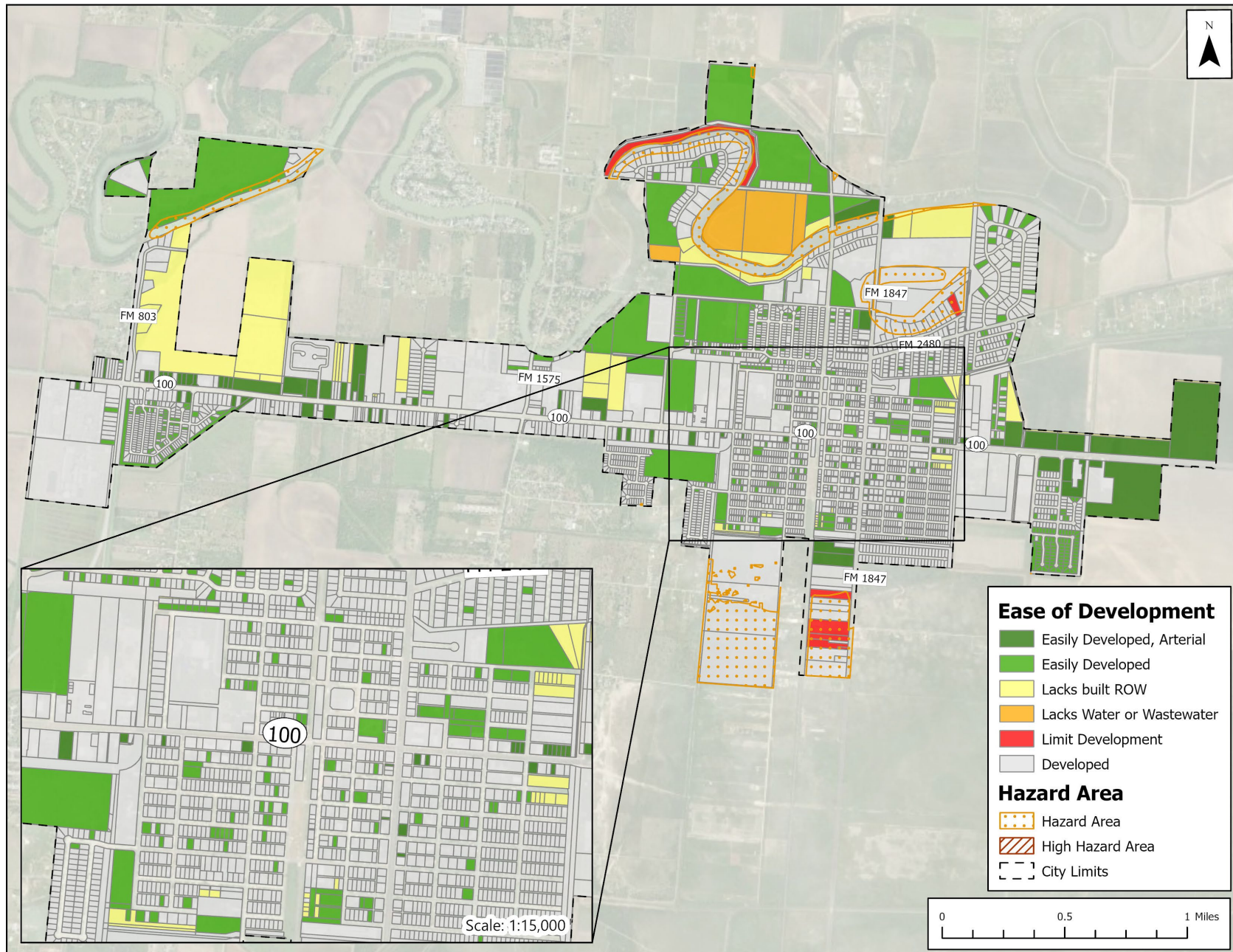
Parcels near existing water, sewer, and road infrastructure can avoid costly extensions.

	Outside Hazard Overlay	
	Acres	%
Easily Developed (All)	596	-
With Arterial Access	189	32.0
Lacks Built ROW	224	-

Development in the Hazard Overlay should be discouraged, particularly for property within a High Hazard Area. However, approximately 31.2 acres of otherwise easily developed land is located within a Hazard Area where additional building requirements, such as elevated lowest floor or increased setbacks, may reduce vulnerability.



Ease of Development



Future Land Use

Unlike an existing land use map, which identifies distinct land uses for each parcel, a future land use map depicts the desired general character of areas in the community. The Future Land Use Map illustrates community goals and those illustrated changes often extend beyond the current planning period to visually establish preferred growth boundaries.

It is important to note that a future land use map is a visual statement of where and how a community wants to grow, not a prediction of future growth. However, adopting a future land use map can encourage additional growth because it communicates a city's long-range development goals not only to residents and future local government, but also to potential developers with an interest in creating thriving projects.

Future land use and zoning are connected but serve different roles in shaping a community. Future land use reflects the community's shared vision for how neighborhoods should grow and function over time, including where homes, jobs, parks, and services are desired. Zoning is the legal tool used to put that vision into action by setting clear, enforceable rules for development, such as allowed uses and building standards. When zoning aligns with future land use, it helps ensure growth happens in a way that supports community goals, quality of life, and long-term resilience.

Based on the community input and local land use data used in the development of this plan's land use goals, Los Fresnos's future land use map illustrates four priority land use trends:

Development Occurs Outside of the Hazard Overlay

Development within the Hazard Overlay would be subject to flood and fire risks, potentially leading to structural damage, injury, or loss of life. Therefore, the safest approach to managing hazard risks would be to avoid developing in these areas completely.

In the future, it is possible that land constraints will begin to push development into these hazard areas. While structures and residents in these areas would continue to be at risk, appropriate construction, lot layout, and landscaping standards can be put in place to ensure that hazard risks are mitigated as much as possible.

Residential Development Provides a Variety of Housing Types

Los Fresnos is rapidly growing: the population is projected to reach 11,500 (+36%) by 2026 and 15,500 (+35%) by 2036. Development is largely matching this pace with 1,244 housing units (single-family and multifamily) in construction or permitted. Currently, these units are sufficient to accommodate projected population growth, but as the region grows beyond the planning period, development will need to continue to support new residents.

Through the Community Survey and Community Workshops, residents expressed a desire to see more housing development that includes various types of housing at different price points to provide suitable housing to all residents.



Development in Central Los Fresnos Supports a Thriving Central Business District

While Los Fresnos may not have a traditional downtown, the beating heart of the city lies at the intersection of State Highway 100 and Farm-to-Market Road 1847 where much of the city's commercial activity takes place. Strategic land use decisions regarding the building out of vacant land in and around this area can bring further activity to the Central Business District. Attracting new businesses that offer commercial services not currently available in this area can draw more consumers looking for convenient commercial spaces, and denser housing in the surrounding neighborhoods would place more potential customers within walking distance.

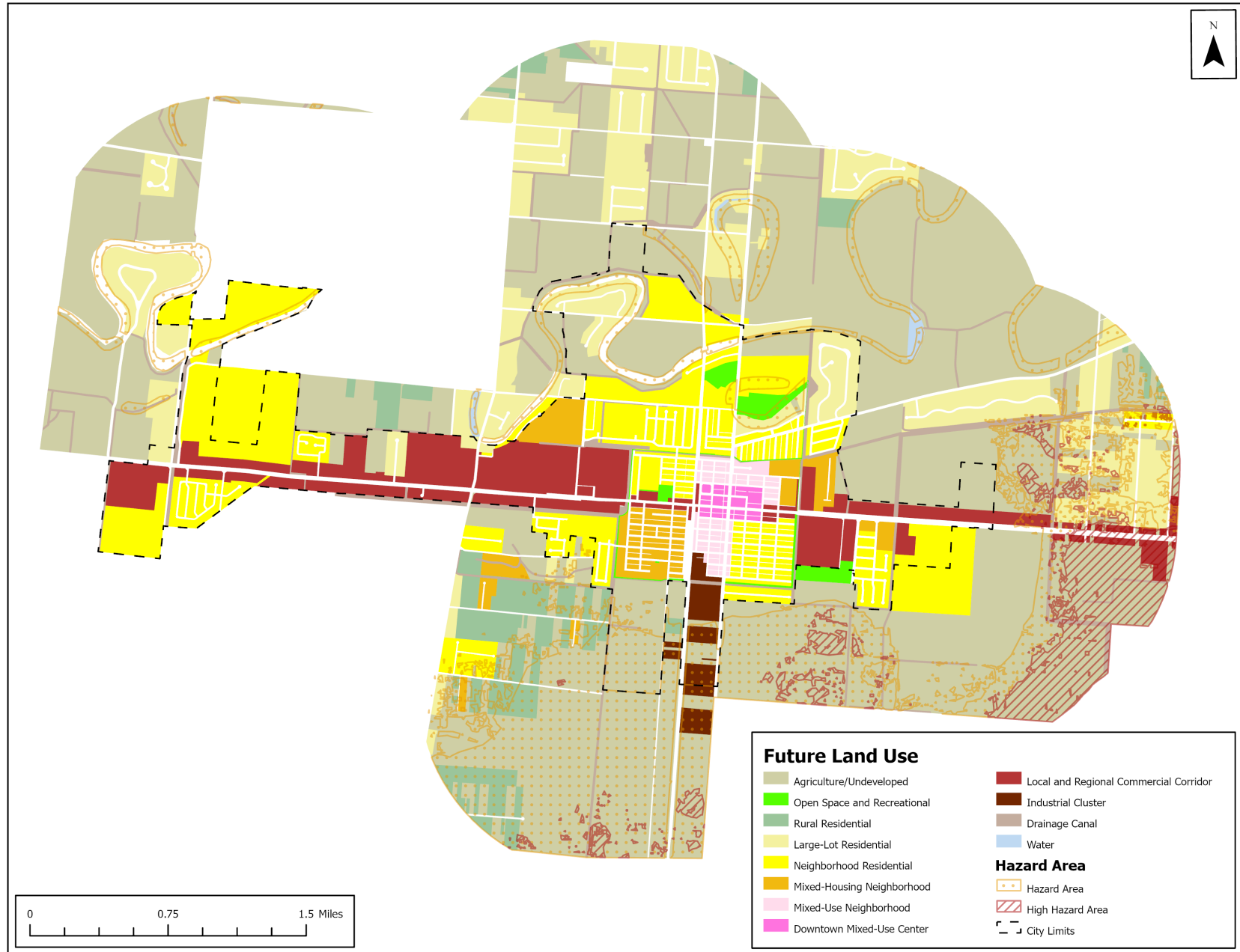
Prioritize Infill Development

Infill development refers to the process of developing vacant lots (or portions of a lot) in areas with existing development, like neighborhoods and commercial areas. Lots in areas with existing development often already have road network access and are already served by water, wastewater, and drainage systems (or, if not, are more likely to require minimal expansions), which can allow the city to avoid taking excessive debt.

There are 596 acres of developable land within the city limits, 32% (189 acres) of which have direct access to key arterials. Developing on this available land should be prioritized to limit utility expansions, maximize existing resources and services, and to support community cohesion by filling vacant lots in existing neighborhoods.



Future Land Use





Transportation Plan

A transportation plan provides a roadmap for improving mobility throughout the community. It identifies clear priorities for enhancing local streets and expanding safe, convenient options for walking, biking, driving, and other ways of getting around. In addition to guiding investments, the plan serves as an educational resource that explains the key issues and opportunities shaping transportation in Los Fresnos. By outlining these factors, it helps residents better understand how transportation decisions are made and how improvements are prioritized.

A strong transportation plan also considers how streets connect neighborhoods, schools, businesses, and parks, and how transportation choices influence safety, development, and overall quality of life. The goal is to create a transportation system that is safe, efficient, and welcoming for residents and visitors alike, while supporting the continued growth and character of Los Fresnos.

Introduction

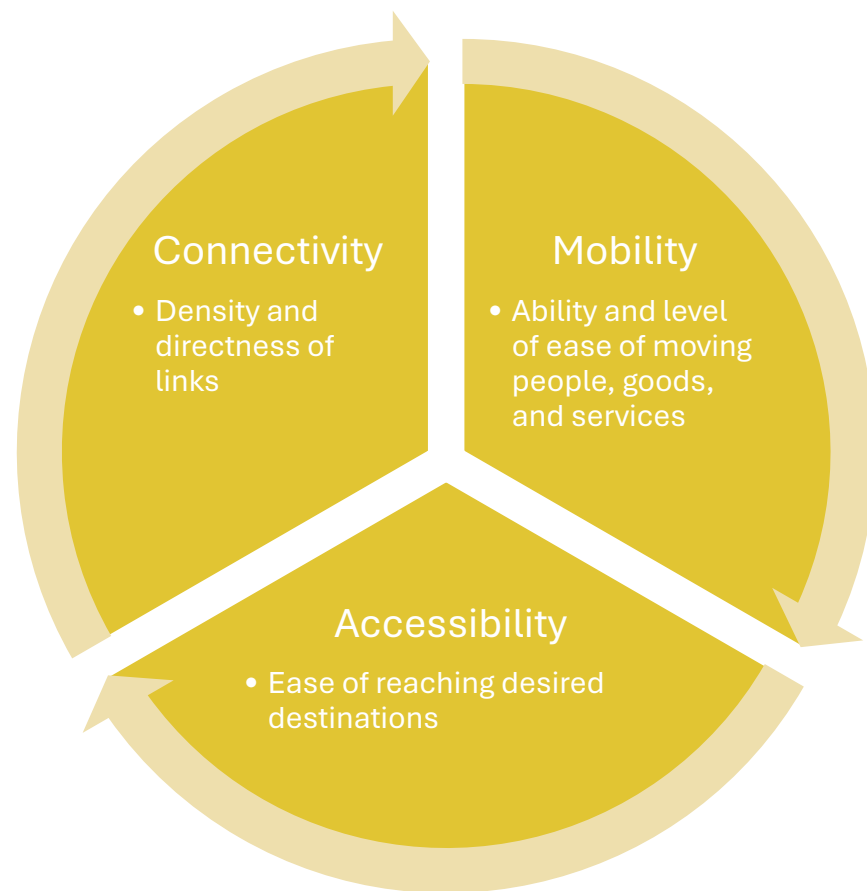
Mobility, accessibility, and connectivity work together to define a modern and efficient transportation system. **Mobility** is a measure of how smoothly people and goods can move through the transportation system. **Accessibility** depends on mobility—if people can move efficiently, they can reach the places they need to go, like school, work, or shops.

Connectivity strengthens both mobility and accessibility by linking streets, neighborhoods, and destinations, so travel routes are direct, safe, and convenient.

In short, good mobility allows movement, strong connectivity links destinations, and high accessibility ensures that everyone can actually reach those destinations. Together, they create a transportation system that is safe, reliable, and useful for the whole community.

This plan builds on the findings of the Base Studies and Community Engagement Activities to assess the strengths and challenges of the local transportation system and craft a vision for the future of mobility in Los Fresnos according to residents' needs and desires. The decision-making frameworks and recommendations provided in this plan are designed to fulfill the city's two transportation goals:

- ❖ Vehicles can move safely and efficiently throughout the city, ensuring reliable access for residents, businesses, and emergency services.
- ❖ Residents and local leaders investigate opportunities to expand multi-modal transportation.



Base Studies Snapshot

Existing transportation infrastructure in Los Fresnos offers many options for travel around the city, including state highways, city streets, sidewalks, trails, freight routes, and public transportation.

Roadway Network

The layout of Los Fresnos's street system is mainly influenced by the locations of roads maintained by TxDOT, such as State Highway 100 (Ocean Boulevard), Farm-to-Market Road 1847 (Arroyo Boulevard), Farm-to-Market Road 1575 (Old Alice Road), Farm-to-Market Road 803 (Olmito Road), and Farm-to-Market Road 2480 (Old Port Road). In central Los Fresnos, local streets run from these main roads to create a general grid pattern, enabling residents to navigate using both main streets and neighborhood roads. Outside these core areas, the street layout becomes less grid-like, with local roads typically contained within residential subdivisions.

*THE CITY OF LOS FRESNOS IS RESPONSIBLE FOR MAINTAINING
APPROXIMATELY 43% OF THE ROADWAY NETWORK*

Thoroughfares offer residents and employers routes from homes to workplaces and businesses. Generally, destinations that generate the highest number of trips at various peak times during the day are situated on or near thoroughfares capable of handling heavier traffic volumes to local destinations. Most thoroughfares in Los Fresnos are maintained by the Texas Department of Transportation.

A strong transportation network includes different types of roads, from faster, higher-capacity streets to slower local roads in neighborhoods. Each type of road has a purpose, helping traffic move smoothly, reducing congestion, and keeping everyone—drivers, cyclists, and pedestrians—safe. By having a mix of road types that work together, the system makes it easier for people to get around the community efficiently and safely.

Local functional roadway classifications include:

Principal Arterials are designed to provide unimpeded traffic flow between activity centers. These roadways carry the highest volume of traffic within the city.

Minor Arterials are designed for higher volumes but mainly provide access to and from the higher-classified arterials, and as a secondary function provide access to activity centers.

Major Collectors provide traffic distribution and collection from residential areas to higher-classified roadways

Minor Collectors provide traffic distribution and collection on a neighborhood level, from the local street system to the arterial classified roadways



Freight & Truck Mobility

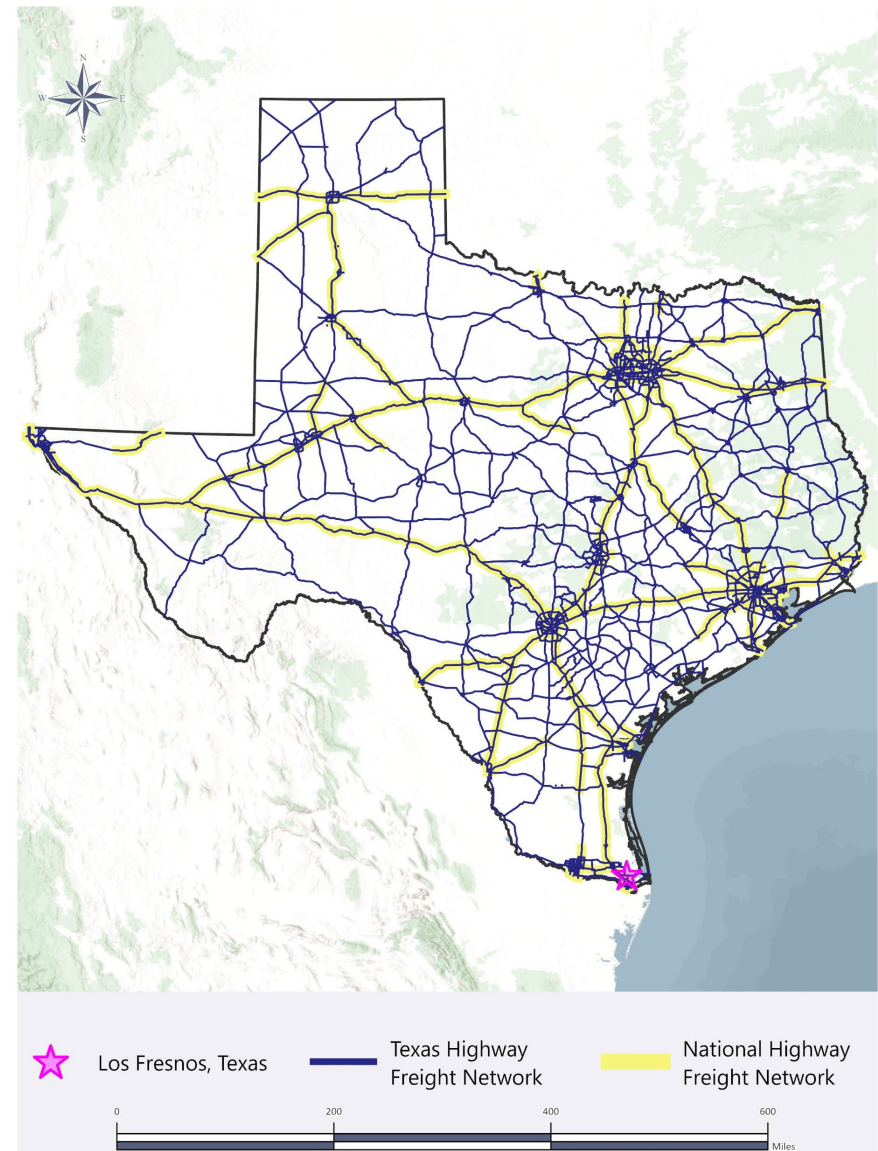
Freight traffic is common in Los Fresnos. State Highway 100 (Ocean Boulevard) and a portion of Farm-to-Market 1847 (South Arroyo Boulevard) are part of the Texas Highway Freight Network. State Highway 100 also connects directly to Interstate 69 East, which forms part of the National Highway Freight Network.

Municipal regulation of freight traffic is important because heavy trucks accelerate wear and tear on streets, causing cracks, ruts, and potholes, and they pose greater safety risks due to longer stopping distances, reduced maneuverability, and blind spots, and thus present the potential for more severe accidents.

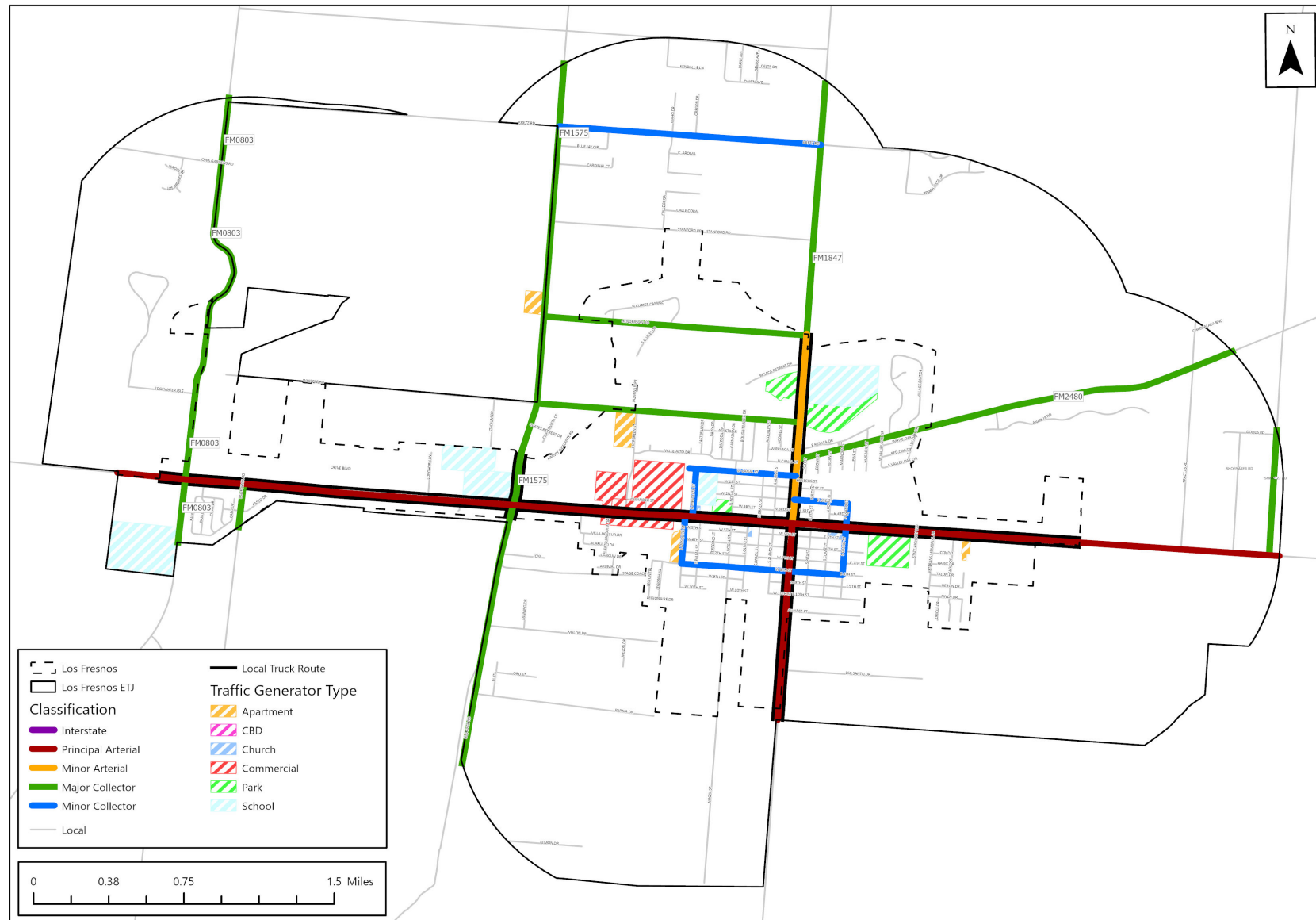
To address these concerns, the City of Los Fresnos restricts freight traffic to certain roads, which correspond to TxDOT-maintained roads, including State Highway 100 (Principal Arterial), Farm-to-Market 1847 (Minor Arterial to Major Collector), Farm-to-Market Road 1575 (Old Alice Road), Farm-



To-Market Road 803 (Olmito Road), and Farm-to-Market 2480 (Major Collector).



Motorized Travel



Walking, Rolling, and Biking

Residents and visitors also have access to a growing network of non-motorized travel options. Los Fresnos provides approximately 32 miles of sidewalks, mostly located within residential areas and portions of the Central Business District. However, all local arterials include sidewalks on both sides (Ocean Boulevard and Arroyo Boulevard).

The Los Fresnos Hike-and-Bike Trail (1.7 miles) provides a parallel off-street alternative to Arroyo Boulevard for north-south travel and includes a direct connection to the Los Fresnos Nature Park and its walking path.

Public Transit

Valley Metro is a public transportation system owned and operated by the Lower Rio Grande Development Council (LRGVDC). The flexible system allows passengers to schedule pickups and drops anywhere within a ½-mile radius of its fixed routes.

Route 45 connects Brownsville, Los Fresnos, San Benito, and Harlingen with connecting routes to Padre Island, South Padre Island, and the upper valley. Fixed stops in Los Fresnos include Memorial Park and City Hall. Most of central and western Los Fresnos is within ½ mile of Route 45.

Safety & Ease of Use

Los Fresnos' traffic control infrastructure functions adequately and is generally appropriate for the city's size. Speed limits

outside of local arterials are mostly 30 miles per hour. Traffic is controlled by traffic lights, STOP signs, YIELD signs, and parking restrictions.

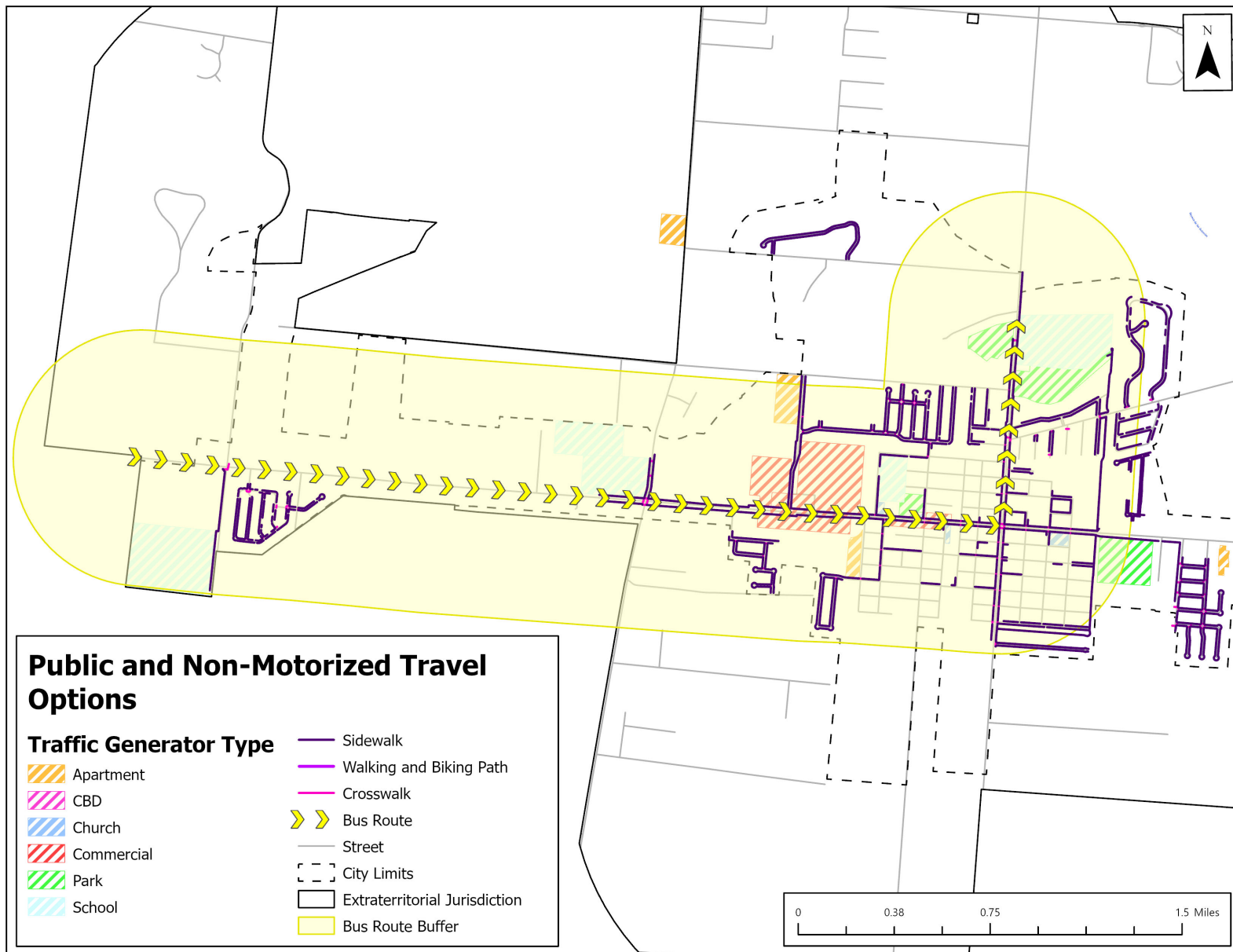
Standard traffic lights are located at periodic intervals along local arterials. Blinking yellow and red signals regulate traffic at intersections of local connectors, and STOP signs regulate traffic on local roads.

Pedestrian protections include 59 crosswalks, and most are bookended by ADA-accessible ramps. Intersections regulated by standard traffic lights include push-button crossings in addition to crosswalks. There are no on-road cyclist protections, such as bike lanes or shared right-of-way markings.

However, pedestrians and cyclists also have access to off-street travel on the Los Fresnos Hike-and-Bike Trail. The nearest protected crossing over Ocean Boulevard from the trail is approximately one block west at the intersection with Ebano Street. The nearest signalized crossing is at the intersection with Arroyo Boulevard, approximately 1/3-mile west.



Non-Motorized Travel & Public Transit



Regional Transportation Projects

Regional transportation projects, like highway expansions or major bridges, can have a big impact on local transportation systems. They often change traffic patterns, bringing more vehicles through local streets or providing new ways for residents to travel longer distances. They can also improve accessibility, making it easier for people to reach jobs, schools, shopping, and services both inside and outside the community.

At the same time, regional projects can create challenges for local streets, such as increased congestion, safety concerns, or the need for additional infrastructure to connect neighborhoods to the larger system. When planned carefully, regional projects and local roads can work together to create a smoother, safer, and more connected transportation network for everyone.

The following planned Texas Department of Transportation (TxDOT) projects will occur within or near Los Fresnos. For more information visit the [TxDOT Project Tracker](#).

CR 2307 / Old Alice Road [Construction in <5 years]

Add lanes (double-lane and turn lane) and shoulders from the intersection with State Highway 100 (Ocean Boulevard) south approximately 1.9 miles to Farm-to-Market Road 511/550.

Construct adjacent bicycle and pedestrian improvements extending south from Papaya Drive (in Los Fresnos' ETJ) to the Brownsville Sports Park (approximately 3.7 miles).

SH 100 (Ocean Boulevard) [Planned, 10+ years]

Add lanes and shoulders from the intersection with Farm-to-Market Road 1847 (Arroyo Boulevard) extending west.



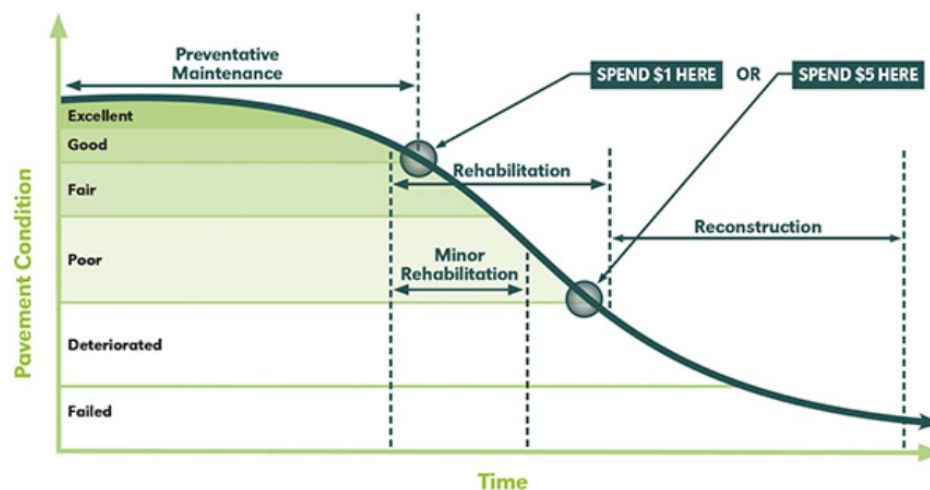
Key Considerations

Maintenance

A consistent and strategic street maintenance schedule is essential to prevent widespread deterioration and avoid costly repairs. While deferring maintenance may provide short-term budget relief, early preventive treatments are far more cost-effective, allowing limited funding to preserve a larger portion of the street network. Pavement deterioration also accelerates over time, worsening at an increasingly faster rate if left unaddressed.

When roads are in good condition, relatively inexpensive treatments (crack sealing, slurry seals, thin overlays) can extend their service life by many years. Once a street falls into fair or poor condition, these low-cost options are no longer effective, forcing cities to undertake much more expensive rehabilitation or full reconstruction.

Selecting the appropriate street surface treatment or construction is also essential. If a treatment is too light, it can wear out quickly and require repairs sooner than expected. If it's too heavy or unsuitable for the road, it can waste money by overbuilding a street that didn't need such an expensive fix. In both situations, the city ends up paying twice—once for the wrong treatment and again for the correct one—while residents suffer more disruption and faster road deterioration. Because road base conditions are not always evident from surface driving conditions, an engineer should assess the roadway to determine the most suitable construction type.



Street network and construction design choices influence long-term maintenance costs. Communities often overlook the long-term impact of these choices because initial street costs are usually covered by developers and new residents. However, early design decisions can significantly affect future maintenance and reconstruction expenses, which are typically paid by the entire community through taxes. For example, a layout with many dead-end streets, like a traditional cul-de-sac, can increase congestion and accelerate road wear. Grid-based networks improve access and mobility but use more land for streets, which can increase maintenance costs. Road width is another key consideration; wider streets not only have higher construction and maintenance costs but also increase infrastructure costs due to the need for longer utility lines and the greater complexity of stormwater management.

Chart Source: Synder & Associates, Jerod Gross, P.E., LEEP, AP)



Coordination

Streets are not standalone assets—they are part of a larger infrastructure system that both influences and depends on other components, requiring coordinated planning, maintenance, and repair.

Street and drainage systems are closely connected: when drainage is undersized or deteriorated, water weakens the pavement base, accelerating cracks and potholes and shortening the street's lifespan. Addressing drainage issues alongside street work tackles the root causes of deterioration rather than repeatedly repairing the surface.

Coordination is equally important with water, sewer, and other underground utilities. Without alignment, a newly paved street may be torn up for line repairs within a few years, wasting funds and disrupting the community. By aligning these projects, municipalities can replace or rehabilitate deteriorated pipes before final paving, avoid redundant construction mobilization, and streamline traffic control and detours.

Streets must also be considered within the broader context of surrounding land use. The way land is developed determines how a street is used, including traffic volumes, vehicle types, on-street parking demand, transit activity, and pedestrian and bicycle movement. At the same time, street design influences land-use patterns by shaping accessibility, safety, and economic viability. Wide, high-speed roads can discourage walkable development, while well-designed, pedestrian-friendly streets can support vibrant business districts and neighborhood growth. Coordinating street design with existing and planned land use ensures that transportation infrastructure supports community goals, functions safely and efficiently, and remains durable over time.



Consistency

High upfront costs, unpredictable maintenance needs, regulatory requirements, and competing budget priorities make streets and sidewalks among the most challenging municipal assets to reliably forecast and fund. Over time, these pressures risk decisions that are reactive, inconsistent, or driven by short-term pressures rather than long-term community needs.

To ensure investments are fair, transparent, and aligned with community goals, many communities formalize scoring criteria to guide project selection. Defined criteria help prioritize improvements based on measurable factors—such as safety concerns, condition, usage, and connectivity. This structured approach strengthens coordination across departments, supports long-range capital planning, and ensures that improvements enhance safety, accessibility, and long-term durability while making the most of limited public resources.

STREET SCORING CRITERIA EXAMPLE

Streets in the worst condition that serve the greatest use are the highest priority.

Criteria	Highest Priority	Scoring	Resources
Condition	Streets in the worst condition	Poor – 10 points Fair – 5 points Good – 1 point	City Staff Observations
Safety Considerations	Streets with the highest rates of vehicle and pedestrian accidents	High Crash History (2+ in past year) – 10 points Medium Crash History (1 in past year) – 5 points Low Crash History (0 in past year) – 1 point	CRIS Query
Degree of Use	Streets that carry the largest volume of traffic	High AADT (801+) – 10 points Medium AADT (400-800) – 5 points Low AADT (0-399) – 1 point	Transportation Plan TxDOT Roadway Inventory
Function	Streets that serve as arterials and collectors	Arterial – 10 points Connector – 5 points Local Street – 1 point	Transportation Plan TxDOT Roadway Inventory
Emergency Access	Streets that connect to emergency services	Direct Connection ¹ – 10 points No Connection – 0 points	City Staff Observations
Connection to Key Areas and Facilities	Streets that provide connections to schools, grocery stores, municipal services, and other community facilities	Within/Adjacent to Area or Facility ² – 10 points Not Within/Adjacent to Area or Facility – 0 points	City Staff Observations



Transportation Improvements

Introduction

Recommended improvements are organized into the following sections, each containing a series of prioritized projects suggested for implementation during the 10-year planning period encompassed by this comprehensive plan.

Priority Street Improvements: Proposed road improvements aim to address all streets in fair-to-poor condition by 2036; to focus immediately on streets in the worst condition that play the largest role in traffic flows; and to sequence construction in coordination with the water and wastewater replacements discussed in the *Capital Improvements Plan*.

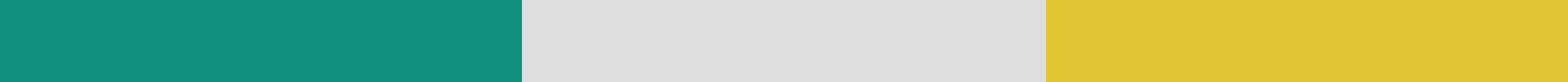
Connectivity Improvements: Proposed new street construction priorities aim to improve network connectivity and open additional land for residential development.

Pedestrian Improvements: Recommended sidewalk and crosswalk installations are informed by the Sidewalk Master Plan. Except for the Los Fresnos Loop discussed in Priority 1, improvements selected from the Sidewalk Master Plan align with recommended priority street and street connectivity improvements to maximize shared costs.

The *Transportation Improvements* map illustrates the prioritized street improvements and connectivity improvements.

The *Non-Motorized Transportation Improvements* map illustrates pedestrian improvements.



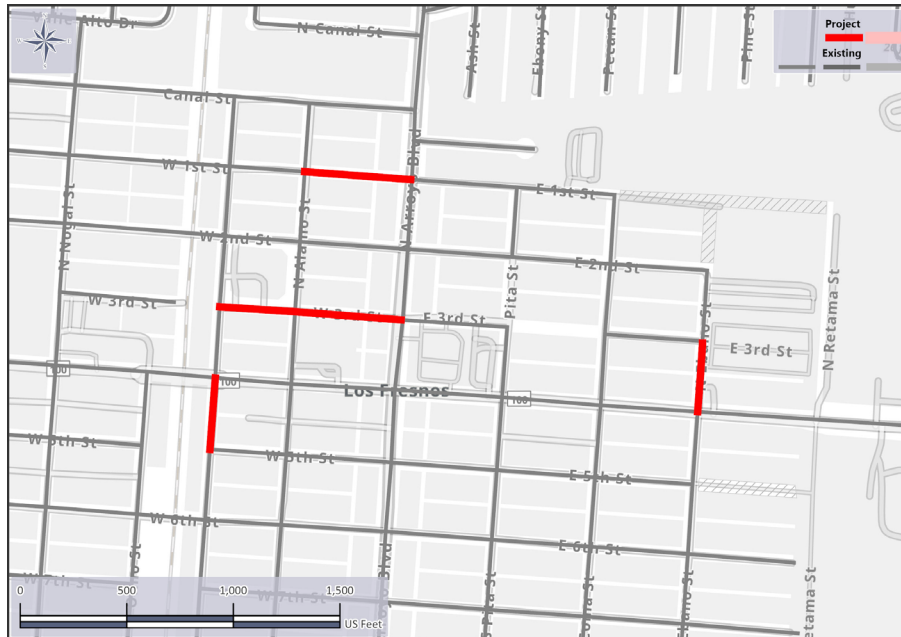


PRIORITY STREET IMPROVEMENTS



CENTRAL CITY IMPROVEMENTS: WEST 1ST STREET, WEST 3RD STREET, NORTH EBANO STREET, SOUTH BRAZIL STREET

(City of Los Fresnos)



Description:

Repair 1,760 LF of streets in fair condition in central Los Fresnos, including sections of West 1st Street, West 3rd Street, North Ebano Street, and South Brazil Street. Construction will be funded by the Community Development Corporation.

Priority:	Necessary
Timing:	Short-Term
Cost Estimate:	\$616,477

Need Statement:

The first phase of street improvements focuses on stretches of substandard streets in central Los Fresnos where traffic is heaviest. These streets provide access to the concentrated commercial core of the city around Ocean Boulevard and Arroyo Boulevard as well as some municipal services (the police department and Community and Senior Citizens Center).

These streets play an important role in supporting access to local businesses and maintaining critical connections throughout the area.

Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



CENTRAL CITY IMPROVEMENTS: WEST 1ST STREET, WEST 3RD STREET, NORTH EBANO STREET, SOUTH BRAZIL STREET

(City of Los Fresnos)



Description:

Repair 3,262 LF of streets in fair and poor condition in central Los Fresnos, including sections of North Mesquite Street, Escalante Road, West 1st Street, South Ebano Street, and West 6th Street. Construct Jere Street (1,890 LF) between Harvey Escalante Road and Evergreen Street. Construction will be funded by the Tax Increment Reinvestment Zone.

Priority:	Necessary
Timing:	Short-Term
Cost Estimate:	\$1,080,734

Need Statement:

The second phase of street improvements focuses on stretches of substandard streets in central Los Fresnos where traffic is heaviest. These streets provide access to Los Fresnos Elementary and assist residents in central neighborhoods in moving through the city.

These streets play an important role in helping families get to school and maintaining critical connections throughout the area.

Additionally, Jere Street will serve the new residential development at Evergreen Street and Whipple Road and improve connectivity in northwestern Los Fresnos.

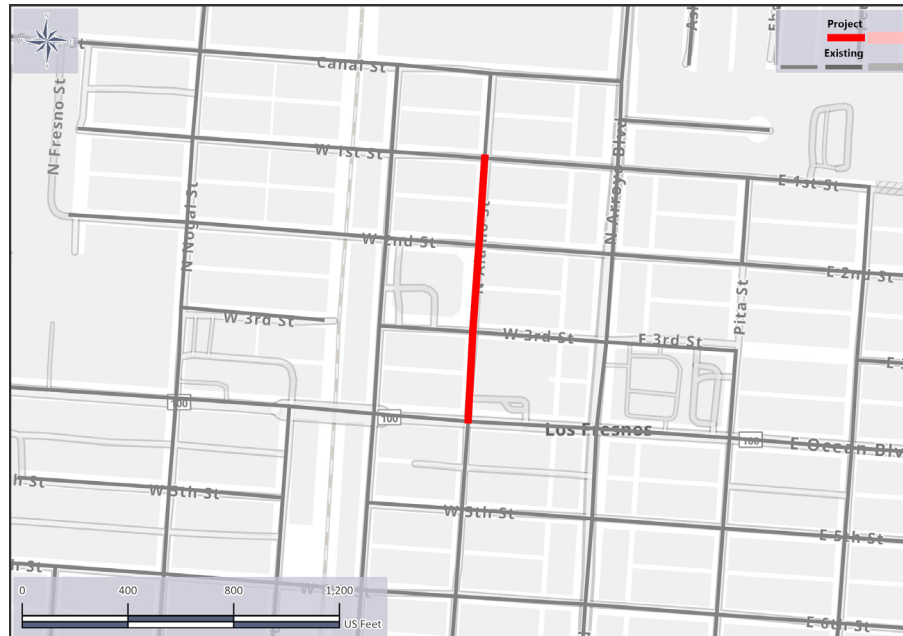
Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



NORTH ALAMO STREET IMPROVEMENTS

(City of Los Fresnos)



Description:

Repair 900 LF of asphalt in fair and poor condition along North Alamo Street from West Ocean Boulevard to West 3rd Street. Construction will be funded by the Community Development Corporation.

Priority: Necessary

Timing: Short-Term

Cost Estimate: \$305,165

Need Statement:

The third phase of street improvements focuses on North Alamo Street from West Ocean Boulevard to West Third Street. This section of North Alamo Street includes asphalt in fair and poor condition.

Due to its central location, this stretch of North Alamo Street provides essential access to businesses in the central core and along West Ocean Boulevard and North Arroyo Boulevard as well as some residences north of this core.

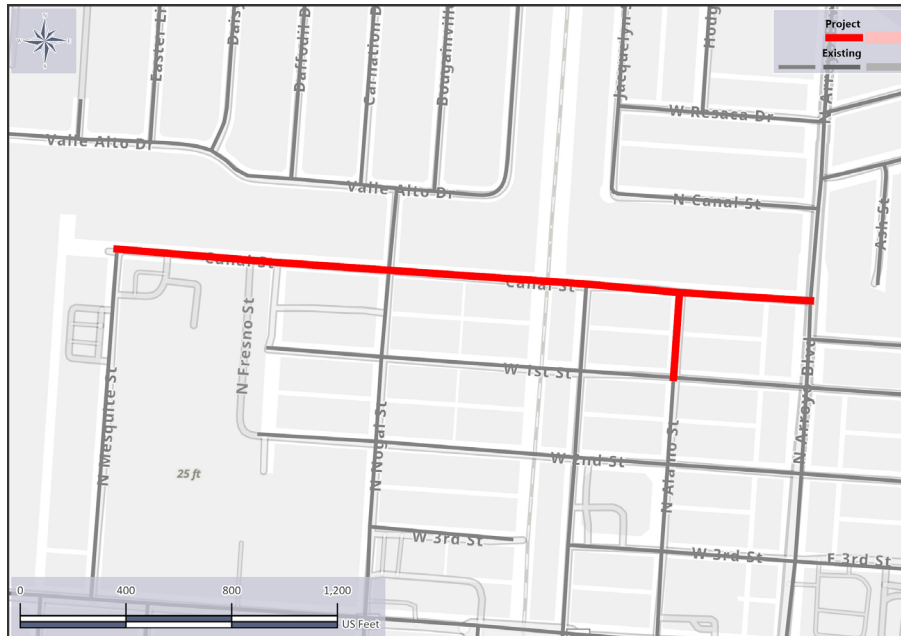
Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



CANAL STREET AND NORTH ALAMO STREET IMPROVEMENTS

(City of Los Fresnos)



Description:

Repair 2,870 LF of asphalt in fair and poor condition along Canal Street from Mesquite Street to North Arroyo Boulevard and North Alamo Street from West 3rd Street to Canal Street. Construction will be funded by the Tax Increment Reinvestment Zone.

Priority:	Necessary
Timing:	Short-Term
Cost Estimate:	\$999,587

Need Statement:

The fourth phase of street improvements focuses on Canal Street and the remaining stretch of North Alamo Street.

Canal Street serves a critical function as one of the two means of access for the Los Fresnos Elementary School. Repairing this road ensures that families can travel to and from school safely and that the roadway can handle high levels of daily traffic.

Additionally, this project will complete the final section of the North Alamo Street repairs and improve connectivity between the north-central neighborhoods and nearby commercial areas.

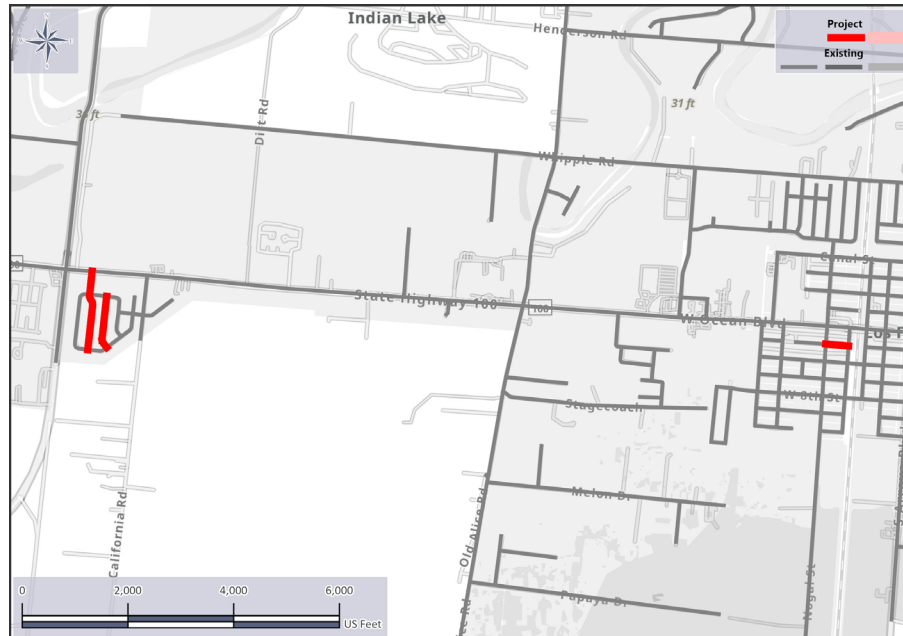
Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



CALIFORNIA CROSSING SUBDIVISION AND CENTRAL CITY IMPROVEMENTS

(City of Los Fresnos)



Description:

Repair 2,830 LF of asphalt in fair condition along West 5th Street, Baja Drive, and Cisco Drive. Construction will be funded by the Community Development Corporation and the Tax Increment Reinvestment Zone.

Priority: Necessary

Timing: Short-Term

Cost Estimate: \$998,974

Need Statement:

The fifth phase of street improvements focuses on two substandard streets in the California Crossing Subdivision and a single stretch of West 5th Street in fair condition.

These streets serve a largely residential purpose, providing connections within neighborhoods and connecting these neighborhoods to the rest of the city.

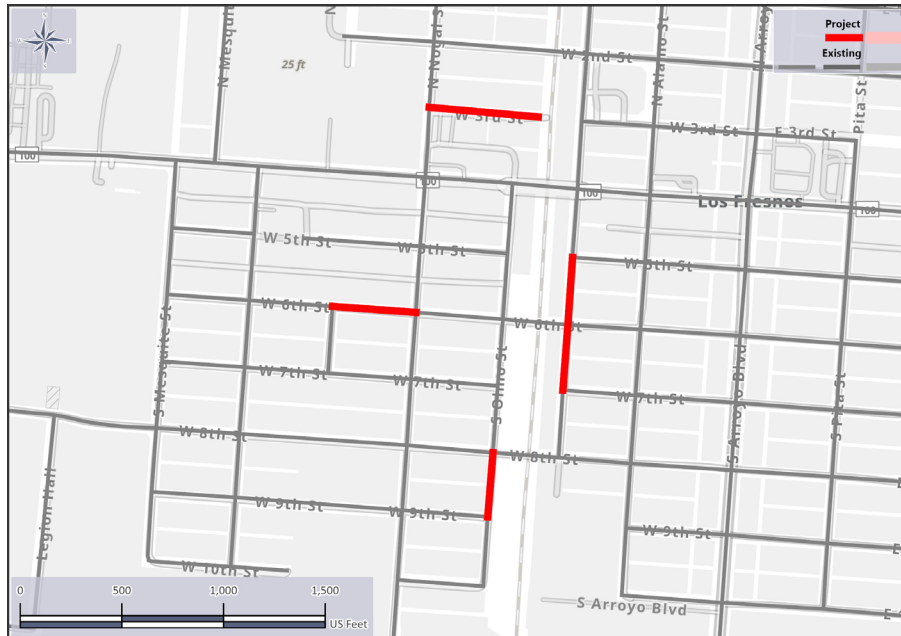
Repairing these streets will ensure safe and efficient travel for households in these areas.

Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



CENTRAL CITY IMPROVEMENTS: WEST 3RD STREET, WEST 6TH STREET, OLMO ST, SOUTH BRAZIL STREET (City of Los Fresnos)



Description:

Repair 1,910 LF of asphalt in fair condition along West 3rd Street, West 6th Street, Olmo Street, and South Brazil Street. Construction will be funded by the Tax Increment Reinvestment Zone.

Priority:	Necessary
Timing:	Short-Term
Cost Estimate:	\$760,628

Need Statement:

The sixth phase of street improvements focuses on a concentration of streets in fair condition in west-central Los Fresnos.

These streets provide connections within these neighborhoods and to the adjacent commercial areas.

Repairing these streets will ensure safe and efficient travel for households in these areas and can support local businesses in the central core.

Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



CENTRAL CITY IMPROVEMENTS: WEST 7TH STREET, WEST 10TH STREET, AND SOUTH BRAZIL STREET (City of Los Fresnos)



Description:

Repair 1,130 LF of asphalt in fair condition along West 7th Street, West 10th Street, and South Brazil Street. Construction will be funded by the Tax Increment Reinvestment Zone.

Priority:	Necessary
Timing:	Short-Term
Cost Estimate:	\$446,201

Need Statement:

The seventh phase of street improvements focuses on a concentration of streets in fair condition in south-central Los Fresnos, completing the repairs of South Brazil Street.

These streets provide connections within these neighborhoods and to the adjacent commercial areas.

Repairing these streets will ensure safe and efficient travel for households in these areas and can support local businesses in the central core.

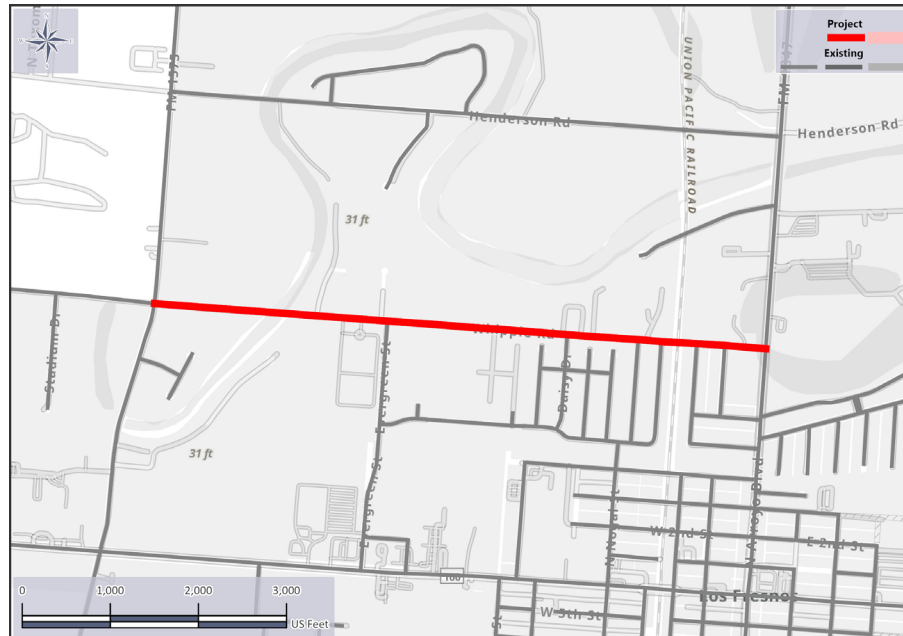
Does this project enable new infrastructure within the hazard areas?

No – Outside of Hazard Overlay



WHIPPLE ROAD RECONSTRUCTION

(City of Los Fresnos; Cameron County Regional Mobility Authority)



Description:

Expand Whipple Road between Farm-to-Market Road 1575 and Farm-to-Market Road 1847. Widen the roadway to 40 feet (12-foot driving lanes, one lane each direction and a center turn lane, and 2-foot shoulders) and install 5-foot sidewalk and drainage infrastructure along both sides.

Priority: Necessary

Timing: Short-Term

Cost Estimate: \$6,000,000

Need Statement:

Currently, Whipple Road is a two-way rural street, and at its current construction, it is unable to handle heavy traffic flows.

The area between Whipple Road and State Highway 100 is growing rapidly. New residential developments may bring hundreds of new households to the area, many of whom will rely on Whipple Road as a primary means of accessing regional thoroughfares like Farm-to-Market Road 1575 and Farm-to-Market Road 1847.

Expanding Whipple Road will allow the roadway to handle a larger traffic flow and will increase safety for users, and the associated sidewalks will improve accessibility for many different users.

Does this project enable new infrastructure within the hazard areas?

Yes – Partially



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☐

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☐

WILDFIRE EXPOSURE (7)

Why is it necessary to locate the proposed improvements in a hazard area?

Whipple Road crosses over a resaca just to the east of Farm-to-Market Road 1575. Expanding Whipple Road is necessary to support safe development in northern Los Fresnos. Whipple Road provides an important tertiary connection to evacuation routes for many households (connecting households to Farm-to-Market Roads 1575 and 1847, which connect to State Highway 100), and potentially hundreds more with incoming development, in the event of a weather emergency. Widening the road will aid in the safe movement of these households during an evacuation. To protect the roadway from flooding in these areas, additional drainage infrastructure will be incorporated into the roadway design.



NEIGHBORHOOD NETWORK IMPROVEMENTS: A

(City of Los Fresnos)



Description:

Repair 9,976 LF of asphalt streets in Fair and Poor condition in central Los Fresnos, including stretches of North Brazil Street, North Ebano Street, South Ebano Street, South Coma Street, South Pita Street, East 5th Street, East 8th Street, East 9th Street, and Alvarez Court.

Priority:	Necessary
Timing:	Mid-Term
Cost Estimate:	\$310,412

Need Statement:	This project will address the remaining substandard streets in east-central Los Fresnos, including portions of the Ebano–8th Street Minor Collector. These improvements also target sections of damaged adjacent roads within nearby residential neighborhoods to enhance safety, mobility, and overall pavement quality.
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Does this project enable new infrastructure within the hazard areas?	No – Replacement Project
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NEIGHBORHOOD NETWORK IMPROVEMENTS: B

(City of Los Fresnos)



Description:

Repair 16,934 Linear Feet of asphalt streets in fair or poor condition in north-central Los Fresnos neighborhoods, including Valle Alto East and Village East.

Priority:	Necessary
Timing:	Long-Term
Cost Estimate:	\$523,958

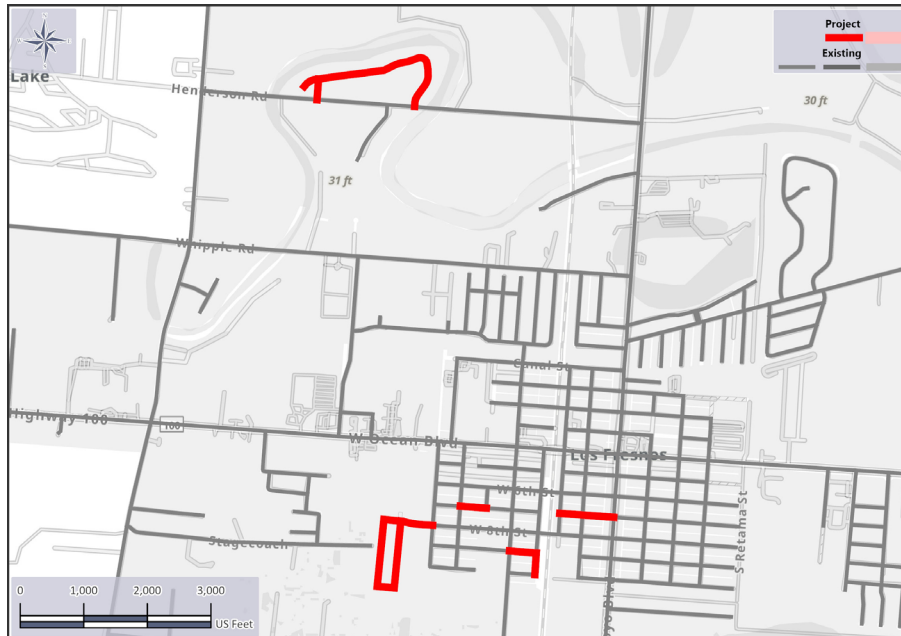
Need Statement:	This phase of street improvements focuses on enhancing neighborhood streets in northern Los Fresnos. These projects will begin addressing residential roads that need repair, helping create smoother, safer streets for the families who live there and improving everyday travel throughout the area.
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Does this project enable new infrastructure within the hazard areas?	No – Replacement Project
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NEIGHBORHOOD NETWORK IMPROVEMENTS: C

(City of Los Fresnos)



Description:

Repair 8,307 LF of asphalt streets in fair condition in south-central and northern Los Fresnos, including Old Legion, Cuates Resaca Village, and residential areas of south-central Los Fresnos.

Priority: Necessary

Timing: Long-Term

Cost Estimate: \$248,071

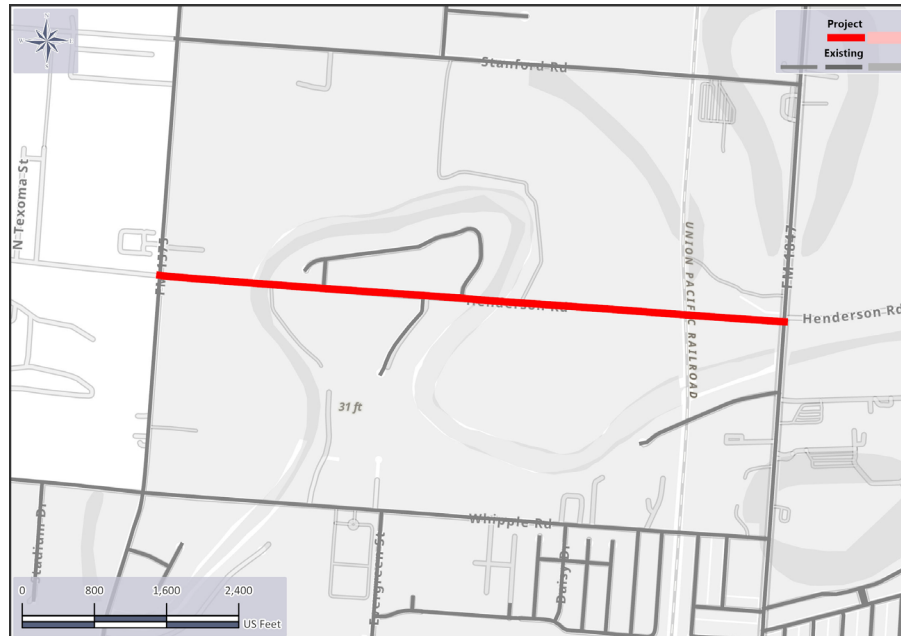
Need Statement: The final phase of street improvements focus on making neighborhood streets safer, smoother, and easier to travel for residents in south-central Los Fresnos and subdivisions to the north.

Does this project enable new infrastructure within the hazard areas? No – Replacement Project



HENDERSON ROAD EXPANSION

(City of Los Fresnos)



Description:

Widen Henderson Road between Farm-to-Market Road 1575 and Farm-to-Market Road 1847.

Priority:	Necessary
Timing:	Long-Term
Cost Estimate:	\$2,123,647

Need Statement:

Currently, Henderson Road is a two-way rural street, and at its current construction, it is unable to handle heavy traffic flows.

As the area continues to grow and as new residential subdivisions are constructed in northern Los Fresnos, Henderson Road will serve as a major connector for new residents to access regional thoroughfares like Farm-to-Market Road 1575 and Farm-to-Market Road 1847.

Widening Henderson Road will allow the roadway to handle a larger traffic flow and will increase safety for users.

Does this project enable new infrastructure within the hazard areas?

Yes - Partially



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☐

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

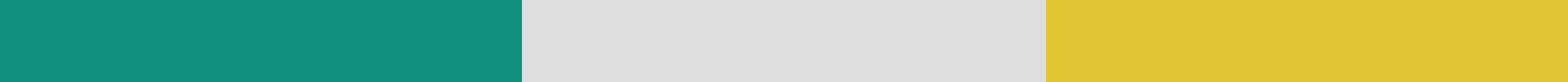
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WILDFIRE EXPOSURE (7)

Why is it necessary to locate the proposed improvements in a hazard area?

Henderson Road crosses over the two ends of a looping resaca. The crossings are built up with a retaining wall on both sides, and a large culvert allows water to pass underneath the roadway. Additional drainage infrastructure has been installed around these crossings to direct water off of the road and into the resaca. Widening Henderson Road is necessary to support safe development in northern Los Fresnos. Henderson Road provides an important tertiary connection to evacuation routes for many households (connecting households to Farm-to-Market Roads 1575 and 1847, which connect to State Highway 100), and potentially more with incoming development, in the event of a weather emergency. Widening the road will aid in the safe movement of these households during an evacuation. To protect the roadway from flooding in these areas, additional drainage infrastructure can be incorporated into the roadway design.





STREET CONNECTIVITY IMPROVEMENTS



EAST 1ST STREET EXTENSION: NORTH EBANO STREET TO CULS-DE-SAC (City of Los Fresnos)



Description

Install 3,506 Square Yards of new street, extending East 1st Street from North Coma Street to the Los Fresnos Hike-and-Bike Trail.

Priority:	Desirable
Timing:	Short-term
Cost Estimate:	\$248,559

Need Statement:

The East 1st Street extension will open an additional 13.3 acres of land for development in central Los Fresnos. This land is outside of hazard areas, has access to municipal water and wastewater services along adjacent parcels, and should require minimal utility extensions during development.

This extension will also provide an additional community connection to the Los Fresnos Hike-and-Bike Trail.

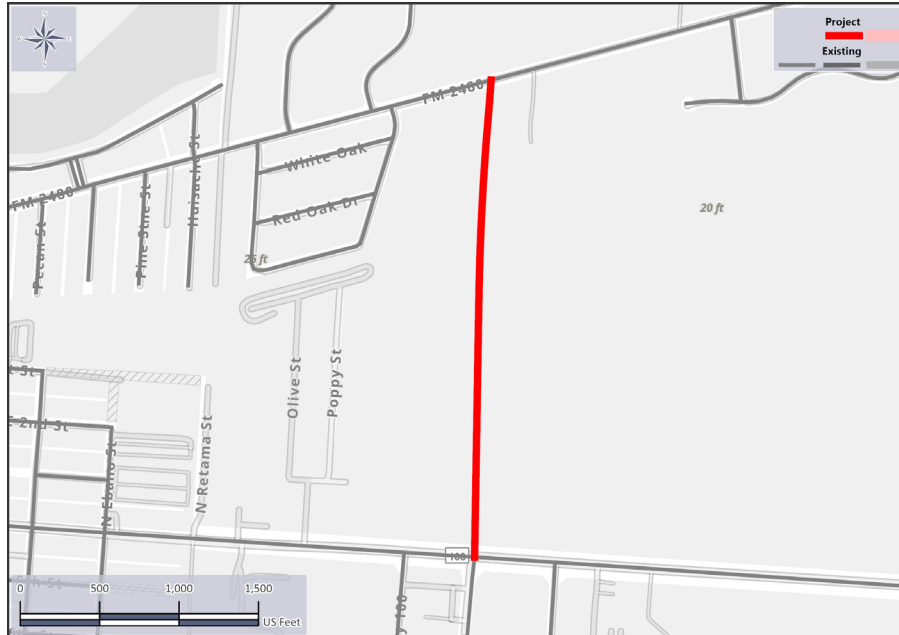
Does this project enable new infrastructure within the hazard areas?

No - Outside of Hazard Overlay



STATE HIGHWAY 100 TO FARM-TO-MARKET ROAD 2480 CONNECTION

(City of Los Fresnos)



Description

Install 3,006 LF (120,242* square yards) of new street, connecting State Highway 100 to Farm-to-Market Road 2480 to the north.

*This project assumes an average street width of 40 feet.

Priority:	Desirable
Timing:	Short-Term
Cost Estimate:	\$8,525,189

Need Statement: A new street between State Highway 100 and Farm-to-Market Road 2480 would improve connectivity between these major thoroughfares, reducing the traffic load on Farm-to-Market Road 1847.

This street could also open up approximately 36 acres of land for future development to support the rapid population growth occurring in Los Fresnos and throughout the region.

Does this project enable new infrastructure within the hazard areas? No - Outside of Hazard Overlay



VETERANS MEMORIAL DRIVE TO FARM-TO-MARKET ROAD 1847 CONNECTION

(City of Los Fresnos)



Description

Install 7,220 LF (288,820* square yards) of new street, extending Veterans Memorial Drive to the south and connecting State Highway 100 to Farm-to-Market Road 1847 to the north.

*This project assumes an average street width of 40 feet.

Priority:	Desirable
Timing:	Mid-Term
Cost Estimate:	\$20,477,313

Need Statement:

State Highway 100 and Farm-to-Market Road 1847 form the two primary axes of Los Fresnos; the street network and residential neighborhoods extend from these thoroughfares.

However, mobility is limited in southern Los Fresnos as very few streets extend east or west from the southern stretch of Farm-to-Market 1847 or north and south from the eastern extent of State Highway 100. This extension would improve connectivity in southern and eastern Los Fresnos and support the incoming developments in the Montage and Mesquite subdivision along Farm-to-Market Road 1847.

Does this project enable new infrastructure within the hazard areas?

Yes - Partially



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☒

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☒

WILDFIRE EXPOSURE (7)

Why is it necessary to locate the proposed improvements in a hazard area?

Development within Los Fresnos is occurring rapidly, and much of the city's stock of undeveloped land outside of a hazard area is being developed. Already, the Montage and Mesquite subdivisions are breaking ground on undeveloped land in southern Los Fresnos that is subject to both flooding and fire risks. While the safest form of hazard protection is to not develop in areas where these risks are present, it is not possible for communities in the rapidly growing Lower Rio Grande Valley to completely prohibit development in these areas. Instead, development can occur in these areas if appropriate hazard mitigation measures are integrated into neighborhood and infrastructure design. Drainage improvements in and around this area, in tandem with drainage infrastructure within these neighborhoods, can help mitigate the risk of flooding, and thoughtful building (e.g. fire-resistant materials) and site design (e.g. building separation) can help mitigate wildfire risks.



WHIPPLE ROAD TO HENDERSON ROAD CONNECTION

(City of Los Fresnos)



Description

Install 2,945 LF (117,821* square yards) of new street, extending Evergreen Street to the north to connect Whipple Road and Henderson Road.

*This project assumes an average street width of 40 feet.

Priority:	Desirable
Timing:	Mid-Term
Cost Estimate:	\$8,353,560

Need Statement:

Currently, Farm-to-Market Road 1847 and Farm-to-Market Road 1575 are the only means of access between Whipple Road and Henderson Road. An additional street between these two will smooth traffic flows, especially as the area becomes more developed over time.

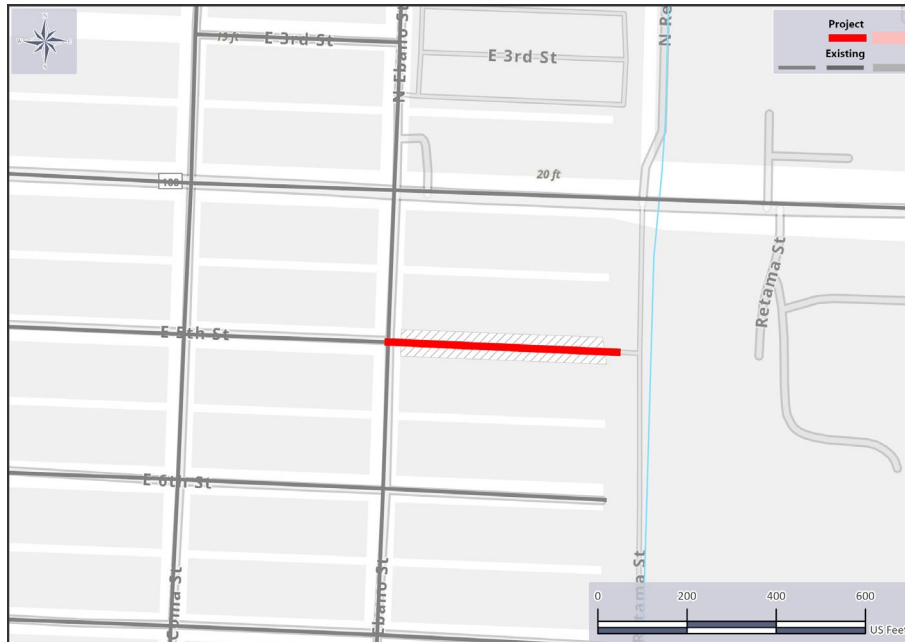
Additionally, extending Evergreen Street to the north will improve the developability of approximately 20 acres of undeveloped land between Whipple Road and Henderson Road around Jazmin Lane. This land is outside of hazard areas and should require minimal utility extensions during development.

Does this project enable new infrastructure within the hazard areas?

No - Outside of Hazard Overlay



EAST 5TH STREET EXTENSION: SOUTH EBANO STREET TO HIKE-AND-BIKE TRAIL (City of Los Fresnos)



Description

Install 1,827 Square Yards of new street extending East 5th Street from South Ebano Street to the Los Fresnos Hike-and-Bike Trail.

Priority:	Desirable
Timing:	Mid-Term
Cost Estimate:	\$129,574

Need Statement:	This East 5 th Street extension will complete the buildout of the grid network in the southeastern quadrant of central Los Fresnos, open 2.7 acres of land for future development outside of hazard areas, and provide a new connection to the Hike-and-Bike Trail.
------------------------	--

Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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WHIPPLE ROAD TO STATE HIGHWAY 100 CONNECTION (City of Los Fresnos)



Description

Install 6,351 LF (254,036* square yards) of new street extending Whipple Road to the west and down to State Highway 100.

*This project assumes an average street width of 40 feet.

Priority:	Desirable
Timing:	Long-term
Cost Estimate:	\$18,011,176

Need Statement:

The current street system in Los Fresnos provides no connections between Old Alice Road and Farm-to-Market Road south of State Highway 100. Limited connectivity in this area forces additional traffic onto State Highway 100, which already carries that largest traffic flows in the city.

Extending Papaya Drive to Farm-to-Market Road 1847 will improve mobility in southern Los Fresnos and provides an additional means of reaching evacuation routes along State Highway 100 to the current dead-end neighborhoods in this area.

Does this project enable new infrastructure within the hazard areas?

Yes



OLD ALICE ROAD TO FARM-TO-MARKET ROAD 1847 CONNECTION

(City of Los Fresnos)



Description

Install 3,281 LF (131,239* square yards) of new street, extending Papaya Drive to Farm-to-Market Road 1847.

*This project assumes an average street width of 40 feet.

Priority:	Desirable
Timing:	Long-term
Cost Estimate:	\$9,304,862

Need Statement:	Extending Papaya Drive to Farm-to-Market Road 1847 will provide a vital east-west connection in southern Los Fresnos. Currently, residents south of State Highway 100 can only use the highway to move east and west. This new street will lower the traffic demands on State Highway 100 and provide an alternative connection to evacuation routes during a weather emergency.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☐

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

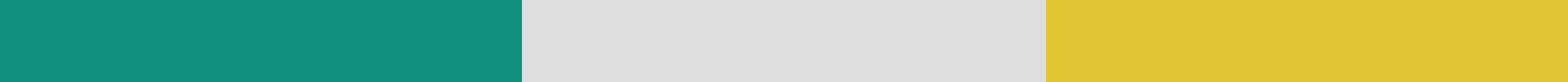
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WILDFIRE EXPOSURE (7)

Why is it necessary to locate the proposed improvements in a hazard area?

Movement within southern Los Fresnos and the adjacent ETJ is limited: State Highway 100, which runs through the middle of the city, provides the southernmost east-west connection between Farm-to-Market Road 1575 (Old Alice Road) and Farm-to-Market Road 1847 as the streets in this portion of the city and ETJ have dead-ends. Limited connectivity between major thoroughfares in this area presents a risk to residents, particularly during evacuation events. Residents' exclusive means of accessing the evacuation route along State Highway 100 is limited to Old Alice Road. If this road were to be blocked during a weather event, residents would need to travel south to reach the evacuation route along Interstate 69E, potentially delaying their safe evacuation. Opening an additional route to State Highway 100 via Farm-to-Market Road 1847 would ease the flow of traffic and provide an alternate means of evacuation in the event of delays or blockages. The other feasible option in this area would be to extend Lemon Drive. This roadway is also within the 100-year floodplain and would face similar risks to Papaya Drive, but Papaya Drive is more centrally located and is easier to access for more residents.





PEDESTRIAN IMPROVEMENTS



LOS FRESNOS LOOP (City of Los Fresnos)



Description

Install 14,319 Linear Feet of multi-use paths and five crosswalks at intersections with Ocean Boulevard, Arroyo Boulevard, Nogal Street, and the railroad. Install a push-button rectangular rapid-flashing beacons at each intersection with Ocean Boulevard.

Priority:	Mandatory
Timing:	Short-term
Cost Estimate:	\$3,611,788

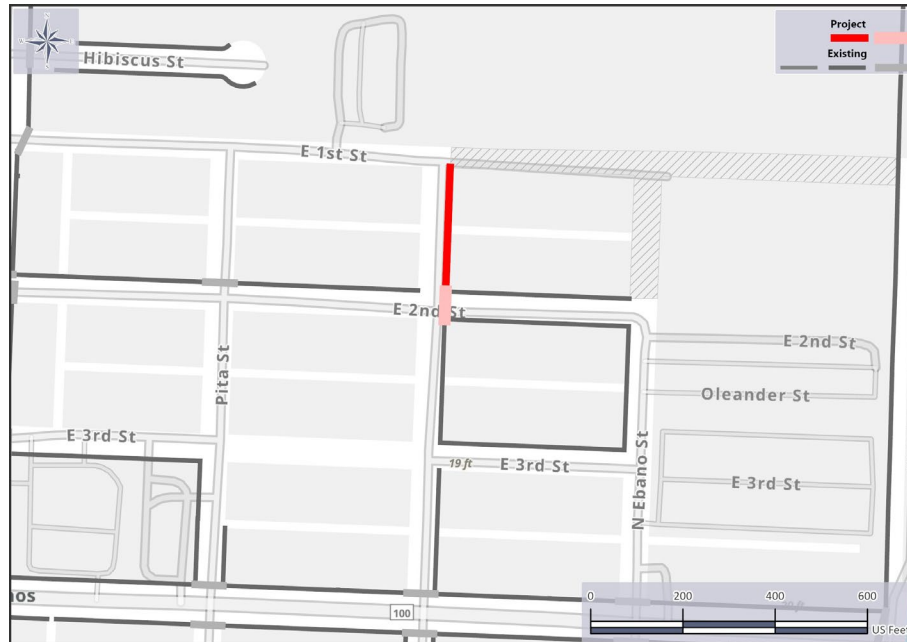
Need Statement:	This project will complete the Los Fresnos Hike-and-Bike Trail, creating a continuous loop around the neighborhoods of central Los Fresnos. The project includes five crosswalks, including crosswalks with push-button flashing beacons at intersections with Ocean Boulevard. The completed trail loop will give more residents a safe, fun, and convenient way to access local businesses, visit public parks, and connect with nearby neighborhoods—encouraging active, healthy lifestyles and stronger community connections.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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NORTH COMA STREET SIDEWALK EXTENSION

(City of Los Fresnos)



Description

Install 269 Linear Feet and one crosswalk along North Coma Street from East 2nd Street to East 1st Street.

Priority: Necessary

Timing: Mid-term

Cost Estimate: \$44,123

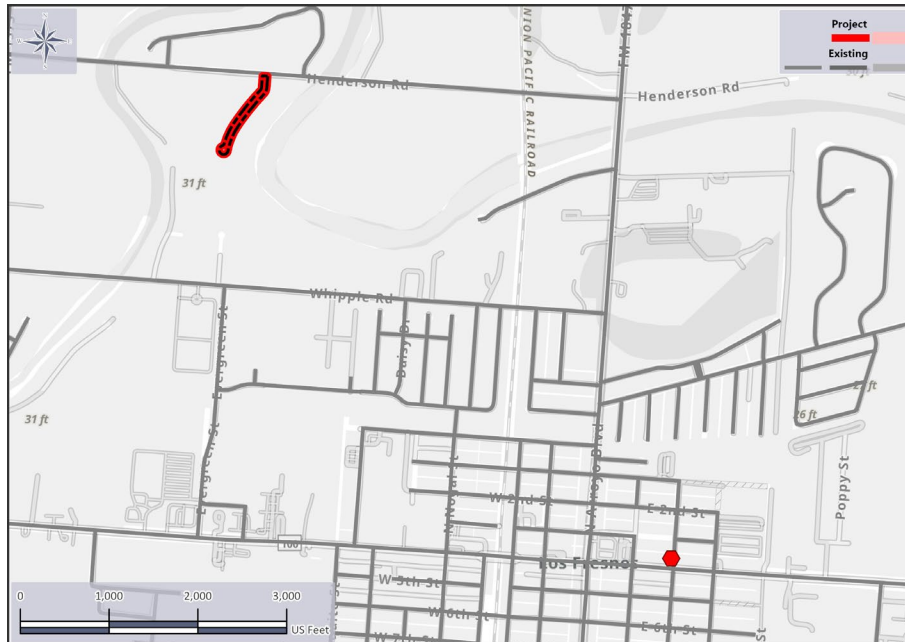
Need Statement: This project will extend the sidewalk network up the east side of North Coma Street between 1st and 2nd Streets, completing the useful north-south connection for nearby residents to Ocean Boulevard.

Does this project enable new infrastructure within the hazard areas? No - Outside of Hazard Overlay



STATE HIGHWAY 100 AND SOUTH CUATES DRIVE STREET LIGHT INSTALLATION

(City of Los Fresnos)



Description

Install one (1) streetlight at the drive thru entrance to the Dairy Queen on North Coma Street and three (3) streetlights along South Cuates Drive.

Priority:	Desirable
Timing:	Mid-term
Cost Estimate:	\$18,404

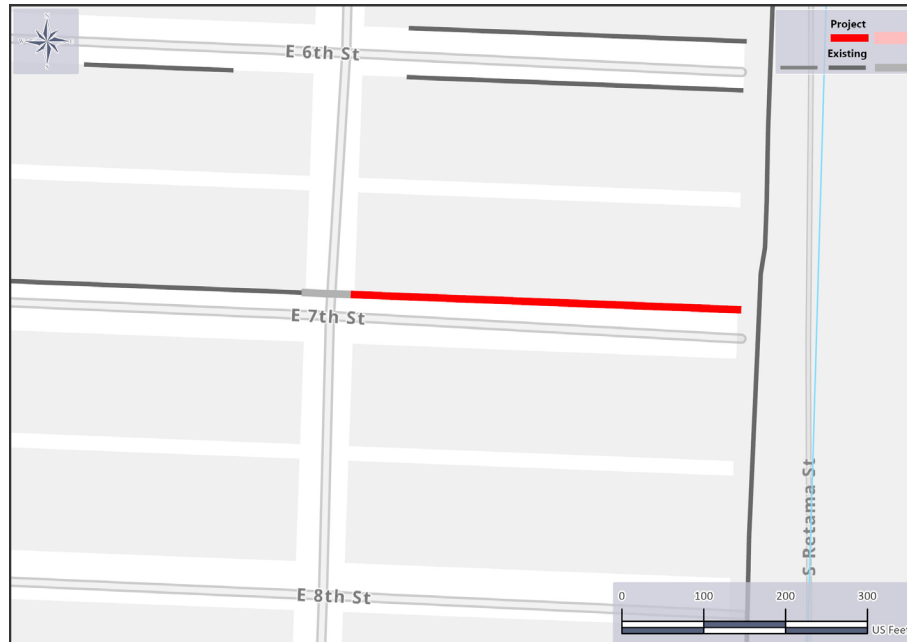
Need Statement:	This project will improve visibility at night for customers visiting the Dairy Queen, drivers leaving and coming back to South Cuates Drive, and pedestrians in both areas.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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EAST 7TH STREET CONNECTION

(City of Los Fresnos)



Description

Install 469 Linear Feet of sidewalks along East 7th Street from South Ebano Street to the Los Fresnos Hike-and-Bike Trail.

Priority:	Desirable
Timing:	Long-term
Cost Estimate:	\$76,425

Need Statement:	In accordance with the City of Los Fresnos's policy and the Sidewalk Master Plan, this project will construct a new sidewalk along East 7th Street, in coordination with planned improvements to the street. The new sidewalk will connect directly with the Los Fresnos Hike-and-Bike Trail.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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Capital Improvements Plan

The Los Fresnos 2027-2037: Capital Improvements Plan proposes a series of capital improvements to the municipal water, wastewater, and storm drainage systems. Several of the projects in this plan are aggregated from local and regional infrastructure plans, including the Los Fresnos Drainage Master Plan prepared by Hanson Professional Services, Inc. and the Cameron County Hazard Mitigation Action Plan.

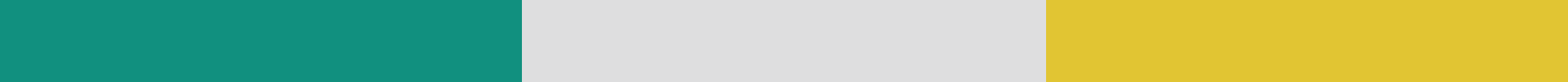
Introduction

Building on prioritized problems identified in the Base Studies, this plan aims to improve the municipal utility service quality and reliability; expand system capacity and coverage to address projected growth; and strengthen infrastructure resilience to weather-related hazards.

Informed by Community Engagement findings, this plan outlines a vision for the future of public infrastructure in Los Fresnos based on residents' needs and priorities. The decision-making frameworks and recommendations provided are intended to advance the city's two infrastructure goals:

- ❖ Reliable and efficient water and sewer systems protect public health and reduce the impacts of disruptive events.
- ❖ Effective stormwater management reduces flooding risks and maintains clean resacas, contributing to a safer and healthier community.





WATER TREATMENT & DISTRIBUTION SYSTEM



Base Studies Snapshot

Los Fresnos is one of three providers of potable water in Los Fresnos. The municipal water system serves central, southern, and northern Los Fresnos. The East Rio Hondo WSC provides service to parts of western Los Fresnos and the northern half of the ETJ, and the Olmito WSC covers the remaining portion of western Los Fresnos and the southwestern extent of the ETJ.

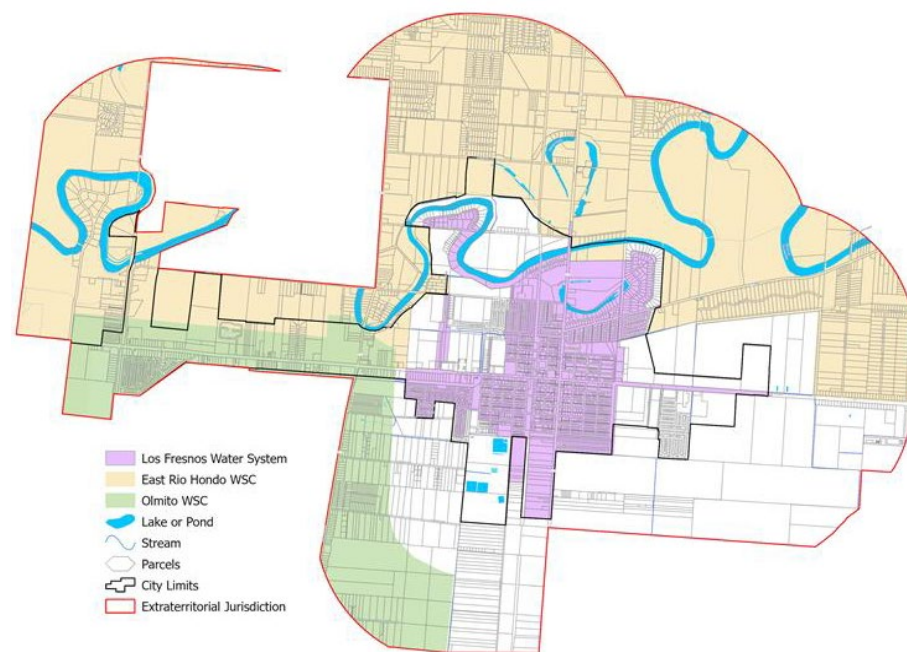
The City of Los Fresnos owns and operates its Water Treatment Plant, receiving raw water from the Rio Grande River via an irrigation canal operated by Cameron County Irrigation District Number 6. The City also owns 2.28% of the Southmost Regional Water Authority. The SRWA produces 8 MGD of water from brackish water wells, from which Los Fresnos receives 2.28% of production. The Water Plant was recently updated to meet TCEQ requirements and to increase capacity from 1.0 MGD to 1.5 MGD. An emergency generator has been installed at the plant, providing up to 30kW of power during emergency events.

The water distribution system is aging: approximately 70% of the system has not been updated since its original construction in the 1950s and 1960s, and the prominent pipe material (asbestos cement) is nearing the end of its expected life span.

The City of Los Fresnos was awarded a grant and loan package from the Texas Water Development Board for approximately \$13 million to upgrade nearly all water lines.

The system's production and storage capacity are sufficient to provide reliable service to the current population, and some excess capacity is available to accommodate future residents.

However, system expansions will be necessary to accommodate all projected growth.



Water Treatment & Distribution

Prioritized Problems



AGING AND DETERIORATING LINES: An estimated 70% of the Los Fresnos water distribution system has not been updated since its initial construction in the early 1950s. Most of these original lines are made of asbestos-cement (AC) and are nearing the end of their expected lifespan. Known AC lines are concentrated in central Los Fresnos. Commonly used in the 1950s, AC pipes become brittle with age and are prone to cracking and joint failures. The age and material composition of the existing network contribute to a variety of operational challenges, including frequent water line breaks, flow restrictions, and elevated maintenance costs. These conditions also pose risks for regulatory compliance, particularly with respect to water quality and distribution pressure requirements outlined by TCEQ. The City has received a \$13 million grant and loan package from TWDB to address aging and deteriorating water lines.



FUTURE WATERLINE EXTENSIONS: Generally, the City addresses future waterline extensions as development occurs: the developer is required to provide water, sewer, drainage, and street infrastructure for their subdivisions. The municipal water system is extensive, covering almost all central, northern, and eastern Los Fresnos, and the system contains an emergency backup supply through its connection to the East Rio Hondo WSC at FM 1847. However, additional waterline extensions to the south and west would help ensure that the City provides safe municipal water services throughout Los Fresnos and maintains access to additional backup supplies during emergencies, thereby reducing the risk of service interruptions.



ADDITIONAL SYSTEM RESILIENCE TO HAZARD EVENTS: A very small portion along the southern end of the Water Treatment Plant (an undeveloped strip along the edge of the water reservoir), is located within a wildfire risk area (Wildfire Exposure Score of 6). Additionally, the prevalence of other weather-related hazards in Los Fresnos (i.e., hurricane winds, winter storm) presents the risk of event-related service disruptions. Investing in hazard-resilient infrastructure ensures that a community is equipped to prepare for, respond to, and recover from disruptive events. Hazard mitigation measures within the local water system can reduce service disruptions and limit the risk of contamination.



Hazard Resiliency

Existing Infrastructure

The Water Treatment Plant faces localized hazard risks, including potential wildfire exposure from undeveloped land near the southern end of the reservoir, though city staff report that wildfire presents very little risk. Although the 100-year floodplain approaches the facility, City staff report no history of flood impacts to the plant. More prominent concerns for public infrastructure may be hurricane winds and extreme heat, which were rated as Likely and Highly Likely, respectively, by the Cameron County Hazard Mitigation Action Plan and are expected to have Major and Substantial impacts, respectively.

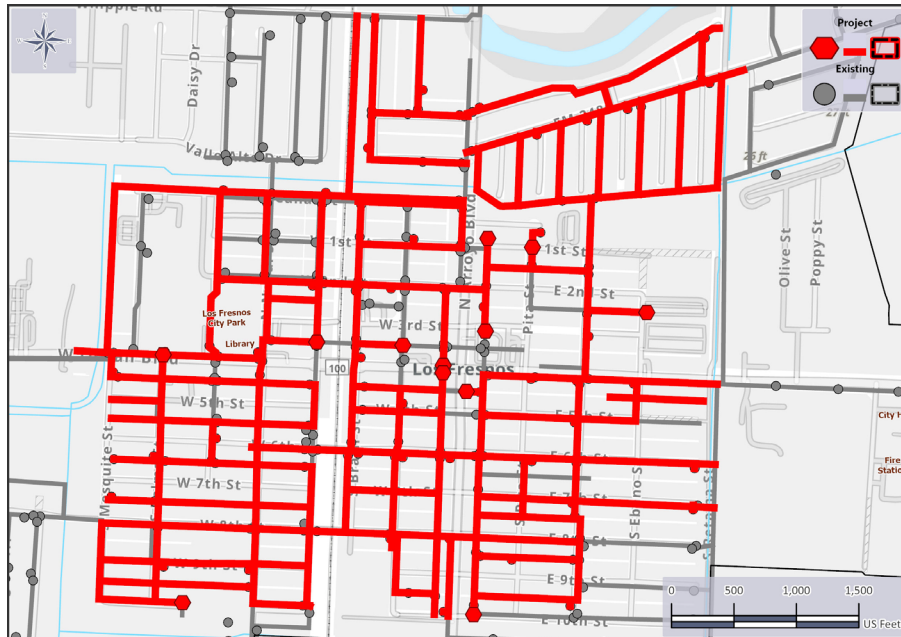
The City has proactively addressed the risk of hurricane winds in recent improvements to the water system, hardening buildings and tanks to withstand winds of up to 130mph. Appropriate approaches to resiliency to other prominent hazards could include site regrading and elevating critical equipment to avoid flood damage, using fire resistant building materials in future construction and replacements, and creating a hurricane emergency response plan.



Improvements

CENTRAL CITY WATER LINE IMPROVEMENTS

(Project No. 62627, City of Los Fresnos)



Description:

Replace 70,583 Linear Feet (LF) of existing water lines in central Los Fresnos. Install an additional 13,874 LF of PVC. The City has received a grant and loan package from the Texas Water Development Board to fund this project pending an agreement on CCN overlaps with Olmito WSC and East Rio Hondo WSC.

Priority:	Mandatory
Timing:	Short-term
Cost Estimate:	\$13,252,290

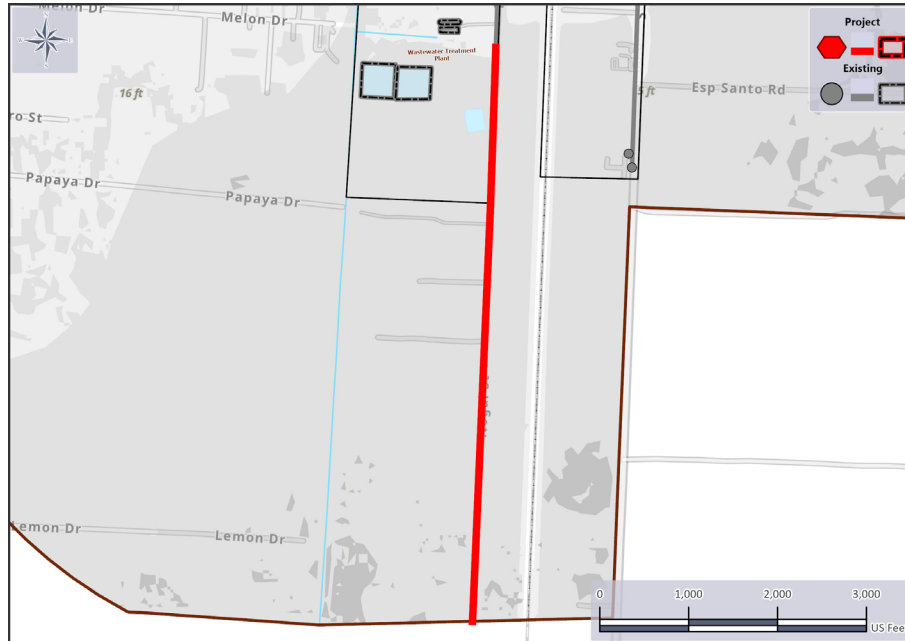
Need Statement:	The project replaces approximately 48% of the Los Fresnos water distribution system, including 70,009 LF of known AC lines reaching the end of their expected lifespan. In addition, newly installed lines will create loops and interconnections, supporting improved system performance.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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SOUTH NOGAL STREET LINE EXTENSION

(City of Los Fresnos)



Description:

Install approximately 6,469 LF of 8-inch PVC water main along South Nogal Street to provide improved system connectivity to the area.

Priority: Desirable

Timing: Mid-term

Cost Estimate: \$905,650

Need Statement:

This area along South Nogal Street currently lacks sufficient connections, which limits opportunities for future development and restricts system circulation. This project will address these concerns will also providing the opportunity to install fire hydrants near wildfire risk areas and create a backup connection for future emergencies.

Does this project enable new infrastructure within the hazard areas?

Yes - Partially



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☐

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☐

WILDFIRE EXPOSURE (7)

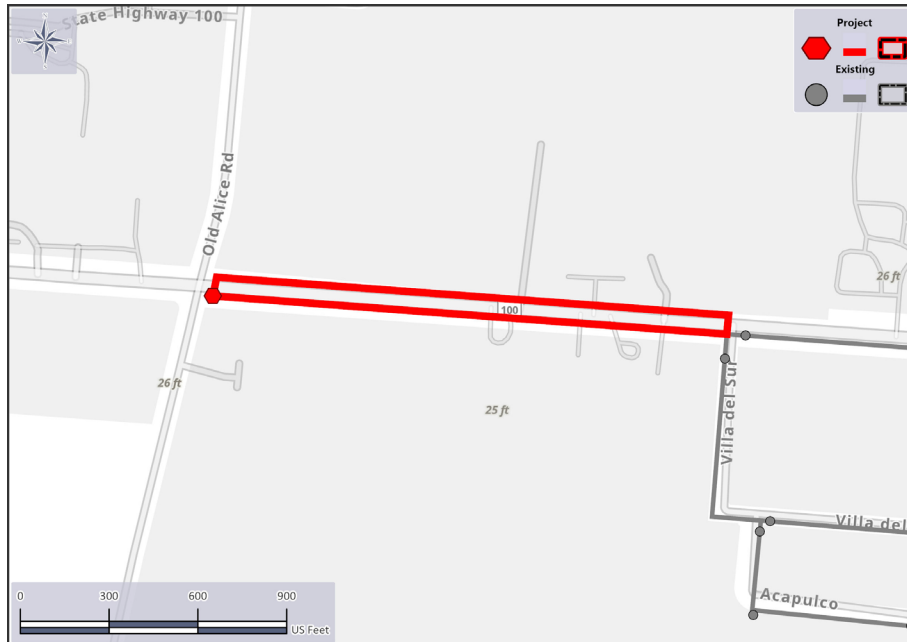
Why is it necessary to locate the proposed improvements in a hazard area?

Extending this waterline to the south would open up potential land for hazard resilient development if developing this land becomes necessary due to other land constraints. Because this land is not within a High Hazard Area, development can be appropriate if sufficient hazard mitigation measures are implemented. Extending an 8" water line in this area would also provide the opportunity to install fire hydrants near wildfire risk areas, improving the resiliency of this area to fire risks, and could allow for future interconnections with water providers to the south, creating a potential backup for emergency water supply in the future. Additionally, opportunities for extending water lines to the south are limited: all potential options would be within the hazard overlay, but South Nogal Street provides a direct connection to the Water Treatment Plant and would place connections for fire hydrants in an area where wildfire risks are more prevalent.



HIGHWAY 100 LINE EXTENSION

(City of Los Fresnos)



Description

Install approximately 3,604 LF of 8-inch PVC waterline along West Ocean Boulevard 100 from the end of the existing 6" PVC pipe to Farm-to-Market Road 1575 to accommodate a future emergency interconnection with the Olmito WSC. Create a loop to maintain system and allow for future extensions in the area.

Priority: Necessary

Timing: Long-term

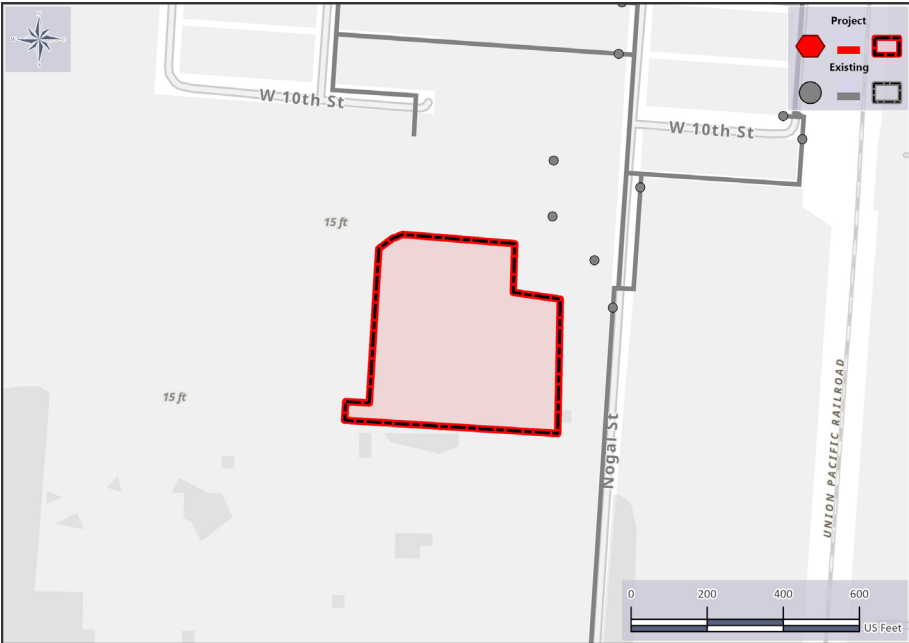
Cost Estimate: \$671,064

Need Statement: This project will create an interconnection with the Olmito WSC, which will provide a backup supply of water during emergencies.

Does this project enable new infrastructure within the hazard areas? No - Outside of Hazard Overlay



RESERVOIR UPGRADES
(City of Los Fresnos)



Description

Conduct site and utility improvements at the raw water reservoir. Clear dense vegetation along the reservoir banks. Excavate and dredge the reservoir. Excavate and regrade the existing swale and berm.

Remove and replace the overflow outlet, connection pipe, and control box. Install five (5) 18” headwalls, one (1) junction box with a manhole, and two (2) sloped overflow structures/spillways.

Priority:	Necessary
Timing:	Long-term
Cost Estimate:	\$3,824,676

Need Statement:	Clearing of vegetation and debris, dredging the reservoir, regrading the surrounding area are essential to ensure the proper functioning and safety of one of the city’s primary water sources. Excessive silt build up in a raw water reservoir can lower water quality, increase the strain on mechanical equipment, raise maintenance costs, and increase the risk of contamination. Overgrown foliage can clog filtration systems, cause odor, reduce water quality, and increase the risk of environmental compliance violation with TCEQ requirements.
	Additionally, upgrading the mechanical components at the reservoir will improve the efficiency, reliability, and safety of the system.

Does this project enable new infrastructure within the hazard areas?	No – No New Infrastructure
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Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☐

100-YEAR FLOODPLAIN

☒

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

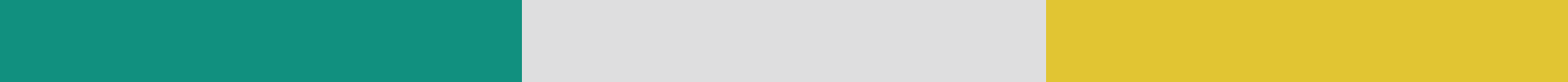
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WILDFIRE EXPOSURE (7)

Why is it necessary to locate the proposed improvements in a hazard area?

The required improvements must be installed at the current location of the raw water reservoir. Relocating the reservoir would be infeasible as it would require substantial alterations to the entire system. Exposure to wildfire risks at the site is limited; only a small portion of the southern bank is within a risk area. The risk to the mechanical components will be minimal, and the vegetation clearing included in the project will limit the spread of wildfires in this area.





WASTEWATER COLLECTION & TREATMENT SYSTEM



Base Studies Snapshot

Like drinking water, the collection and treatment of wastewater is split between three different entities: the City of Los Fresnos provides this service for residents in central and north-central Los Fresnos, while East Rio Wastewater and Olmito Wastewater provide services in the western end of the ETJ and parts of the western extent of the city limits, respectively.

The City of Los Fresnos operates a wastewater treatment plant with a capacity of 1.0 MGD and a permitted discharge of 2.0 MGD (recently increased from 1.0 MGD in anticipation of future improvements). To adapt to the relatively flat topography, 23 lift

stations are located throughout the system, creating an interconnection of force mains and gravity mains. An emergency generator has been installed at the plant.

Much of the wastewater collection system is outdated: over half of the system has not been replaced since its original construction in the 1990s and 2000s and is composed of vitrified clay pipes in poor condition, which are prone to leaking and inflow and infiltration.



Wastewater Collection & Treatment

Prioritized Problems



AGING AND DETERIORATING LINES: City staff estimate that 50-60% of the wastewater collection system has not been updated since its initial construction in the 1960s and 1970s. Most of these original lines are made of vitrified clay pipe (VCP), and city staff reported that the system's VCP lines are in poor condition. Known VCP lines are concentrated in the older neighborhoods of central Los Fresnos. Aging and deteriorated water lines and manholes lead to flooding and overflows at the South Alamo Street Lift Station. Vitrified clay was a commonly used material during this time, but they have since been phased out as newer materials have proven to be more reliable with longer useful lives. These older pipes are more prone to breaks, leaks, and collapses, leading to potential service interruptions, emergency repair costs, and Infill and Infiltration (I/I) when surface or groundwater flows into the wastewater collection system, which could overload treatment plants and cause overflows.



FUTURE CAPACITY NEEDS: The anticipated population increase will place a significant strain on the city's wastewater treatment infrastructure (782 additional connections). Improvements to expand the city's wastewater treatment capacity will be necessary to provide consistent, reliable, and efficient wastewater treatment services.

- **WASTEWATER TREATMENT CAPACITY:** Los Fresnos is currently permitted to discharge up to 2.0 MGD, but the plant currently has a capacity of 1.0 MGD. With the strain of continued population growth and increased need for wastewater treatment, the City will need to explore options to expand treatment capacity. The city's permitted maximum average daily flow was increased to 2.0 MGD in 2025, and improvements completed in 2018 increased the capacity of the headworks and contact basin to 2.0 MGD. Following the increased permitted discharge of 2.0 MGD, the city is not at risk of exceeding the TCEQ thresholds of 75% and 95% of permitted discharge for three or more consecutive months. However, the remaining components should be upgraded to 2.0 MGD. Investing in future production capacity is proactive infrastructure planning. It means the city is preparing for more users and higher demand, ensuring resilient and uninterrupted service, cost-efficient operations, and protecting public safety and health.
- **INCREMENT ON LIFT STATION CAPACITY:** The lift station at South Alamo Street has insufficient capacity to meet future demands based on projected population growth.



ADDITIONAL SYSTEM RESILIENCE TO HAZARD EVENTS: Past investment in hazard mitigation has effectively eliminated flood risks for the Wastewater Treatment Plant, but the plant is still exposed to wildfire risks, though city staff note that risks are minimal. Additionally, the South Arroyo Lift Station is located within the 100-year floodplain. Beyond geographically concentrated hazards, the prevalence of other weather-related hazards (hurricane winds, etc.) in Los Fresnos presents the risk of event-related service disruptions. Investing in hazard-resilient infrastructure ensures that a community is equipped to prepare for, respond to, and recover from disruptive events. Hazard mitigation measures within the local wastewater collection and treatment system can reduce service disruptions, limit the risk of surface and groundwater contamination, and assure high-quality services for residents.



Hazard Resiliency

Existing Infrastructure

The Wastewater Treatment Plant is within a wildfire risk area (Hazard Area, Wildfire Exposure Score of 6), and part of the plant along the south boundary of the property is within the 100-year floodplain. To the east and west, berms have been installed so that flood risk is very minimal at the plant, and city staff note that it has not been a problem.

Appropriate approaches to hazard resiliency could include elevating critical equipment to reduce potential flood damage (where applicable), upgrading chemical storage systems and incorporating fire-resistant building materials in future construction and replacement projects.

The South Arroyo Lift Station is within the 100-year floodplain, and persistent flooding and poor drainage may cause property damage, safety concerns, frequent maintenance issues, and service interruptions. Appropriate approaches to hazard resiliency could include installing drainage improvements such as elevating the pad and installing floodwalls, swales, or area inlets, elevating the access driveway, and rehabilitating or replacing corroded structures.

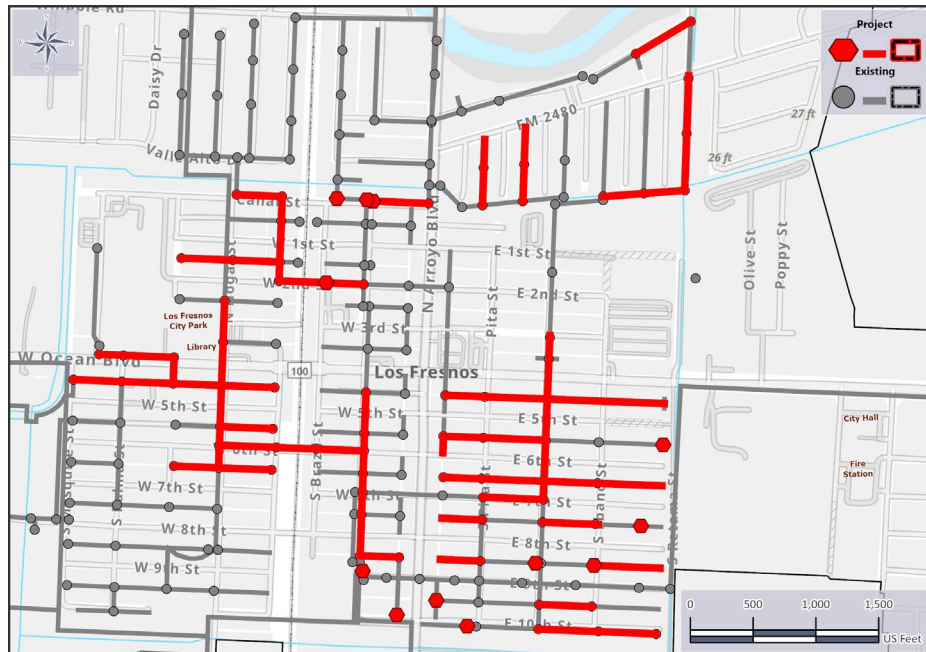
Buildings, tanks, and lift stations are also subject to hazards from hurricane-force winds. Appropriate approaches to resiliency could include hardening buildings and tanks to withstand wind loads of up to 130 mph and developing a hurricane emergency response plan.



Improvements

CENTRAL CITY WASTEWATER LINE IMPROVEMENTS

(Project No. 73687, City of Los Fresnos)



Description:

Replace 23,070 linear feet (LF) of existing wastewater lines, rehabilitate or replace 40 manholes, install 2 new manholes, and reconnect services lines to the replaced lines in central Los Fresnos. This project will be funded by a grant and loan package from the Texas Water Development Board.

Priority: Mandatory

Timing: Short-term

Cost Estimate: \$5,787,618

Need Statement: The project replaces approximately 31% of known VCP lines reaching the end of their expected lifespan. Aging VCP lines become brittle and are prone to leaks and breaks, which can disrupt service, increase maintenance costs, and cause Inflow and Infiltration (I/I).

Does this project enable new infrastructure within the hazard areas? No - Outside of Hazard Overlay



NORTH ARROYO BOULEVARD LIFT STATION UPGRADES

(City of Los Fresnos)



Description:

Increase the capacity of the North Arroyo Lift Station and install a direct force main connection to the West Ocean Lift Station.

Priority:	Necessary
Description:	Mid-term
Cost Estimate	\$2,000,000

Need Statement:	The limited capacity of the North Arroyo Lift Station places a significant strain on the High School Lift Station and South Alamo Lift Station. Increasing the capacity of the lift station will allow the lift station to function more efficiently and manage increased load from future development in the area, and rerouting its discharge to the West Ocean Lift Station will limit the strain on the surrounding system.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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SOUTH ALAMO STREET LIFT STATION CAPACITY EXPANSION

(City of Los Fresnos)



Description:

Increase the firm pumping capacity of the South Alamo Lift Station from 1,300 GPM to 2,000 GPM. Improvements include pump replacement and hydraulic upgrades to support future growth and system reliability.

Priority:	Necessary
Timing:	Mid-term
Cost Estimate:	\$1,200,000

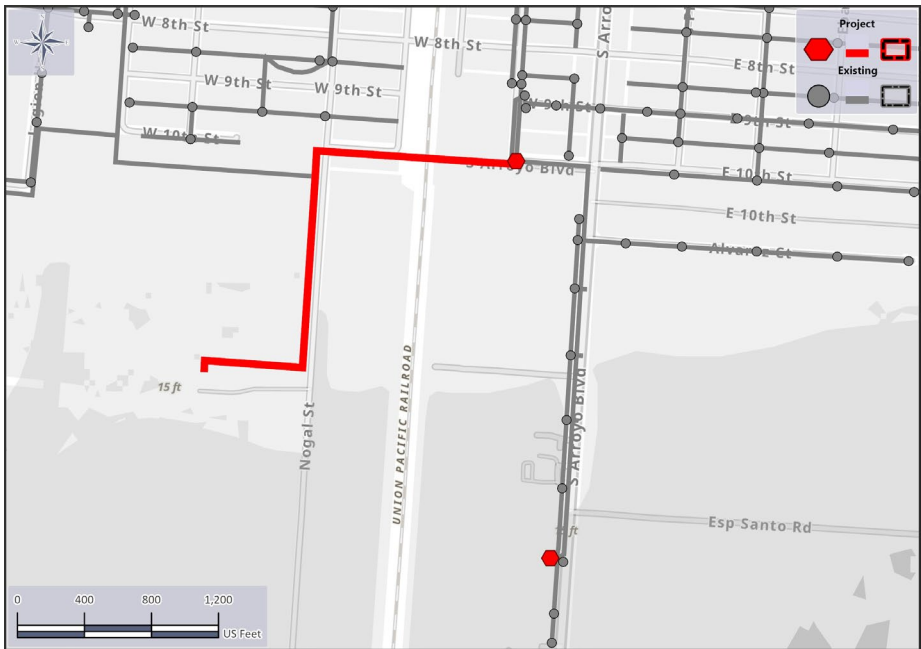
Need Statement:	Capacity expansion is necessary for the South Alamo Lift Station because the existing 1,300 GPM capacity would be insufficient to handle projected population growth. Increasing its capacity to 2,000 GPM would strengthen its ability to handle peak flow, improve system reliability, and support future connections.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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**SOUTH ARROYO BOULEVARD LIFT STATION
UPGRADES**

(City of Los Fresnos)



Description:

Upgrade the control panel and increase the capacity of the pumps at the South Arroyo Lift Station. Divert the flow from this lift station away from the South Alamo Street Lift Station by tying into an abandoned force main that runs from West 10th Street and South Alamo Street to the Wastewater Treatment Plant. This project will be partially funded by the developers of the Montage and Mesquite subdivisions.

Priority:	Necessary
Timing:	Mid-term
Cost Estimate:	TBD

Need Statement:	The Montage and Mesquite Subdivision to the south of the South Arroyo Boulevard lift station will introduce 337 new housing units and 36,000 SF of commercial space. A lift station will be developed within this subdivision and will pump water through the South Arroyo Boulevard Lift Station. This lift station does not have the capacity to handle the increased flow from this new development, and increased downstream flows will overload the capacity of the South Alamo Lift Station. Improvements to the South Arroyo Lift Station pumps and control panel are necessary to ensure that this lift station has the capacity to handle the increased flow, and utilizing the abandoned fore main will decrease the load on the South Alamo Street Lift Station.
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Does this project enable new infrastructure within the hazard areas?	Yes
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Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☐

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☐

WILDFIRE EXPOSURE (7)

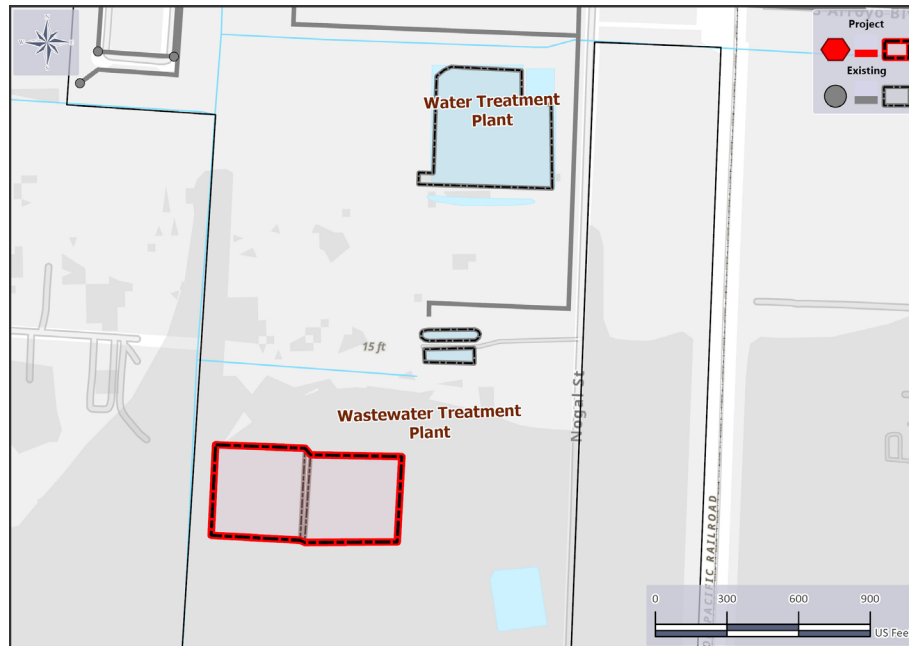
Why is it necessary to locate the proposed improvements in a hazard area?

The proposed installations will improve the resiliency of wastewater services throughout southern Los Fresnos by reducing the risk of service disruptions due to overloading at the South Arroyo Lift Station and South Alamo Lift Station. The South Arroyo Lift Station is located within a hazard area, so any measures to improve the operability must be located in a hazard area. Care can be taken, however, to ensure that the lift station is properly protected from flood risks.



WASTEWATER TREATMENT PLANT EXPANSION

(City of Los Fresnos, Tax Increment Reinvestment Zone Funds)



Description:

Expand the capacity of the Wastewater Treatment Plant from 1.0 MGD to 2.0 MGD. Replace the motor and gearbox assembly, column drive, scraper mechanism, skirt, effluent weir, effluent pipe inside tank, inlet trough, race skimmer, mechanical overload device (shear pin), and stainless-steel anchor bolts on the south clarifier. Replace the scraper mechanism and skirt on the north clarifier. Replace the master control center, located adjacent to the chemical distribution building. Remove and replace the sand and gravel in the old sludge drying beds.

Priority:

Desirable

Timing:

Long-term

Cost Estimate:

\$4,598,000

Need Statement:

As the city is projected to grow over the next two decades, the City of Los Fresnos will need to expand its wastewater treatment capacity to continue to provide high quality and reliable wastewater services. The city was recently permitted to increase treatment capacity to 2.0 MGD. The existing components will need to be replaced with higher-capacity equipment, except for the headworks and contact basin, which were upgraded to handle 2.0 MGD in 2018.

Does this project enable new infrastructure within the hazard areas?

Yes



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☒

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☐

WILDFIRE EXPOSURE (7)

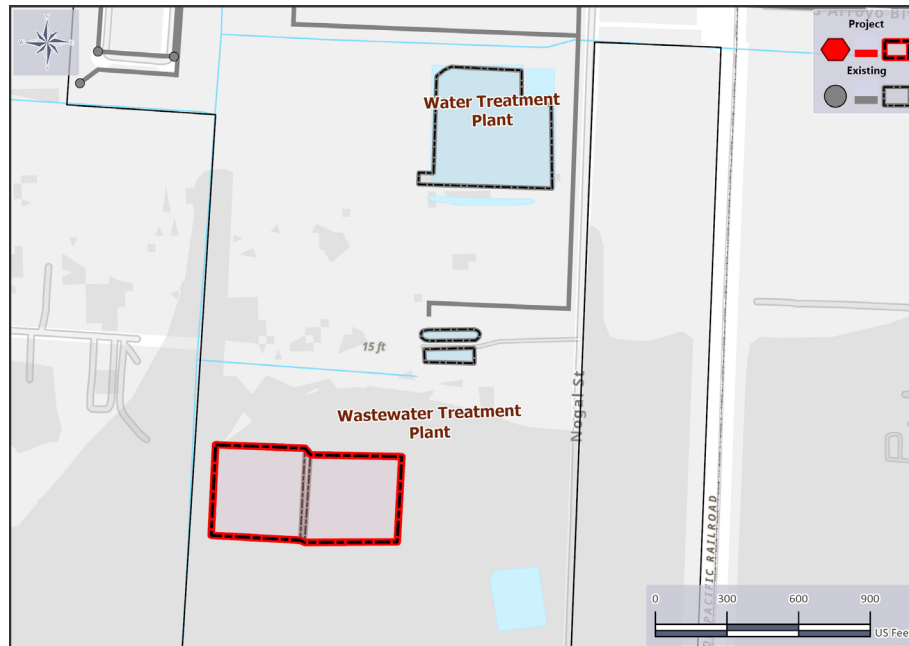
Why is it necessary to locate the proposed improvements in a hazard area?

The Wastewater Treatment Plant is located in a wildfire risk area and partially within the 100-year floodplain. Upgrading the plant in place allows the City to incorporate modern, hazard-resilient design features that reduce future risk, improve operational safety, and ensure reliable service despite its location within a hazard zone.



NORTH CLARIFIER AND DRYING BEDS UPGRADES

(City of Los Fresnos)



Description:

Following the increase in the Wastewater Treatment Plant's daily treatment capacity, utilize remaining funds to upgrade or replace the north clarifier and drying beds. If funding remains, upgrade or replace the South Clarifier.

Priority:	Desirable
Timing:	Long-term
Cost Estimate:	\$700,000

Need Statement:	These components of the Wastewater Treatment Plant are aging and inefficient. Replacing these components will improve operations at the plant, ensuring that the system can continue to deliver effective and reliable treatment services.
------------------------	--

Does this project enable new infrastructure within the hazard areas?	No – Replacement Project
---	--------------------------



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☒

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☐

WILDFIRE EXPOSURE (7)

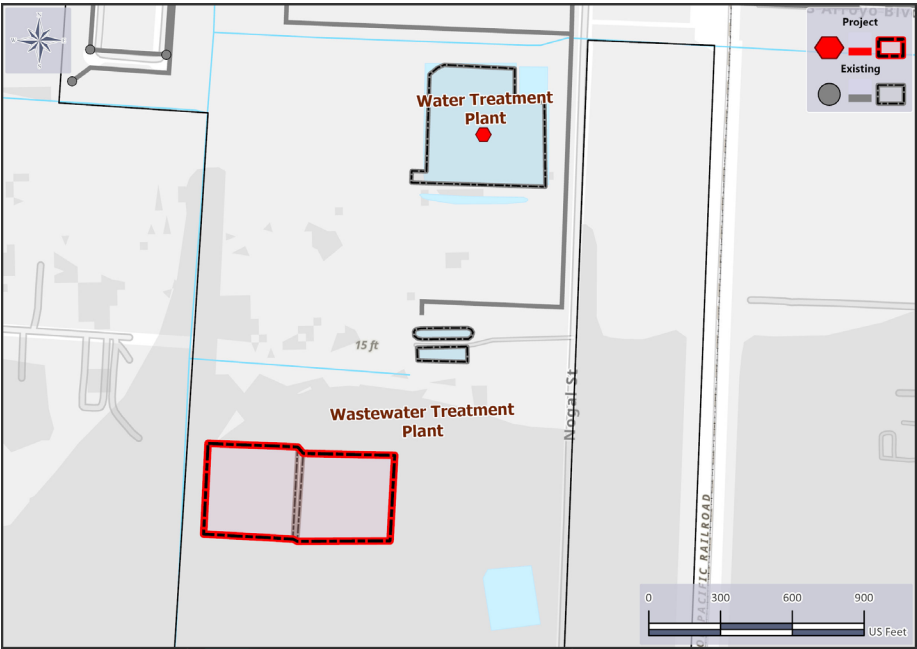
Why is it necessary to locate the proposed improvements in a hazard area?

The Wastewater Treatment Plant is located in a wildfire risk area and partially within the 100-year floodplain. Upgrading the plant in place allows the City to incorporate modern, hazard-resilient design features that reduce future risk, improve operational safety, and ensure reliable service despite its location within a hazard zone.



RECLAIMED WATER

(Action Item #5, Cameron County Hazard Mitigation Action Plan)



Description:

Conduct a study to determine the feasibility of reclaiming discharged water from the Wastewater Treatment Plant to be used as an alternative source of water and the Water Treatment Plant. Following completion of this study, construct the recommended improvements.

Priority:	Acceptable
Timing:	Long-term
Cost Estimate:	TBD

Need Statement:	As the city is projected to grow over the next two decades, the City of Los Fresnos will need additional water production capacity to accommodate future residents. Reclaimed water can provide a long-term, sustainable source of water. The City has received a grant for \$387,500 from the Bureau of Reclamation to study the possibility of utilizing discharged water from the Wastewater Treatment Plant, pumped back into the raw water reservoir for additional water supply. A study will be needed to determine the appropriate process for completing this project.
-----------------	--

Does this project enable new infrastructure within the hazard areas?	Yes - Partially
--	-----------------



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☒

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

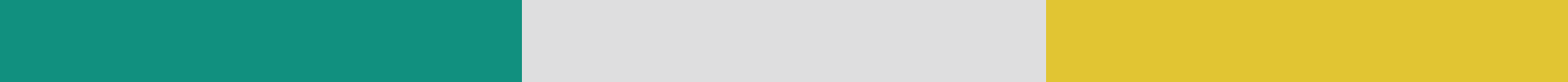
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WILDFIRE EXPOSURE (7)

Why is it necessary to locate the proposed improvements in a hazard area?

The required facilities to reclaim discharged water must be installed at the site of the existing Water and Wastewater Treatment Plants and cannot be located outside the Hazard Areas. The area between the Water and Wastewater Treatment Plants is mostly outside of the hazard areas, and infrastructure in these locations will not be exposed to these hazards.





STORM DRAINAGE MANAGEMENT SYSTEM



Base Studies Snapshot

Existing System

Storm drainage in Los Fresnos is managed through a combination of local infrastructure (roadside ditches, culvert crossings, and curb-and-gutter with curb inlets) and an expansive system of large drainage channels. Drainage channels in the east, center, and west of the city drain south to the Brownsville Ship Channel. A small portion of the north drains to local resacas (oxbow lakes) and ultimately into the Arroyo Colorado.

Four separate entities control elements of the Los Fresnos drainage system: the City of Los Fresnos, TxDOT, Cameron County, and Cameron County Drainage District #1.

Most of the City-maintained drainage infrastructure (approximately 85%) consists of curb and gutter systems with inlets and storm sewers, found primarily in central Los Fresnos and newer subdivisions. Damaged or “substandard” infrastructure is scattered throughout the central city.

In other areas, drainage is managed through roadside channels and culverts. Substandard infrastructure is somewhat concentrated in central Los Fresnos, in developments southwest of the city center, and in the eastern portion of the ETJ.

Natural Drainage Features

Los Fresnos’ storm drainage system relies on the interconnectivity of man-made infrastructure and natural drainage features.

Stormwater is collected and conveyed by man-made infrastructure to natural drainage features like resacas. The proposed projects do not alter this relationship but strengthen it by improving the efficiency of local man-made infrastructure and expanding or restoring the capacity of the city’s natural drainage systems. The proposed project at Resaca Escondido and Falcon Lake will further integrate this natural stormwater collection and detention feature into the larger system by allowing collected water to flow naturally into the adjacent drainage canal, increasing the amount of stormwater this feature can detain and lowering the risk of flooding on surrounding properties.

The City of Los Fresnos primarily protects natural drainage systems through ordinances. The City requires construction sites to submit a stormwater pollution protection plan, in which the operator identifies potential sources of pollution, locates sensitive environmental features, and details the best management practices that will be used to prevent erosion and sedimentation. However, the city does not have any heightened infrastructure design standards or other storm drainage requirements aimed at addressing point-source pollution from private property or public rights-of-way. The projects recommended in this plan heighten the protections for these natural features by integrating additional components, such as reinforced filter fabric fences, along traditional man-made drainage system infrastructure to limit the risk of erosion, sedimentation, and pollution.



Storm Drainage

Prioritized Problems



ALLEVIATE FLOODING IN CENTRAL AND WESTERN LOS

FRESNOS: City staff identified 11 problem drainage areas through central Los Fresnos and in portions of the city's western extent, and other priority areas were identified in the Drainage Master Plan prepared by Hanson Engineering. Persistent flooding presents health and safety risks for residents during heavy rainfall, inhibits the longevity of public infrastructure, and can lead to increased city expenses related to the maintenance of local streets.



DAMAGED INFRASTRUCTURE: Damaged drainage infrastructure prevents the drainage system from effectively managing stormwater during heavy rains, which can lead to flooding on private property, safety risks for residents, damage to structures and roads, and stagnant water and mosquito breeding.

- **CURB AND GUTTER:** Approximately 3,868 LF of the city's curb and gutter, or 1.6% of the total system, is damaged. In some locations, damaged curb and gutter coincides with identified problem drainage areas and substandard street conditions.
- **BLOCKED CULVERTS:** Of the city's 38 culverts, 3 were identified as Blocked during fieldwork.



Hazard Resiliency

Existing Infrastructure

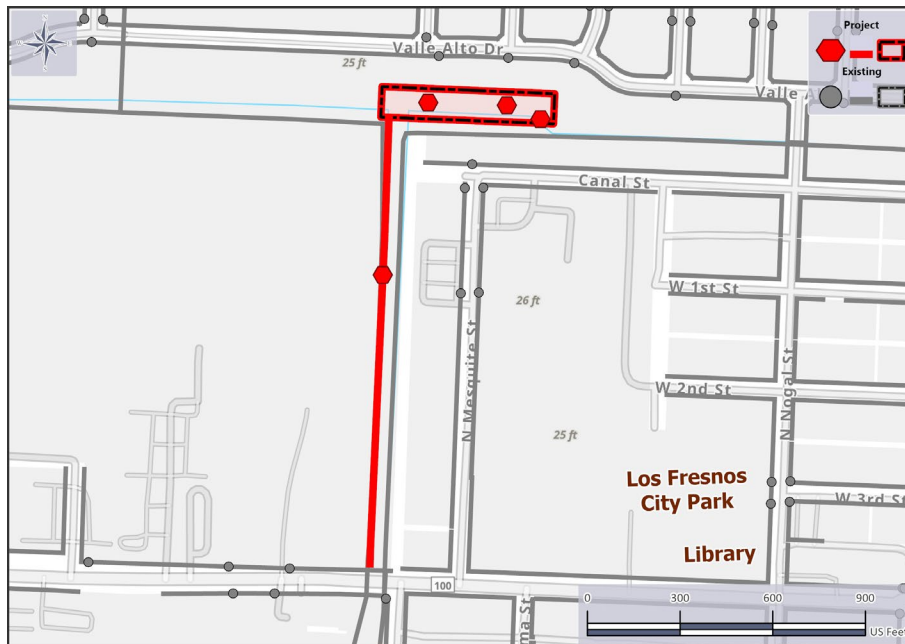
There are no major drainage features (detention/retention ponds, bridges, etc.) within the Hazard Overlay. Hazard resiliency can be incorporated into future drainage improvements through the installation of headwalls along culverts in erosion and flood prone areas.



Improvements

VALLE ALTO DRAINAGE IMPROVEMENTS

(Action Item #19, Cameron County Hazard Mitigation Action Plan)



Description:

Excavate and regrade a 1,450 LF drainage ditch and install Reinforced Filter Fabric Fencing along either side. Excavate and regrade the Valle Alto Detention Pond and install Reinforced Filter Fabric Fencing around the perimeter. Install 4 new headwalls where existing storm sewer pipes meet the drainage ditch and retention pond. The City has applied for a grant and loan package from the Texas Water Development Board for this project.

Priority: Mandatory

Timing: Short-term

Cost Estimate: \$225,000

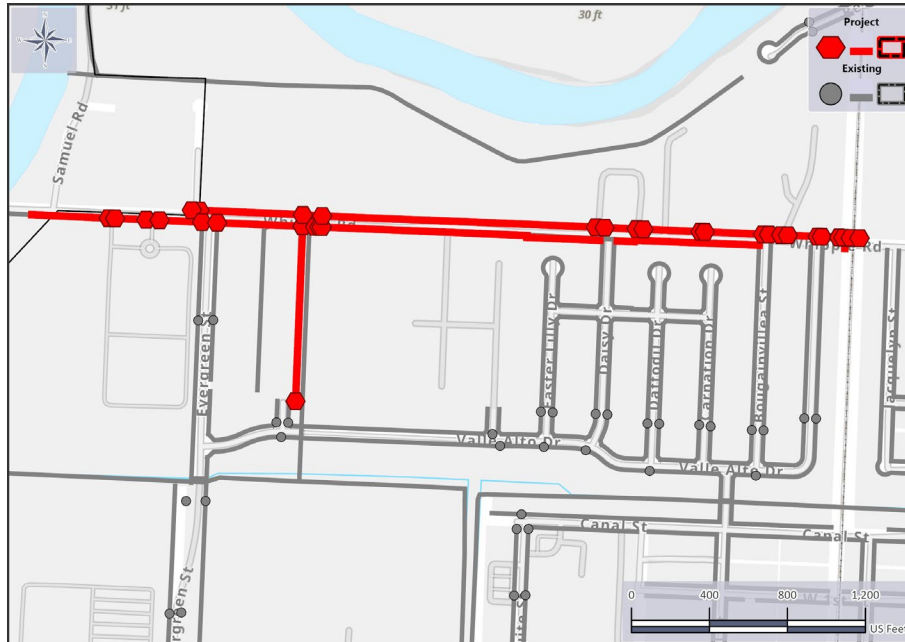
Need Statement: This project will improve the ability of the infrastructure in this area to collect, convey, and store stormwater during heavy rainfalls, reducing the potential for damage to property and injury or loss of life to residents.

Does this project enable new infrastructure within the hazard areas? No - Outside of Hazard Overlay



WHIPPLE ROAD DRAINAGE IMPROVEMENTS

(Action Item #19, Cameron County Hazard Mitigation Action Plan and Hanson Engineering Drainage Master Plan)



Description:

Excavate and regrade 5,070 LF of drainage ditches and 854 LF of swales. Remove and Replace 9 culverts with 24" RCP (332 LF), 1 culvert with 18" RCP (27 LF), and 3 culverts with 24" RCP with SETs (96 LF). Remove 2 18" RCP (64 LF) culverts. Repair asphalt streets and concrete or caliche driveways following culvert removal and/or replacement. Reinforced filter fabric will be installed at the end of each culvert and along the swale. Install 1 grate inlet. The City has applied for a grant and loan package from the Texas Water Development Board for this project.

Priority:	Mandatory
Timing:	Short-term
Cost Estimate:	\$204,500

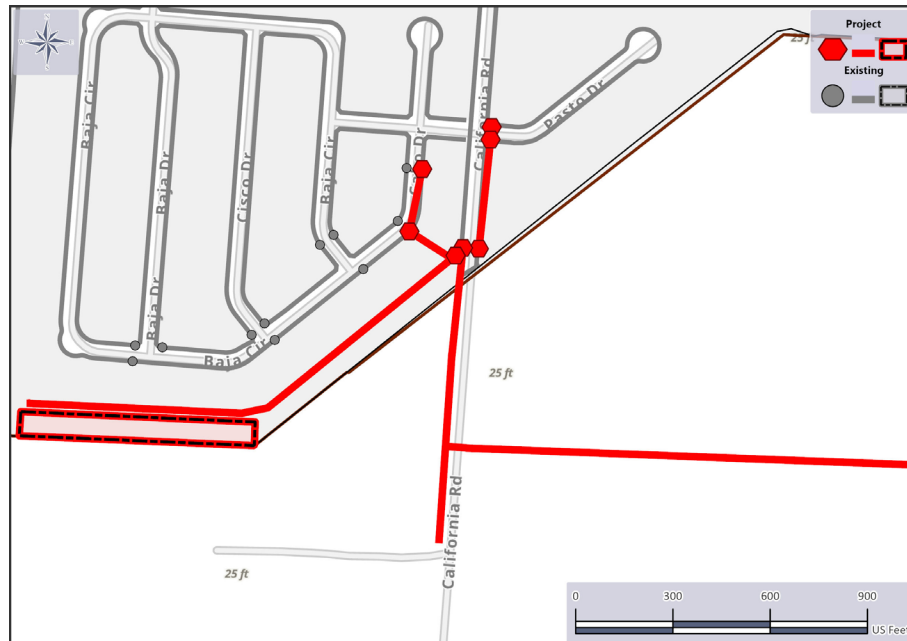
Need Statement:	As this area continues to be developed over the next few years, effective stormwater management will be necessary to ensure that new residents are adequately protected from flood risks. This project will increase the stormwater management capacity of the Whipple Road area, reducing the potential for damage to property and injury or loss of life to residents.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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CALIFORNIA CROSSING DRAINAGE IMPROVEMENTS

(Hanson Engineering Drainage Master Plan and Cameron County Hazard Mitigation Action Plan Action Item #19)



Priority:	Mandatory
Timing:	Short-term
Cost Estimate:	\$1,083,160.28

Need Statement:	Insufficient drainage infrastructure in the California Crossing Subdivision causes persist flooding in streets and around the detention pond, and the California Rd lateral is un-maintained and drains through the back of lots
------------------------	--

Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
---	--------------------------------

Description:

Install 3 24" RCP storm sewer pipes (428 LF). Install 2 36" RCP culverts (64 LF each) with 2 flared end sections. Remove and replace 18" RCP with 24" RCP (201 LF) and 24" RCP storm sewer pipes with 30" RCP (37 LF). Remove and replace 24" RCP with 30" RCP (810 LF) with concrete flared ends. Remove and replace 2 curb inlets and 1 grate inlet. Install 2 curb inlets and 1 grate inlet. Excavate and regrade the California Road Lateral (585 LF). Excavate and grade a new drainage channel to the Delta Farms Lateral (1,360 LF). Install a 1,492 LF concrete pilot channel between the detention pond and neighborhood, with an outfall structure at the eastern end. Excavate, regrade, and increase the capacity of the existing detention pond. Repair asphalt streets and concrete driveways where disturbed. This project will be completed in coordination with the Cameron County Drainage District #1.



(Action Item #31, Cameron County Hazard Mitigation Action Plan)

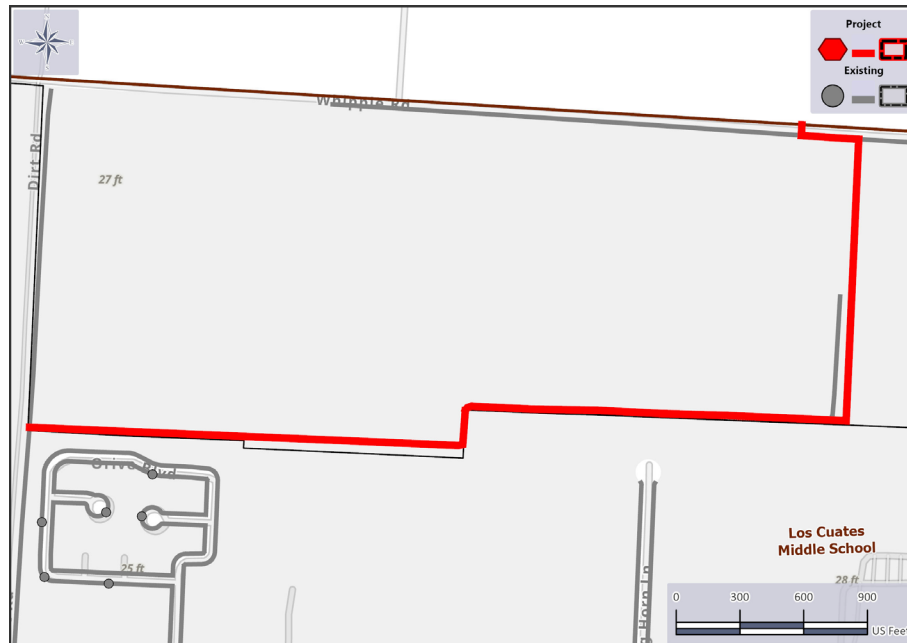


Priority:	Mandatory
Timing:	Short-term
Cost Estimate:	\$225,000

Does this project enable new infrastructure within the hazard areas?

WEST WHIPPLE ROAD LATERAL DRAINAGE IMPROVEMENTS

(Hanson Engineering Drainage Master Plan)



Description:

Excavate and regrade 3,955 LF of the Whipple Road Lateral and 266 LF of swales. Excavate and regrade 1,388 LF of new drainage channels. Remove and replace culverts, installing 24" RCP (130 LF) culverts and 60" RCP (60 LF) culverts with flared end sections. Repair driveways disturbed during culvert replacement.

Priority:	Mandatory
Timing:	Mid-term
Cost Estimate:	\$584,995.80

Need Statement:	Areas along Whipple Road near the Delta Farms drainage ditch experience persistent flooding. This project will facilitate the flow of storm water away from this area and into the Delta Farms Lateral.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
---	--------------------------------



Which Hazard Overlay classification applies?

Hazard Area (General)

Indicate which risks apply:

GENERAL

☒

100-YEAR FLOODPLAIN

☐

WILDFIRE EXPOSURE (6)

HIGH

☐

FLOODWAY

☐

WILDFIRE EXPOSURE (7)

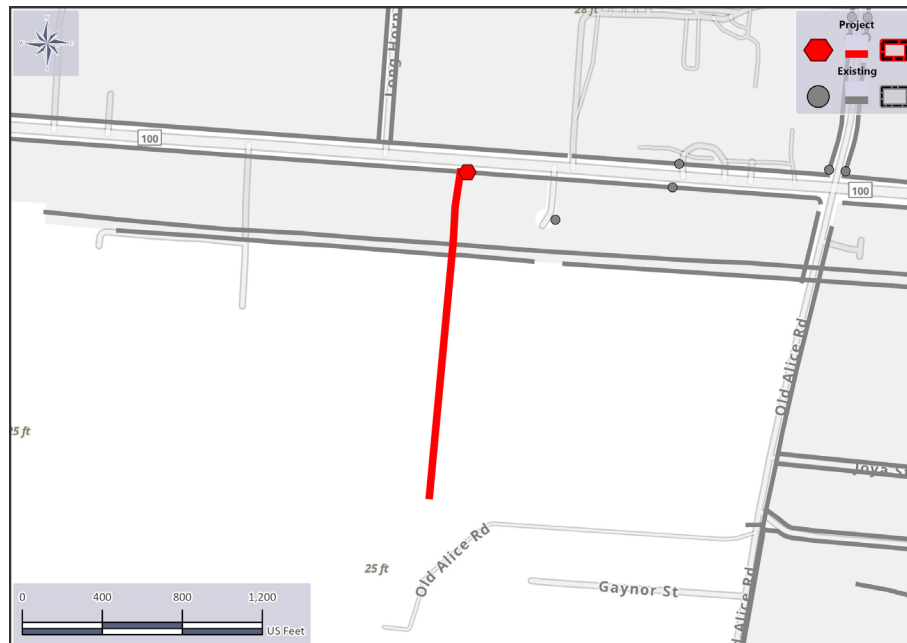
Why is it necessary to locate the proposed improvements in a hazard area?

The proposed drainage infrastructure will allow the floodplain to function more effectively and will reduce the risk of prolonged ponding by allowing this area to drain into the adjacent drainage channel.



LOS FRESNOS ELEMENTARY LATERAL DRAINAGE IMPROVEMENTS

(Hanson Engineering Drainage Master Plan)



Description:

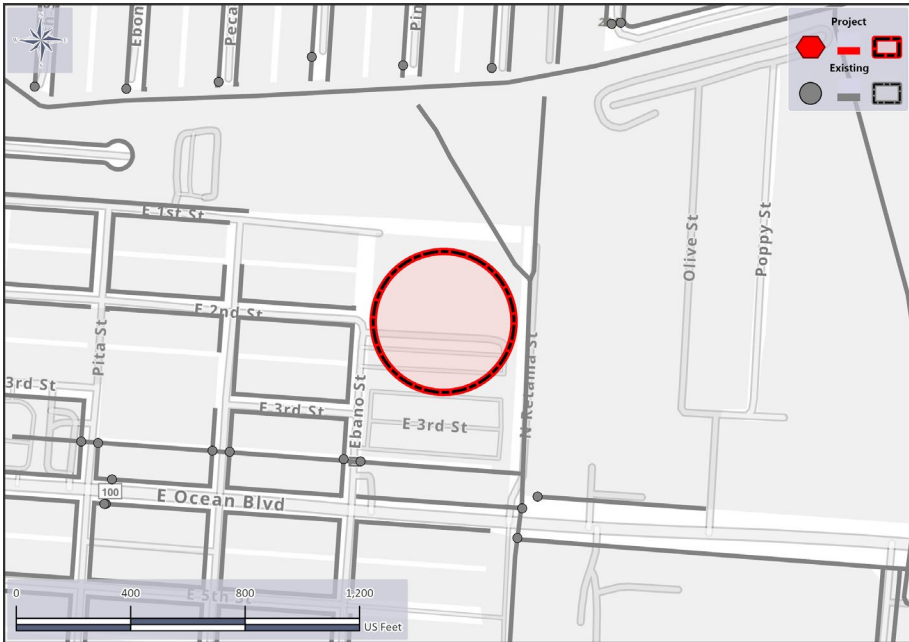
Remove and replace RCP culvert with two 36" RCP culverts (90 LF each) with two flared end sections. Excavate and regrade Los Fresnos Elementary Lateral (3,563 LF). Upgrade the culvert along State Highway 100 that drains into this lateral.

Priority:	Necessary
Timing:	Mid-term
Cost Estimate:	\$329,916.60

Need Statement:	Areas along West Ocean Boulevard near the Delta Farms drainage ditch experience persistent flooding.
Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay



EAST SECOND STREET DRAINAGE STUDY
(City of Los Fresnos)



Description:

Conduct an engineering analysis to determine the cause of flooding where the East 2nd Street drainage channel meets the Hike & Bike Trail.

Priority:	Necessary
Timing:	Mid-term
Cost Estimate:	\$4,780

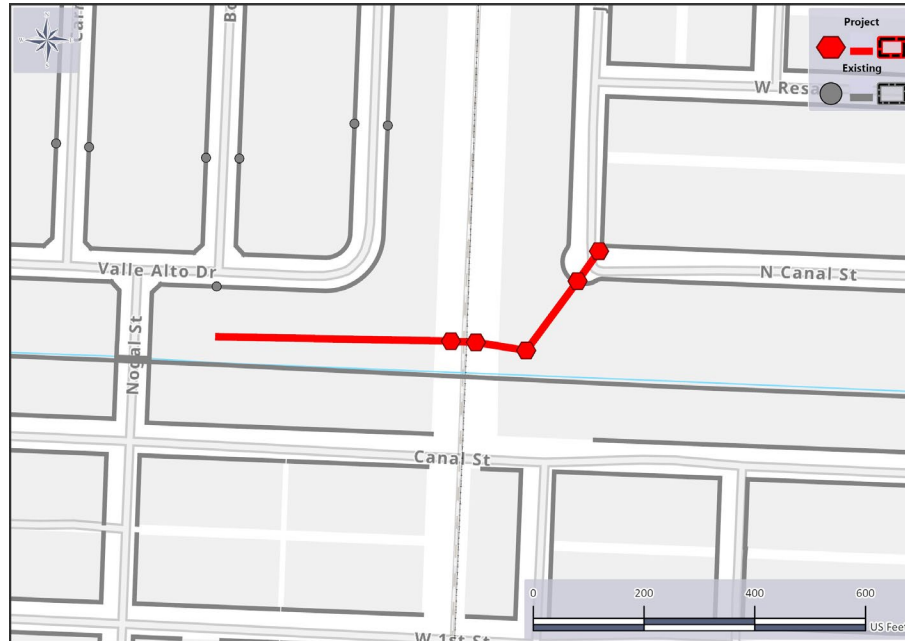
Need Statement:	Stormwater runoff from the neighborhood northeast of the intersection of Arroyo Boulevard and Ocean Boulevard flows into a drainage channel at the end of East 2nd Street. From here, stormwater passes through a culvert under the Hike & Bike Trail into larger drainage ditch maintained by the Cameron County Drainage District #1. The area around the culvert floods during heavy rains, which presents health and safety risks for the structures and occupants in the Sierra RV Park and any future development to the north. An investigation is necessary to determine the cause of the problem and appropriate solutions.
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Does this project enable new infrastructure within the hazard areas?	Yes - Partially
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NORTH CANAL STREET DRAINAGE IMPROVEMENTS

(Hanson Engineering Drainage Master Plan)



Description:

Remove 462 LF of existing drainage pipes and concrete flume. Install 36" RCP storm sewer pipes (702 LF) and 24" RCP storm sewer pipe (65 LF). Install 4 grate inlets and 1 curb inlet. Repair pavement of asphalt streets where disturbed.

Priority:	Mandatory
Timing:	Long-term
Cost Estimate:	\$407,909.03

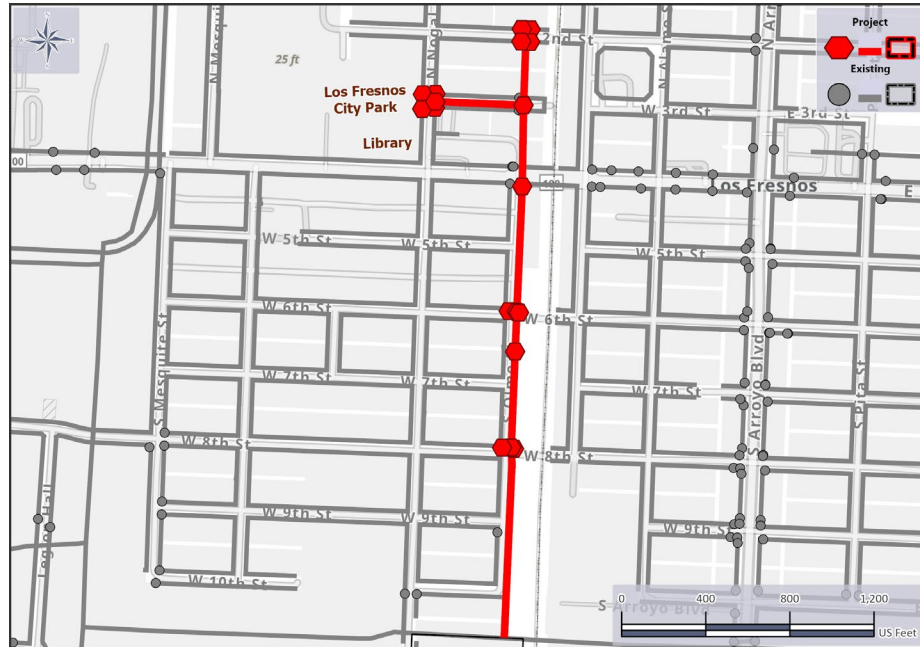
Need Statement:	The West Canal Addition Subdivision has experienced persistent flooding on North Canal Street and the railroad right-of-way, potentially as a result of damaged culverts under the railroad.
------------------------	--

Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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LOS FRESNOS COMMUNITY PARK DRAINAGE IMPROVEMENTS

(Hanson Engineering Drainage Master Plan)



Description:

Excavate and regrade the West 8th Street Lateral. Remove and replace 36" RCP storm sewer pipes with 60" RCP (2,129 LF), with flared end at South Olmo Street and West 8th Street. Remove and replace 24" RCP storm sewer pipes with 42" RCP (322 LF). Remove and replace 18" RCP storm sewer pipes with 24" RCP (255 LF). Remove and replace 12" RCP storm sewer pipes with 18" RCP (85 LF). Remove and replace 7 storm sewer manholes. Remove and replace 4 grate inlets. Remove and replace 8 curb inlets. Repair asphalt streets where disturbed.

Priority:	Mandatory
Timing:	Long-term
Cost Estimate:	\$3,239,262.27

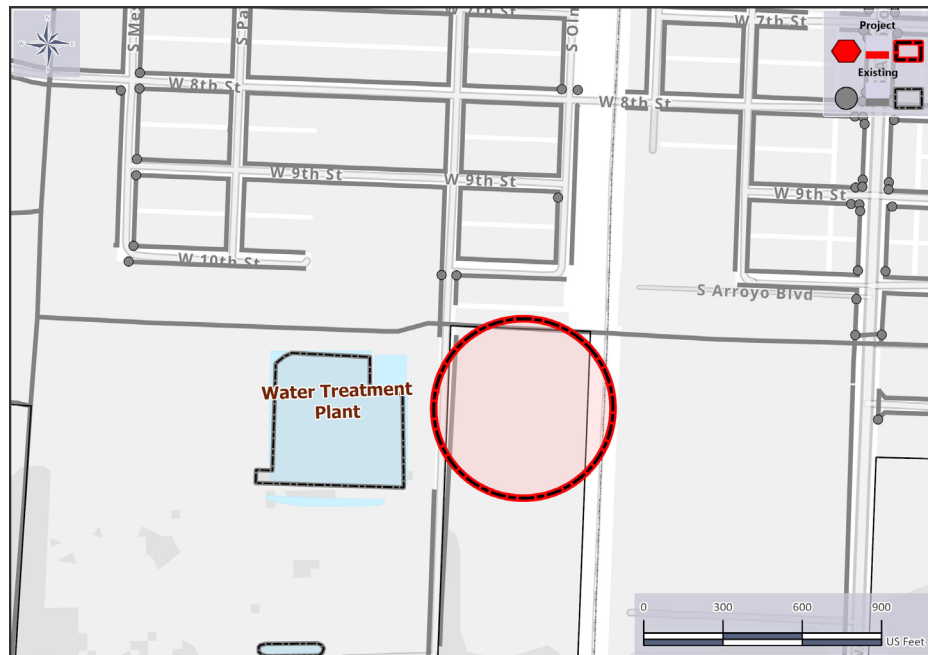
Need Statement:	Areas around Los Fresnos Community Park (Nogal Street from West Ocean Boulevard to 2nd Street) experience persistent street flooding.
------------------------	---

Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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SOUTH NOGAL STREET DETENTION/RETENTION POND

(Action Item #6, Cameron County Hazard Mitigation Action Plan)



Description:

Construct a large detention / retention pond at South Nogal Street and West 10th Street to hold water during heavy rain events.

Priority: Mandatory

Timing: Long-term

Cost Estimate: \$1,000,000

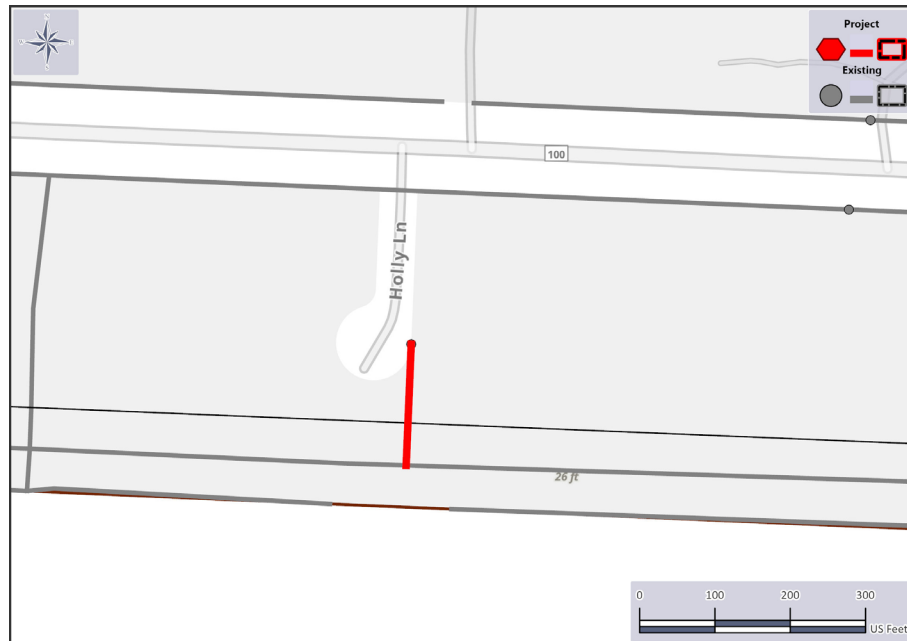
Need Statement: Increased drainage capacity on South Nogal Street will reduce the risk of flood damage and the potential for injuries and fatalities.

Does this project enable new infrastructure within the hazard areas? No - Outside of Hazard Overlay



HOLLY LANE STORM SEWER IMPROVEMENTS

(Action Item #19, Cameron County Hazard Mitigation Action Plan and Hanson Engineering Drainage Master Plan)



Description:

Replace the storm sewer that runs from the Holly Lane Subdivision to the drainage canal to the south.

Priority:	Necessary
Timing:	Long-term
Cost Estimate:	\$10,000,000 ¹

Need Statement:	Increased drainage capacity at Holly Lane will reduce the risk of flood damage and the potential for injuries and fatalities, particularly among vulnerable populations.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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¹ Cost estimates for Action Item #19 were aggregated for all projects included in the action. Individual cost estimates for each project were not available



PRIVATE UTILITIES

Electric

Several electrical utility providers are available in Los Fresnos, including some companies that offer 100% renewable energy. Electrical transmission lines, operated by the Brownsville Public Utilities Board; American Electric Power; and Magic Valley Electric Cooperative, connect residents to these providers. Transmission lines are located along Arroyo Boulevard, in the southern end of the ETJ, and across the intersection West Ocean Boulevard and Olmito North Road.

Natural Gas

Texas Gas Service Company provides natural gas for the City of Los Fresnos. Natural gas pipelines are operated by multiple entities and are primarily located along State Ocean Boulevard and Arroyo Boulevard and throughout the southern end of the ETJ.

Internet / Broadband / Telephone

Approximately 96% of households in Los Fresnos have an internet subscription. Residents access the internet through cellular data plans (93.2%), broadband (62.7%), and satellite internet (6.1%)². An estimated 716 households (30.2%) only have internet access through cellular data plans, which may suggest that broadband infrastructure (cable, fiber optics, or DSL) is limited in

² 2024 American Community Survey, 5-Year Estimate

³ 2024 American Community Survey, 5-Year Estimate

⁴ <https://www.choosetexaspower.org>

⁵ Texas Railroad Commission – Natural Gas Service Available to Texas Cities

⁶ <https://www.highspeedinternet.com>

certain areas of Los Fresnos or that other types of subscriptions are unaffordable to some households. Residents that do not have an internet subscription may have access to the internet through public or shared networks. All occupied housing units have access to telephone service³.

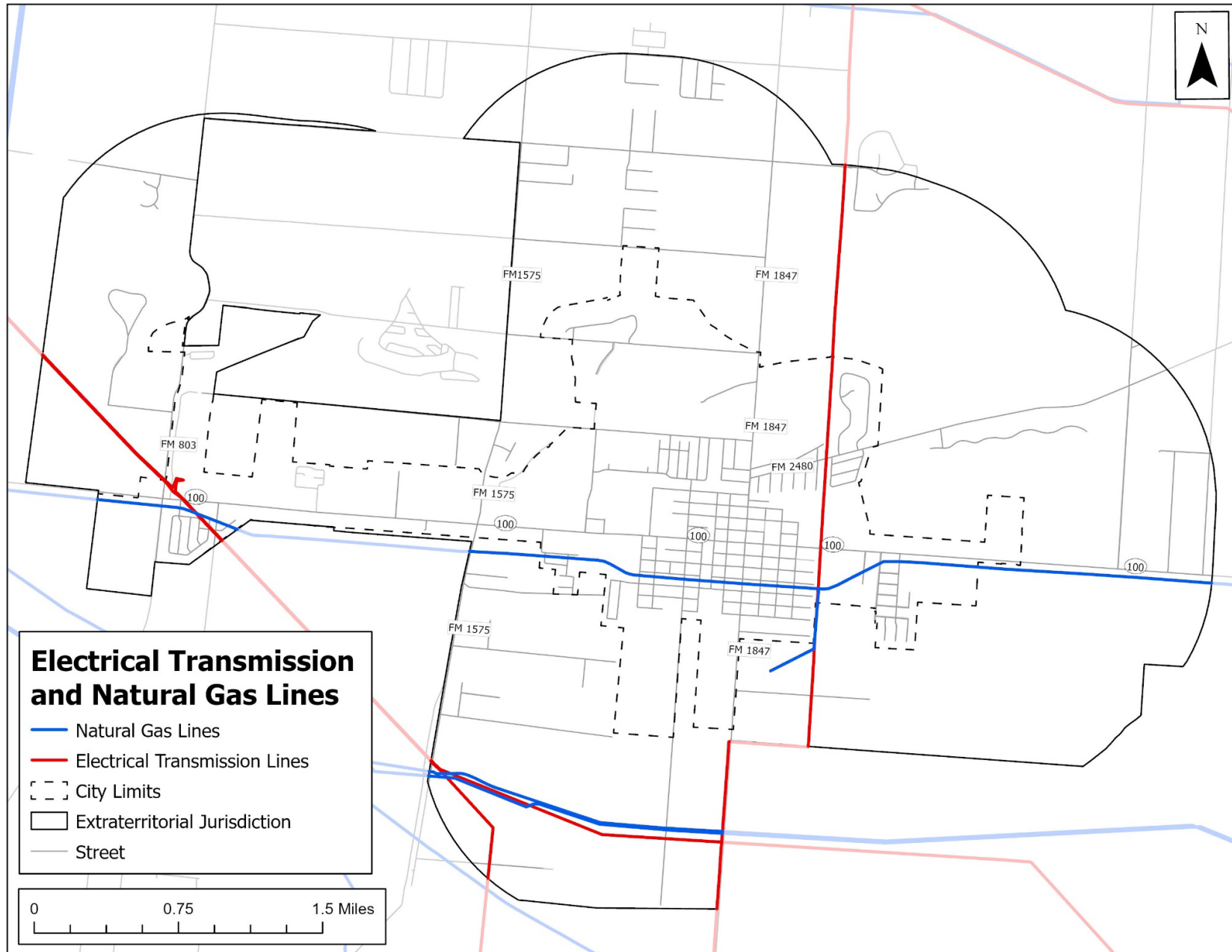
PRIVATE UTILITIES

Several private companies provide utilities for Los Fresnos residents.

Utility	Providers	Notes
Electric⁴	Several, including: 4Change Energy Gexa Energy Green Mountain Energy	Transmission lines with Los Fresnos are operated by Brownsville Public Utilities Board
Gas⁵	Texas Gas Service Company	Pipelines are operated by Kinder Morgan Tejas Pipeline, LLC; WWM Operating, LLC; and Valley Crossing Pipeline, LLC
Internet / Broadband / Telephone⁶	Spectrum T-Mobile EarthLink AT&T (Fiber) Viasat Valley Telephone Others	Maps of cable and fiberoptic lines are not available



Private Utilities





Community Facilities Plan

Community facilities include publicly provided spaces and services that address essential community needs, the most common of which are parks, schools, and emergency services. A Community Facilities Plan identifies these facilities and the role they play in the community before presenting recommendations for facility expansions and improvements. The City of Los Fresnos, in collaboration with the Los Fresnos Consolidated Independent School District, provides public services and facilities that go beyond basic needs to improve the quality of life of its residents.

Introduction

Building on the inventory of community facilities from the Base Studies, this plan aims to improve the quality and availability of public amenities and highlights the role of community facilities and services in preparing for, responding to, and recovering from hazard events. The decision-making frameworks and recommendations provided are intended to advance residents' desires as expressed in the city's goal for community facilities:

❖ Vehicles can move safely and efficiently throughout the city, ensuring reliable access for residents, businesses, and emergency services.

Base Studies Snapshot

Parks / Recreation & Open Space

The following local parks and recreation areas are accessible to Los Fresnos residents:

- Montes-Castro Park (0.1 acres)
- Community Park (4.8 acres)
- Memorial Park (11.8 acres)
- Nature Park (22.7 acres)
- Hike and Bike Trail (1.5 miles)

The City of Los Fresnos also has a memorandum of understanding with the Los Fresnos Consolidated ISD allowing the public use of the little league/softball field at Lopez-Riggins Elementary School and four (4) tennis courts at the high school.



Educational Facilities

Community members have access to various schools, including a College Career & Technical Academy for non-traditional students ages 16-25.

EDUCATIONAL FACILITIES

Seven (7) educational facilities are available to all residents under the age of 25.

Pre-School	Elementary	Middle School	High School	Alternative	Post-Secondary
Las Palmas Head Start / Early Head Start	Los Fresnos Elementary School	Los Cuates Middle School	Los Fresnos United High School	Los Fresnos Career and Technical Education Center	N/A
	Lopez-Riggins Elementary School		Los Fresnos High School		

Las Palmas Head Start / Early Head Start is not managed by the CISD.



Healthcare Facilities

Los Fresnos has no major healthcare facilities such as hospitals, urgent care centers, community health clinics, or stand-alone emergency rooms. The closest urgent cares, emergency rooms, and hospitals are located in northern Brownsville (approximately 14 minutes away) and Harlingen (approximately 17 minutes away). During medical emergencies, individuals would be taken to Valley Regional Medical in Brownsville, Valley Baptist Medical Center in Brownsville, Harlingen Medical Center in Harlingen, or Valley Baptist Medical Center in Harlingen by EMS depending on the medical emergency.

Libraries

The City of Los Fresnos operates one public library: the Ethel L Whipple Memorial Library. The library is located at 402 West Ocean Boulevard on the same block as the City Park and Lopez-Riggins Elementary School. The library contains 33,040 volumes and circulates 21,313 items annually.¹ The library also holds community events (such as a monthly Tots and Tales story time and crafts activities) and occasional workforce development clinics with regional partners.

Municipal Facilities

The City of Los Fresnos recently moved all municipal offices, except the police department (200 North Brazil Street) and public works (811 South Nogal Street), to a new location, City Hall at 520 East Ocean Boulevard, creating a large municipal complex with the Los Fresnos Ambulance Service and Los

Fresnos Volunteer Fire Department to the south. The Community Center and Senior Citizens Center is located at 204 North Brazil Street.



Source: Ethel L Whipple Memorial Library



Source: Los Fresnos News

[1] <https://librarytechnology.org/library/10817>



Police

The Los Fresnos Police Department is located at 200 North Brazil Street in central Los Fresnos. The Police Department is primarily responsible for maintaining public safety and order during emergencies. Before disasters, the department participates in emergency planning, training exercises, and public awareness efforts. During emergencies, the department assists with evacuation by directing traffic and securing evacuation routes, oversees evacuated neighborhoods, protects critical infrastructure, and prevents looting. Following an incident, police assist with re-entry coordination, damage assessment support, and ongoing security during recovery operations.

Fire Department & Emergency Medical Services

The Fire Station and Emergency Medical Services Station (EMS) are co-located at the recently built facility at 100 Rodeo Drive, south of City Hall. During medical emergencies, Los Fresnos EMS takes residents to Valley Regional Medical in Brownsville, Valley Baptist Medical Center in Brownsville, Harlingen Medical Center in Harlingen, or Valley Baptist Medical Center in Harlingen by EMS depending on the medical emergency. During emergency events, the fire department is primarily responsible for fire suppression, rescue operations, and hazardous materials incidents. Prior to disasters, the fire department prepares through inspections, pre-incident planning, training, and coordination with other agencies.

During emergencies, fire personnel often assist with evacuations, especially for vulnerable populations, and conduct search and rescue operations during floods, storms, fires, or structural collapses.

Following a disaster, fire services support recovery by mitigating remaining hazards, conducting safety assessments, and assisting with debris or hazard removal as needed.

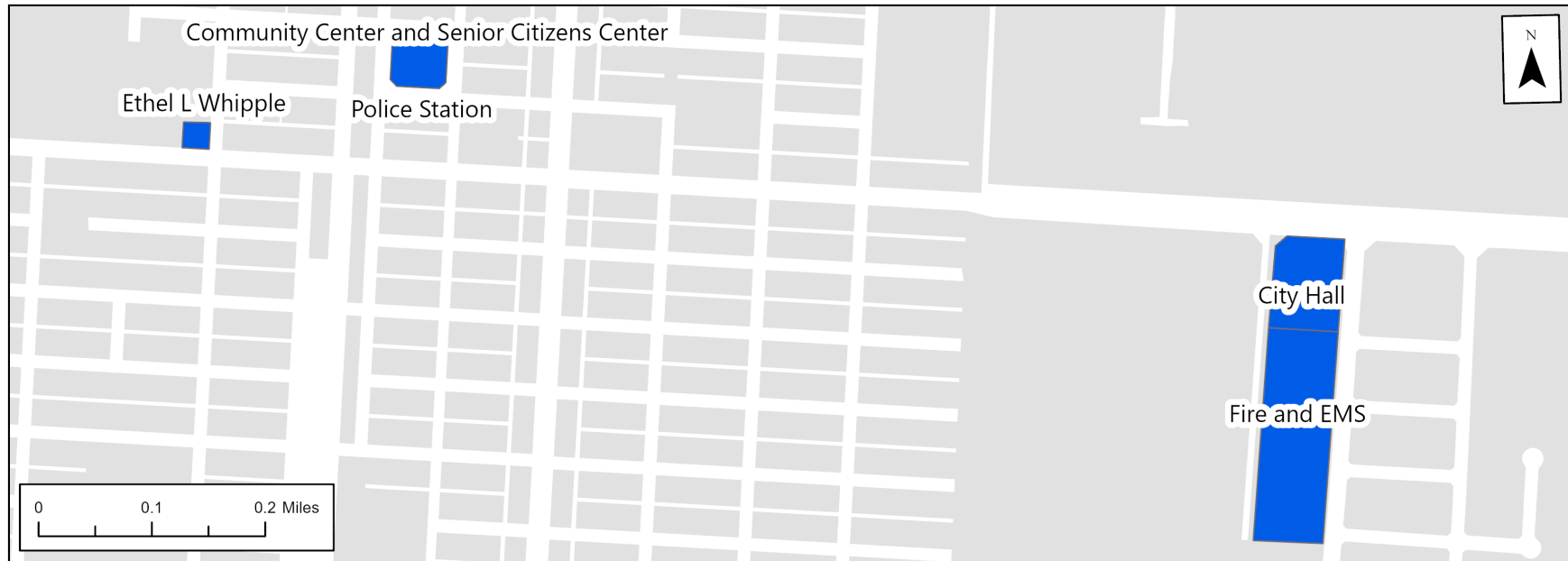
EMS is responsible for providing immediate medical care during emergencies. This includes triage, treatment, and transport of injured or ill individuals to appropriate medical facilities. EMS prepares for emergencies through training, resource planning, and coordination with hospitals and public health agencies. During evacuations, EMS assists with patients who have medical needs, including those requiring special care or transportation. Following disasters, EMS continues to support recovery by responding to medical emergencies, supporting shelter operations, and monitoring community health needs.



Source: City of Los Fresnos EMS



Public Facilities



Hazard Resiliency

Implementing Resiliency

Community facilities play a crucial role in preparing for, preventing, and responding to hazards. Local emergency services (police, fire, and EMS) are tasked with responding to and managing emergency situations and assisting with evacuation and sheltering, among other commitments to public safety. Community centers and school gymnasiums are common emergency shelters and heating and cooling centers during severe weather. City Hall, police stations, and other administrative buildings often serve as command posts to coordinate response efforts.

Owing to their role in hazard resiliency, the location, design, and management of these facilities contribute to their effectiveness in the city's emergency response efforts.

Location

The location of a facility can determine its effectiveness and safety as a shelter and the ability of local emergency services to use it as a command center and launching point for emergency response efforts. A centrally-located community center with multiple access routes is more accessible to all of a city's residents than an isolated community center with very few means of access, and a facility located outside of an identified hazard area (e.g. 100-year floodplain) will be more able to provide safe shelter for residents and will itself be less likely to be affected by hazards.

Design

The design of buildings is particularly important for facilities intended to be used as emergency shelters. The Federal Emergency Management Agency and International Construction Codes establish minimum standards for community and residential safe rooms and storm shelters. These standards integrate siting considerations and structural, design, and management practices that provide near absolutely life safety protection from hurricanes and tornados. Common design specifications include hardening to meet wind load requirements and protect against the impact of debris, the installation of emergency generators, and the compliance with ADA standards.

Management

The ongoing operation of these sites, both in their role as emergency centers and in their normal functioning, is equally important. Regular inspection and continued maintenance of critical systems, hardening structures, and emergency power ensure that these buildings can fulfill their useful life as community shelters. Additionally, lot maintenance, such as brush clearing and tree and shrub trimming, can help ensure that community facilities are adequately protected from wildfire risks.

Emergency Shelters

The City of Los Fresnos provides one emergency shelter during severe weather. The Dome, located at Los Fresnos United High School, doubles as a gym and community shelter.



The Dome, located at Los Fresnos United High School, doubles as a gym and community shelter. The Dome is hardened to withstand winds of up to 200 mph. The Dome is located outside of an identified hazard area (100-year floodplain, floodway, or wildfire risk area) and, as such, faces very little risk of site-based hazards. Generalized hazards, such as hurricanes, are more prominent concerns, but structure hardening has increased the wind load the structure can withstand. No additional hazard mitigation measures are required.

In addition, the Community Center / Senior Citizens Center can serve as a cooling and warming center during extreme heat and winter storm events for families in need of overnight relocation. While it is not an emergency shelter, the Fire and EMS Station is hardened to withstand winds up to 144 mph.



Proposed Facilities and Improvements

LOS FRESNOS LOOP

(City of Los Fresnos)



Description

Install 14,319 Linear Feet of multi-use paths and five crosswalks at intersections with Ocean Boulevard, Arroyo Boulevard, Nogal Street, and the railroad. Install a push-button rectangular rapid-flashing beacons at each intersection with Ocean Boulevard.

Priority: Mandatory

Timing: Short-Term

Cost Estimate: \$3,611,788

Need Statement:

This project will complete the Los Fresnos Hike-and-Bike Trail, creating a continuous loop around the neighborhoods of central Los Fresnos. The project includes five crosswalks, including crosswalks with push-button flashing beacons at intersections with Ocean Boulevard.

The completed trail loop will give more residents a safe, fun, and convenient way to access local businesses, visit public parks, and connect with nearby neighborhoods—encouraging active, healthy lifestyles and stronger community connections.

Does this project enable new infrastructure within the hazard areas?

No - Outside of Hazard Overlay



PRACTICE FIELDS AND NEW PARK FACILITIES

(City of Los Fresnos)



Description:

Develop agreement with Los Fresnos Rodeo to use their parking lot facilities as practice fields when not in use. Provide lighting and allow teams to develop fields. Install a playground, swings, restrooms, and other park facilities.

Priority:	Desirable
Timing:	Short-Term
Cost Estimate:	Variable

Need Statement:	Currently, local youth sports leagues do not have dedicated access to practice fields, and the official soccer/general use fields at Memorial Park become worn down quickly. Dedicating a portion of the Los Fresnos Rodeo Grounds grass parking lot as a practice field provides a low-cost option for practice fields that can be easily adjusted to accommodate different sports. Additionally, the City of Los Fresnos' park system is largely concentrated in the center of the city, and many households in the east are not within the service area of a public park. Installing park facilities at the practice fields would expand park access to 28 new households and an additional 58 if the nearby lots are built out with single-family homes.
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Does this project enable new infrastructure within the hazard areas?	No - Outside of Hazard Overlay
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Recreation & Open Space Study

A recreation and open space study considers how well local parks, trails, and natural areas serve the people who live there, today and in the future. It brings together resident input, data, and on-the-ground assessments to understand what spaces are working well, where gaps exist, and how access and amenities can be improved. It guides investments in ways that promote health, strengthen neighborhood connections, protect natural resources, and ensure equitable access to recreation for all residents. Ultimately, it sets out to create welcoming, safe, and sustainable spaces where people can gather, stay active, and enjoy the outdoors—supporting a stronger, healthier, and more resilient community.

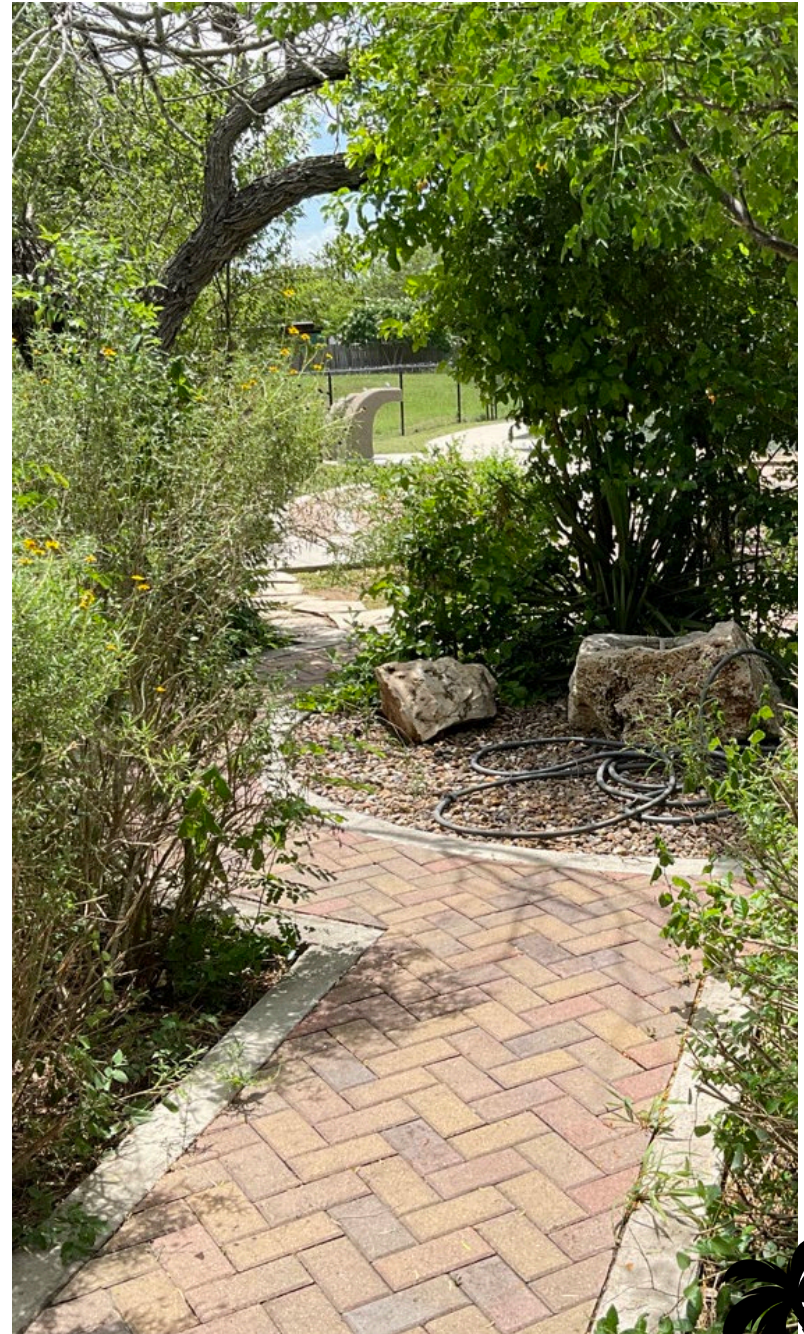
The recommendations in this Parks Master Plan are informed by the current and anticipated population, cultural and economic characteristics of Los Fresnos' residents, community input, a detailed inventory of existing parks and service areas, and recommended park and facility standards.

Los Fresnos' existing public parks do not meet the recommended minimum Level of Service (LOS) and based on anticipated population change, will need to increase the level throughout the planning period. However, because the existing parks have facilities that generally serve the whole community, approximately 85% of households in the city are served by at least one public park. As a result, *only a small percentage of residents do not have sufficient access to recreational opportunities that allow for quality leisure time pursuits or activities which lead to a healthy lifestyle.*

Public parks in Los Fresnos include opportunities for several age groups. Park facilities include playground equipment for children, several fields and courts offering individual play and team sport opportunities to teens and adults, and passive recreation opportunities for all residents (benches and picnic tables).

Most park facilities and amenities are in good condition. Los Fresnos residents would benefit from access to more general use/soccer fields, a pickleball court, ten picnic tables, a light activity area, a BMX track, and a half-mile more of both multi-use trails and hike and bike trails.

The City has an agreement with Los Fresnos ISD by which the public has access to the Elementary School's baseball field (adjacent to Community Park) and four of the High School's tennis courts. The City is working on an agreement with the Los Fresnos Rodeo to use their extensive parking lot areas – currently used once a year during the rodeo – for youth sports practice fields. The City would provide lighting for this project. Not only would this project meet the city's need for more general use fields, it would cut down on maintenance costs for existing sports fields which could be limited to game play.



Introduction

Historically home to the Coahuiltecan, non-native settlement in the area intensified during the mid-17th Century with the expansion of Spanish and the Roman Catholic Missions in the area. Los Fresnos developed as a rich ranching community and commercial center in the agrarian county.

The city of Los Fresnos' early development is tied to a ranch by the same name since the 1770s. The nearby village became occupied by workers who traveled there to work for ranchers or settle in the area. By the early 1900s, the South Texas railroad was introduced and drew in populations from the north.

In 1915, Los Fresnos was officially established. The community reached 400 residents by 1931, likely due to the San Antonio and Aransas Pass Railway which ran to Los Fresnos in 1927 and recruited Midwesterners on railway tours. In 1944, Los Fresnos' reported population was 475 residents.

A large period of growth during the 1950s increased the population to 1,113. The community remained a farming community and continued to have steady increases in population through the late 1960s. In the late 1980s the population grew to 2,040, likely a result of the Immigration and Naturalization Service Los Fresnos Processing Center's locating in the city. By 1990, the population was estimated to be 2,473. A period of rapid growth occurred in 2000, and the population reached 4,512.

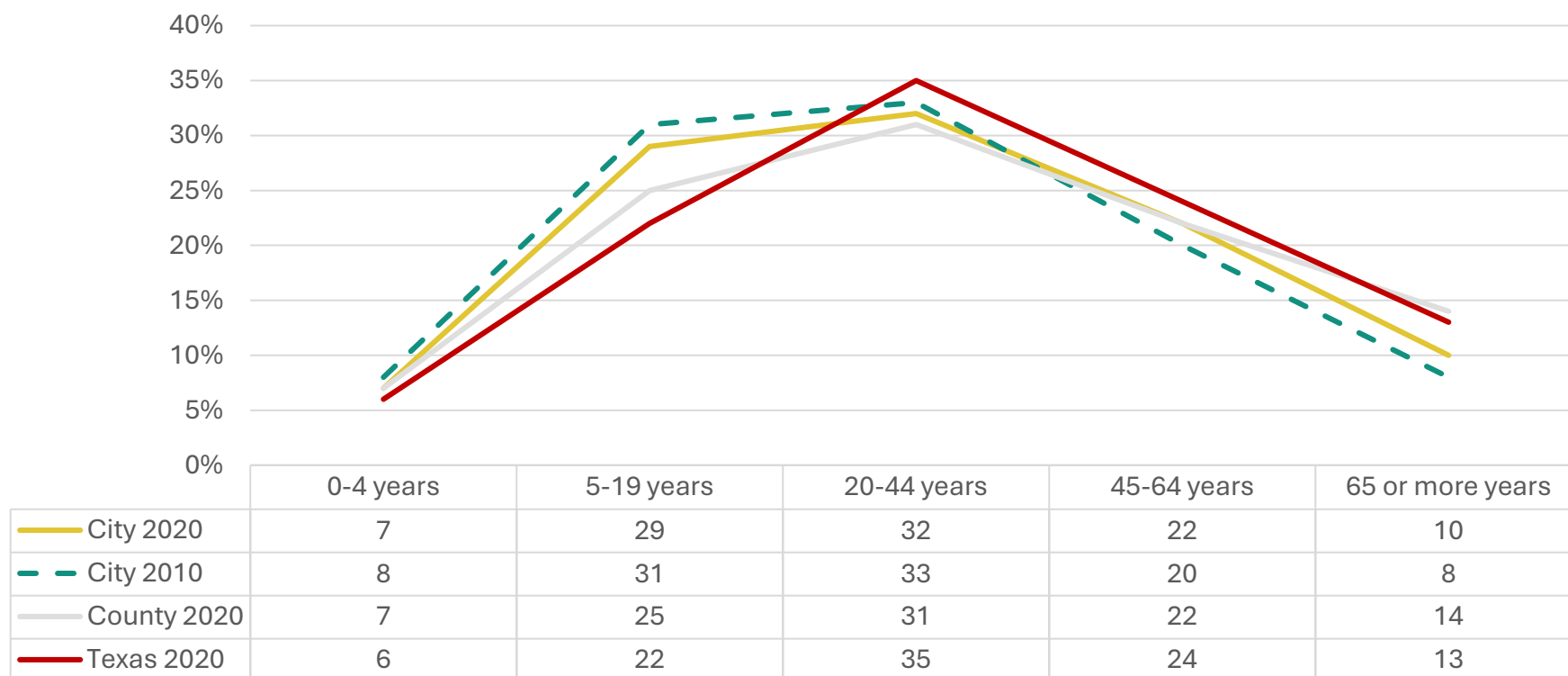
Population Changes (2010-2020)

The following chart illustrates age cohort distributions for Los Fresnos (2010 and 2020), Cameron County (2020), and the state of Texas (2010).

Los Fresnos' age distribution mirrors natural population increase but its high young cohort and increased skew toward older cohorts over the last 10 years (2010-2020) suggests a loss of cohort entering middle age, leading to a slightly higher aging population overall.



Age Distribution Comparison (2010, 2020) [City, County, State]



Age Cohorts

Source: US Census of Population and Housing, P12 (2010), P12 (2020)

The percentage of Los Fresnos residents that identify as a racial minority significantly increased over the last 20 years, due primarily to increases in residents that identify as “Other” or “Two or more Races.” Approximately 56.9% of Los Fresnos’ 2020 population identify as a racial minority. Residents that identify as Hispanic or Latino also increased but more gradually. Approximately 90% of Los Fresnos’ 2020 population identify as an ethnic minority. Los Fresnos’ population is more diverse than Cameron County’s population, and both the city and county are more diverse than the overall Texas population.

Residents of all races and ethnicities in Los Fresnos were invited to participate in the survey about park needs.



Population Change by Race & Ethnicity Comparison (2010, 2020)

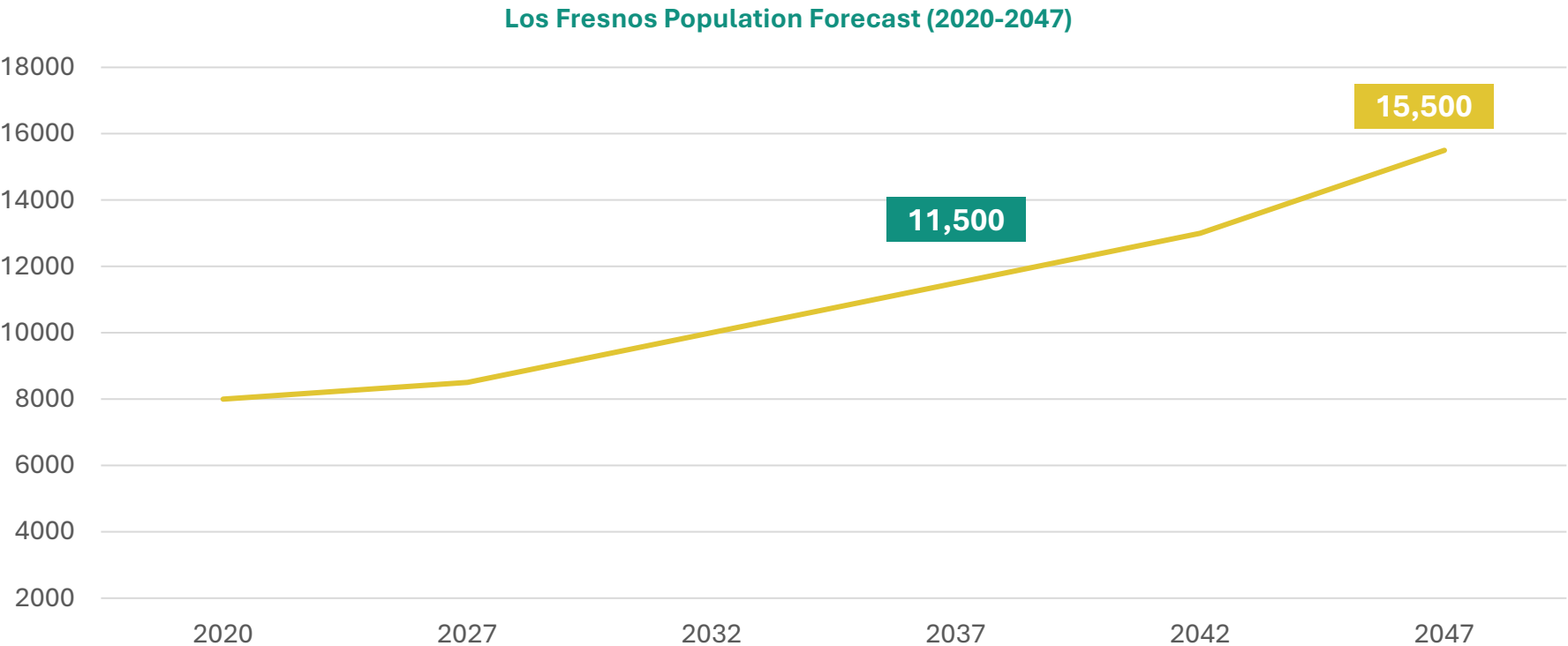
Characteristic	Los Fresnos				Cameron County		Texas	
	2010		2020		2020		2020	
	%	#	%	#	%	#	%	#
Total Population	100%	5,542	100%	8,114	100%	421,017	100	29,145,505
Race								
White	86.3%	4,782	43.1%	3,499	38.6%	162,707	50.1%	14,609,365
Black or African American	0.4%	24	0.4%	33	0.5%	2,076	12.2%	3,552,997
American Indian, Alaskan Native	0.4%	20	0.4%	80	0.7%	2,883	1.0%	278,948
Asian	0.1%	4	0.3%	24	0.7%	2,806	5.4%	1,585,480
Native Hawaiian / Hawaiian / Another Pacific Islander	0.1%	8	0.1%	7	0.1%	149	0.1%	33,611
Other	11.1%	617	16.9%	1,373	19.0%	80,133	13.6%	3,951,366
Two or More Races	1.6%	87	38.2%	3,098	40.4%	170,263	17.6%	5,133,738
Ethnicity								
Hispanic or Latino	88.2%	4,890	90%	7,309	89.5%	376,680	39.3%	11,441,717
Not Hispanic or Latino	11.8%	652	10%	805	10.5%	44,337	60.7%	17,703,788

Note: Figures may be rounded to next whole number



Population Estimate & 2037 Forecast

Los Fresnos’ estimated current population is 8,440 residents. Based on population projections from the Texas Demographic Center, this plan forecasts that Los Fresnos will experience sustained population growth over the planning period, reaching approximately 11,500 residents by 2037 and 15,500 residents by 2047.



Anticipated Financial Resources for Parks & Recreation Facilities

An estimated 33.1% of Los Fresnos residents live below the poverty level.¹

The unemployment rate in Cameron County is 6.6%, which is higher than that for the state of Texas (4.2%).²

Average annual wages in Cameron County are \$44,769, which is lower than for the state of Texas overall (\$63,656). However, depending on the employment industry area, average weekly wages range from \$25,410 to \$97,049.³

Based on the above-referenced measures, the City of Los Fresnos has limited ability to fund recreation facilities through increased taxes, bond issues, or user fees. Residents rely on local parks because they have fewer resources to travel outside of Los Fresnos and less money to spend on private recreation than residents of wealthier municipalities.



¹ From the American Community Survey 5-year estimates 2023, Table S1701, Poverty Status of the Past 12 Months, accessible from data.census.gov

² Texas Workforce Commission (TWC) Labor Market & Career Information Department (LMCI) TRACER November 2025.

³ Texas Workforce Commission (TWC) Labor Market & Career Information Department (LMCI) TRACER 2025 Data



Plan Development Process

Previous Studies

GrantWorks, Inc. completed a Parks Master Plan for the City of Los Fresnos in 2014 as part of a larger comprehensive planning effort. The plan has not been updated since its completion.

2027-2037 Plan

Development of this plan began in June 2024 when the City of Los Fresnos hired a professional planning firm, GrantWorks Inc. of Austin, to create a Parks Master Plan as part of a comprehensive planning process.

To begin judging the level of interest in park needs, planners consulted with City staff and included parks-related questions in an online community survey available to residents for approximately two months during Summer 2024 (June-August). One hundred and twenty (120) surveys were completed. Nearly all survey respondents live within the city limits. Survey results are further discussed in the *Needs Assessment & Identification* section.

In addition to community input, this plan evaluates Los Fresnos' recreation resources in relation to its existing and projected population and an inventory of existing facilities, a method called Standards-based Assessment. The analysis is used to develop a logical and cost-efficient strategy to address the identified needs over a 10-year planning period.

Following adoption of this plan by the City Council, the City's ongoing responsibility will be:

- to maintain and improve City-managed facilities,
- to identify funding resources, and
- to engage in cooperative projects with local volunteer groups and local schools.

Texas Parks and Wildlife recommends that parks and recreation plans be updated every five years to reflect changing realities in recreation trends, participation, area population, and funding. An update would include revised goals and objectives that raise items of lower priority to higher priority as higher priority items are accomplished; a new facility inventory; and a new survey. **A new plan will be required in 2037.**



Area & Facility Concepts & Standards

The City's standards for needed recreation and open space include facility type, size, service area, and needed equipment. The criteria are based on nationwide standards developed by the National Recreation and Park Association (NRPA)⁴ and small-community standards developed by the State of Colorado⁵. The standards were tailored to Los Fresnos based on knowledge about financial capacity, popular sports, community activities, and which facilities would provide participation opportunities to the broadest segments of residents.

The City of Los Fresnos' standards are as follows:

General Standards for all Facility Development

- Residents should have access to a minimum of one acre and a recommended five-to-seven acres of developed park land per 1,000 residents.
- When possible, active recreation areas should be separated according to the users' ages, primarily to protect younger children from injury. Some areas should be designated for use by all ages so entire families can enjoy being together.
- Residents of all age groups should have access to recreational facilities.

- Recreational areas should be accessible to the age group they are designed to serve. For example, neighborhood playgrounds usually serve an area with a radius of ½-mile, which is a reasonable distance for a child to walk. Safe pedestrian routes should provide access to those facilities.
- All City park facilities will be made accessible to physically challenged and special needs populations when required by applicable laws. The items mentioned as needed for other categories apply equally to special needs populations. Additional special needs facilities may be developed as warranted by local demand.
- All facility construction is required to meet the minimums found in the International Building Code.
- Combined municipal and school recreational facilities are recommended. When possible, school recreational areas, including parking areas, drinking fountains, and restrooms, should remain open on weekends and during the summer months.

⁴ NRPA-suggested classification system (Berke, Kaiser, Godschalk and Rodriguez, *Urban Land Use Planning*, University of Illinois Press, Fifth Edition.)

⁵ *State of Colorado Small Community Park & Recreation Planning Standards* (2003). RPI Consulting, Inc. and Colorado Heritage Planning Grant program, Office of Smart Growth, Colorado Department of Local Affairs. (Page 16). Accessed at www.dola.state.co.us/osg/docs/Park%20Standards%20Report.pdf



- Greenbelts, hike and bike trails, parkways, or paths should be provided to connect large recreational areas to improve access to facilities, scenic views, and recreational opportunities.
- Vehicular routes should be encouraged only when recreational areas are separated by more than one mile.



- Ideally, each recreation area should include public access to restrooms and water fountains and should be equipped with lighting and trash cans.



Standards for Service Area & Park Types

The table below describes the size and service area standards for types of park and recreation areas already located in Los Fresnos or considered possible as future public recreation areas.

Types of Parks: Size & Service Area Standards

Park Type	Use	Service Area	Desirable Size	Desirable Site Characteristics
Minipark	Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens	< 1/4-mile radius	≤ 1 acre	Within neighborhoods and close to apartment complexes, townhouses, housing for the elderly or Central Business District.
Neighborhood Park / Playground	Area for intense recreational activities such as field games, court games, crafts, skating, and picnicking; also for wading pool and playground apparatus area	¼-to-½-mile radius to serve a population up to 5,000.	1-to-15+ acres	Suited for intense development; easily accessible to neighborhoods; geographically centered with safe walking and bike access; may be developed as a school-park facility
Community Park	Includes areas suited for intense recreational facilities, such as athletic complexes, large swimming pools; may be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking.	Several neighborhoods 1-to-2-mile radius	15-to-25+ acres	May include natural features, such as water bodies, and areas suited for intense development; easily accessible to neighborhoods
Linear Park	Area developed for one or more modes of recreational travel, such as hiking, biking, canoeing, horseback riding. May include active play areas.	N/A	Sufficient width to protect the resources and provide maximum use	Built on corridors, such as utility right-of-way, bluff lines, vegetation patterns, or roads that link other components of the recreation system or community facilities such as schools and libraries.



Park Type	Use	Service Area	Desirable Size	Desirable Site Characteristics
Special Use	Areas for single-purpose recreational activities such as golf courses, nature centers, zoos, conservatories, gardens, outdoor theaters. Also, plazas or squares in or near commercial centers, boulevards, and parkways	N/A	Variable	Within city limits
Conservancy	Protection and management of the natural or cultural environment with recreational use as a secondary objective	N/A	Sufficient to protect the resource	Variable, depending on the resource being protected.



Facility Standards

The table below presents recommended standards for Los Fresnos' park equipment and sports fields or courts. The activities and facilities listed are based on existing facilities and feedback from the community survey. In the future, as standards are changed or upgraded, part of the Parks Master Plan review process should address any discrepancies. The City's standards should conform to the most recent standards from nationally recognized organizations.

Facility Standards

Activity/ Facility	Service Radius	Space Requirements <i>SF = Square feet Min. = Minimum</i>	Suggested #/ Population	Characteristics
Team Sport Courts & Fields				
General Use / Soccer Field	1-to-2-miles	1.7-to-2.0 acres	1 per 3,125	Usually in school, recreation complex, or neighborhood/community park.
Softball/Little League Field	¼-to-½-mile	1.5-to-2.0 acres	1 per 4,057	If no dedicated fields available. Slight difference in dimensions for 16" slow pitch. May also be used for youth baseball.
Basketball Court	¼-to-½-mile	7,000 SF/ 0.16 acres	1 per 4,057	Usually in school, recreation complex, or church. Safe walking or bike access. Outdoor courts in neighborhoods and community parks.
Tennis Court	¼-to-½-mile	Min. 7,200 SF per court (0.17 acres)	1 per 8,114	Best in batteries of 2-4. Located in community or neighborhood park or near schools.
Pickleball Court	¼-to-½-mile	Min. 880 SF per court	1 per 8,114	Best in batteries of 2-4. Located in community or neighborhood park or near schools.
Volleyball Court	¼-to-½-mile	Min. 3,000 SF	1 per 8,114	Usually in school, recreation, or church facility. Safe walking or bike access. Outdoor courts in neighborhoods and community parks.
Football Field	¼-to-½-hour travel time	2 acres	1 per 20,000	Usually part of a sports or school complex



Activity/ Facility	Service Radius	Space Requirements <i>SF = Square feet</i> <i>Min. = Minimum</i>	Suggested #/ Population	Characteristics
Individual & Specialty Use				
¼-mile Running Track	¼-hour travel time	4.3 acres	1 per 20,000	Usually part of a high school or in community park complex.
Multiuse Trail (per mile)	¼-hour travel time	N/A	Per mile: 8,114	Capacity: rural trail – 40 hikers per day per mile; urban trail – 90 hikers per day per mile.
Hike & Bike Trail	¼-hour travel time	N/A	Per mile: 8,114	Capacity similar to Multiuse Trail
Swimming Pool	¼-to-½-hour travel time	Varies with size of pool and amenities. Usually 1/3-to-2- acres	1 per 14,166	Pools for general community use should be planned for teaching, competitive, and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community parks or school sites.
Small Skate Park	¼-to-½-hour travel time	Varies	1 per 8,114	Part of neighborhood or community park.
BMX Track	¼-to-½-mile	Varies	1 per 8,114	Part of neighborhood or community park.
Group & Passive Recreation				
Playground	¼-to-½-mile	3,200 SF	1 per 3,125	Part of neighborhood park.
Picnic Table	¼-to-½-mile	435 SF	1 per 200	1 garbage can within 150 ft. of every 4 picnic tables; 40 ft. between uncovered picnic tables; Picnic tables within 400 ft. of parking
Group Picnic Area (Covered)	¼-to-½-mile	1-to-2 acres	1 per 4,057	
Park Bench	N/A	N/A	1 per 262	Variable
Light Activity Area	¼-to-½-mile	Estimated 500 SF	1 per 8,114	Could include facilities for horseshoe pit, shuffleboard, chess, meditation, gardening, or similar activity



Inventory & Assessment of Existing Resources

This section provides information about recreation facility availability and existing organizations involved in recreation and open space activities and development. Existing resources are assessed as they relate to opportunities for improvements to each recreation area.

Local Outdoor Recreation Areas

Dedicated in 2020 with funding from Texas Parks & Wildlife Department, Cameron County, City of Los Fresnos, Los Fresnos Community Development Corporation, and a GLO Coastal Impact Assistance Program grant, Nature Park is a prominent community park located in northern Los Fresnos on North Arroyo Boulevard, just south of Los Fresnos High School. The park was dedicated to preserve open space as native wildlife habitat and remain mostly undeveloped, especially as it includes a portion of the floodplain. City staff, however, note that the elevation of the park makes flooding uncommon. This park features a 0.9-mile multi-purpose trail, which is about half asphalt and half gravel, that accommodates walking, jogging, and cycling. It also features a children's playground, an amphitheater for community events, exercise equipment, several picnic tables and benches, a dedicated bird viewing area, and a butterfly garden.

The park's facilities are in excellent condition, providing a welcoming environment for both active and passive recreation. The combination of these amenities ensures that visitors of all ages can enjoy the park. Beyond consideration of a possible future connector trail to create a shorter loop and increase trail mileage, no further development is proposed for this park.



Memorial Park (11.8 acres)

Memorial Park, situated on N Arroyo Boulevard just west of Los Fresnos High School, was established in 1997 with support from the City of Los Fresnos and funding from Texas Parks and Wildlife. Owned and managed by the City, the park offers various amenities including a 2/5-mile crushed granite trail with nine fitness stations, a multi-use sports field that can accommodate up to 8 soccer fields at once, a basketball court, a volleyball court, a picnic pavilion with 12 tables, a playground area with additional picnic tables and grills, a swimming pool, and the Los Fresnos Educational and Recreational Club. The park is equipped with bathrooms and water fountains, making it a popular spot for both adults and children.

The park and its facilities are in good condition and the facilities are well used by both adults and children. Replacing the sand in the volleyball court would improve the quality of play. The city can also consider adding a BMX Track to divert BMX users from the skate park at Community Park. Additionally, the city can add another basketball court and add a cover for the basketball courts, for which the community has voiced a desire. Pickleball courts have been considered as well although space may not allow that facility here. Restarting the "Movies in the Park" program, projecting films onto the Educational and Recreational Club wall, would enhance community engagement as well.



Montes-Castro Park (0.1 acres)

Dedicated in 2018, Montes-Castro Park is situated west of the railroad tracks on W Ninth Street. The land was donated, and the facilities were funded by the Texas Parks and Wildlife Department, the City of Los Fresnos, and the Los Fresnos Community Development Corporation. This neighborhood park features a well-lit, short, paved path, a children's playground, two picnic tables, several benches, two water fountains, and landscaped areas. All the facilities are in excellent condition.

Community Park (6.6 acres)

Community Park is located west of the CBD (central business district) on N Nogal Street and Ocean Blvd. This park has three little league fields, a basketball court, a playground, a skate park, a 1/3-mile concrete walking trail, benches, and picnic areas. All amenities are in good condition. Almost all of the park is developed. Although no room exists for further development, the community has expressed a desire to add a cover to the basketball court.



Caracara Hike & Bike Trail

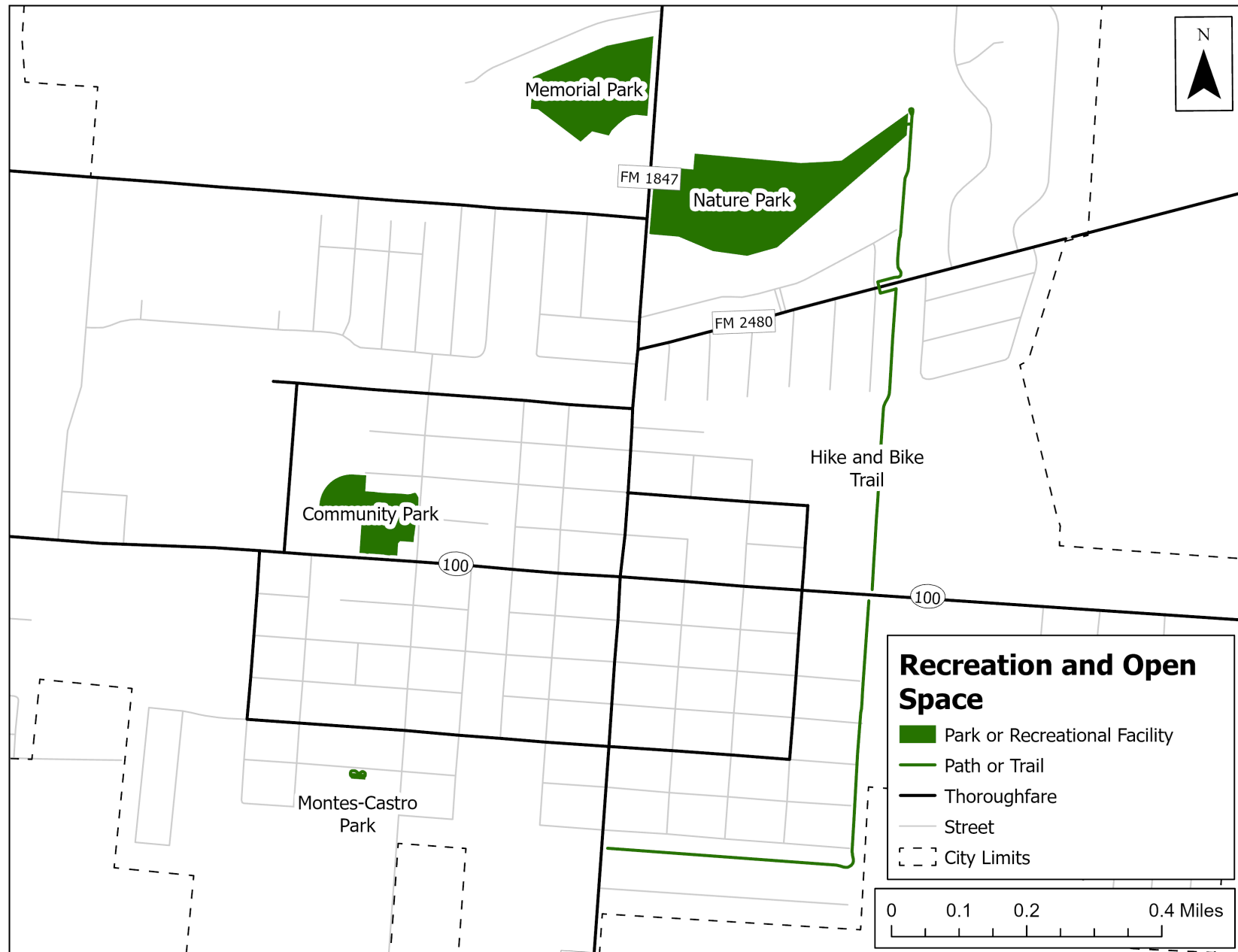
The Hike & Bike Trail starting at the eastern end of the Nature Park trail is a part of the Caracara Trails system. The Los Fresnos segment is currently 1.6 miles long and ends at FM 1847 and 10th Street in the city. Plans include a loop around Los Fresnos totaling another 2.2 miles of trail. In addition, a 1.5-mile extension from the current end of the trail south to Historic Battlefield Trail portion of the Caracara trails system is planned. This would connect the Los Fresnos trail to downtown Brownsville and the West Rail Trail, which extends into Matamoros. The City of Los Fresnos and Brownsville are working together on this extension, with the City of Brownsville providing engineering.

ISD Facilities

The City of Los Fresnos currently has an agreement with Los Fresnos ISD for public use of the baseball field on the elementary school campus adjacent to the two Community Park baseball fields. The public can use this field any time as it is separated from the school grounds by a fence and gate. The agreement also allows public access to four tennis courts at the High School campus which remain open for community use even after school hours.



Recreation and Open Space



Inventory

The table below provides the shared inventory for all public parks in Los Fresnos. Only facilities open to the public are included in the recreation facility inventory.

Recreation Facility Inventory

<u>AMENITIES</u>	Total	<u>CITY-MAINTAINED</u>					<u>ISD</u>
		Community Park	Memorial Park	Montes-Castro Park	Nature Park	Caracara Hike & Bike Trail	Elementary and High Schools
TEAM SPORT COURTS & FIELDS							
Softball/Little League	3	2	-	-	-	-	1
General Use/ Soccer Field	1	-	8	-	-	-	-
Basketball Court	2	1	1	-	-	-	-
Volleyball Court	1	-	1	-	-	-	-
Tennis Court	4	-	-	-	-	-	4
SUPPORTING AMENITIES							
Bike Rack	4	1	1	1	1	-	-
Bleachers	9	7	-	-	-	-	2
Concessions Stand	2	2	-	-	-	-	-
Dugouts	6	4	-	-	-	-	2
Water Fountain	12	6	2	2	2	-	-



PLAY							
Playground	4	1	1	1	1	-	-
Playscape	3	1	1	1	-	-	-
Spring Rider	3	2	-	-	1	-	-
Swing Set	3	1	1	1	-	-	-
PASSIVE							
BBQ Grill	9	3	4	2	-	-	-
Amphitheater	1	-	-	-	1	-	-
Park Bench	31	16	6	5	4	-	-
Pavilion	2	1	1	-	-	-	-
Picnic Tables	30	9	16	2	3	-	2
ADDITIONAL AMENITIES							
Swimming Pool	1	-	1	-	-	-	-
OTHER SUPPORTING AMENITIES							
Lighting	36	19	15	2	-	-	-
Restrooms	3	1	1	-	1	-	-
Trashcans	46	18	10	4	4	-	-
MISC.							
Small Skate Park	1	1	-	-	-	-	-
Multi-use Trails	4 (1.62 miles)	1 (0.32 mile)	1 (0.4 mile)	1 (0.06 mile)	1 (0.9 mile)	-	-
Hike & Bike Trail	1	-	-	-	-	1 (1.6 miles)	-



Additional Local Areas Used for Outdoor Activities

The City's Nature Park is a dedicated open space that provides opportunities for passive recreation, to habitat for local flora and fauna, and ensures no development occurs in the floodplain it encompasses.

Regional Recreation Areas

Laureles County Park

Laureles County Park is just north of the City's ETJ boundary. Laureles Park contains two fully developed baseball fields, one practice baseball field, a playground with a playscape and swings, a splashpad, a basketball court, a pavilion with picnic tables, bathrooms, a concession stand, a walking trail, and two soccer fields.

Future improvements to the park include converting the practice baseball field into a full Little League field by adding covered bleachers and lights, adding shade canopies to both soccer fields and all three baseball fields, expansion of the walking trail, addition of a cover for the basketball court, and addition of a butterfly garden, inclusive playground, covered exercise court, landscaping and solar lighting throughout the park, and lighting for the soccer fields. For more information visit cameroncountytexas.gov/parks-community-parks/parks-laureles-community/.

Palo Alto Battlefield National Historical Park

Located approximately 5 minutes south of Los Fresnos off FM 1847, the 2,000-acre Palo Alto Battlefield National Historical Park This historic site provides a ½-mile walking trail to a scenic overlook of the battlefield area. Entrance is free. For more information visit nps.gov/paal/index.htm.

Resaca De La Palma State Park

Resaca De La Palma State Park is approximately 20 minutes southwest of Los Fresnos. Located in Brownsville, Texas, this 1,200 acre preserve offers hiking, walking, birding and biking trails. Admission is \$4 for adults and children are free. For more information visit tpwd.texas.gov/state-parks/resaca-de-la-palma.

Privately Owned Recreational Facilities

Rancho Viejo Resort & Country Club. Rancho Viejo Resort & Country Club is approximately 10 minutes southwest of Los Fresnos off Olmito North Rd. Club facilities include an 18-hole golf course, a swimming pool, tennis courts and two restaurants. For more information visit www.rvrcc.com.

Los Fresnos Rodeo Grounds. Los Fresnos Rodeo Grounds is located on Ocean Blvd next to City Hall. The Rodeo takes place once a year in mid-February. For more information visit <https://www.lfrodeo.com/>.



Facility	2025		Additional Facilities Needed	
	Existing within service area	Suggested (#/population)	Currently needed	Total needed by 2035
Facilities needed locally (within 2.0 miles)				
General-Use/Soccer Field	8	1 per 3,125	-	-
Softball / Little League Field	3	1 per 4,057	-	-
Basketball Court	2	1 per 4,057	-	1
Tennis Court	4	1 per 8,114	-	-
Pickleball Court	-	1 per 8,114	1	1
Volleyball Court	1	1 per 8,114	-	1
Playground	4	1 per 3,125	-	1
Picnic Tables	30	1 per 200	10	47
Group Picnic Area (Covered)	2	1 per 4,057	-	1
Benches	31	1 per 262	-	28
Light Activity Area	-	1 per 8,114	1	1
Small Skate Park	1	1 per 8,114	-	1
BMX Track	-	1 per 8,114	1	1
Multiuse Paths/Trails	Actual Mileage	Pop Per Mile		
Multi-use Trails	1.62 miles	8,114	0.5 miles	2.2 miles
Hike and Bike Path	1.6 miles	8,114	0.5 miles	2.2 miles



<i>Facilities needed within region (< 30 min. drive time; golf and hike/bike trail< 1hr.)</i>				
Football Field [1]	-	1 per 20,000	-	-
Swimming Pool	1	1 per 14,166	-	-
Golf (18-hole) [2]	-	1 per 25,000	-	-
Golf (18-hole) [2]	-	1 per 50,000	-	-

Notes: **[1]** Standard met by ISD Facilities, **[2]** Rancho Viejo Country Club within ten-minute drive of Los Fresnos

Source GrantWorks Fieldwork, 2024



Acreage Needs by Population Size

As expressed in the City’s facility standards, Los Fresnos’ residents should have access to a minimum of five (5) acres and an ideal 15 acres of park land per 1,000 residents. Acreage of private recreational facilities and areas of school campuses closed to the public or open only on a limited basis are not included.

The city of Los Fresnos’ current Level of Service (LOS) is just under the minimum park acreage. Public parks provide a LOS of 4.8 acres of developed parkland per 1,000 residents.

Acreage Needs by Park Location

The standards-based assessment also determines recreation needs based on park service areas. The service area refers to the area formed by a predetermined radius extending out from the park that would typically serve the surrounding population. The service area of existing parks is described on the table above and in the figure on the next page.

Based on housing locations, approximately 85% households in Los Fresnos are served by at least one public recreational facility. Most residents likely require a car to access the city’s existing parks.

Level of Service, Existing		Acreage		Service Area (Miles)	City Households Served	% of Houses
Facility	Park Type	Desirable	Total			
Nature Park	Community	15-to-25	22.7	1	1,900	67%
Memorial Park	Community	15-to-25	11.8	1	2,224	78%
Community Park	Community	15-to-25	6.6	1	2,230	79%
Montes Castro Park	Neighborhood	<1	0.1	1/4	305	11%
Total Acreage			41.1			85%
Population – 8,500 (est. 2024); 15,500 (est. 2045)						
Level of Service 2024 (acres per 1,000 residents)			4.8			
Level of Service 2046			2.7			

Source: GrantWorks Fieldwork, 2024



Park Service Areas, Existing



Proposed New Park and Practice Fields

The City of Blooming Grove has the opportunity to expand its park system through the development of a new park in the excess grass parking lot for the Los Fresnos Rodeo Grounds. This park would include practice fields with lighting for local youth sports leagues as well as traditional park amenities like a playground, swings, and restrooms. This site would address an identified need for dedicate practice fields and would expand park access 28 nearby households in addition to 58 potential households if single-family homes are built on undeveloped, subdivided lots.



Level of Service, Proposes

Facility	Park Type	Acreage		Service Area (Miles)	City Households Served	% of Houses
		Desirable	Total			
Nature Park	Community	15-to-25	22.7	1	1,900	67%
Memorial Park	Community	15-to-25	11.8	1	2,224	78%
Community Park	Community	15-to-25	6.6	1	2,230	79%
Montes Castro Park	Neighborhood	<1	0.1	1/4	305	11%
Practice Fields and Park	Neighborhood	1-to-15	14.9	1/2	598	21%
Total Acreage			56.0		2,450	86%

Population – 8,500 (est. 2024); 15,500 (est. 2045)

Level of Service 2024 (acres per 1,000 residents)	6.6
Level of Service 2045	3.6

Source: GrantWorks Fieldwork, 2024



Park Service Areas, Proposed



Demand-Based Assessment

The demand-based assessment of local recreation facilities is based on the results from a survey made available to Los Fresnos residents for over approximately two months between June and August 2024. One hundred and twenty (120) respondents completed the survey.

Data gathered from the surveys identified common recreational activities, favorite parks/recreation spaces, priority improvements to local parks, and desire

Top Five Recreation Activities & New Facilities

Top 5:	Activities	New Facilities
1.	Walking/Biking/Hiking	Picnic areas
2.	Swimming	Splash Pad/ Swimming Pool
3.	Fishing/Hunting	Sidewalks
4.	Baseball/Softball	Public Garden
5.	Basketball	Hike/ Jogging/ Biking

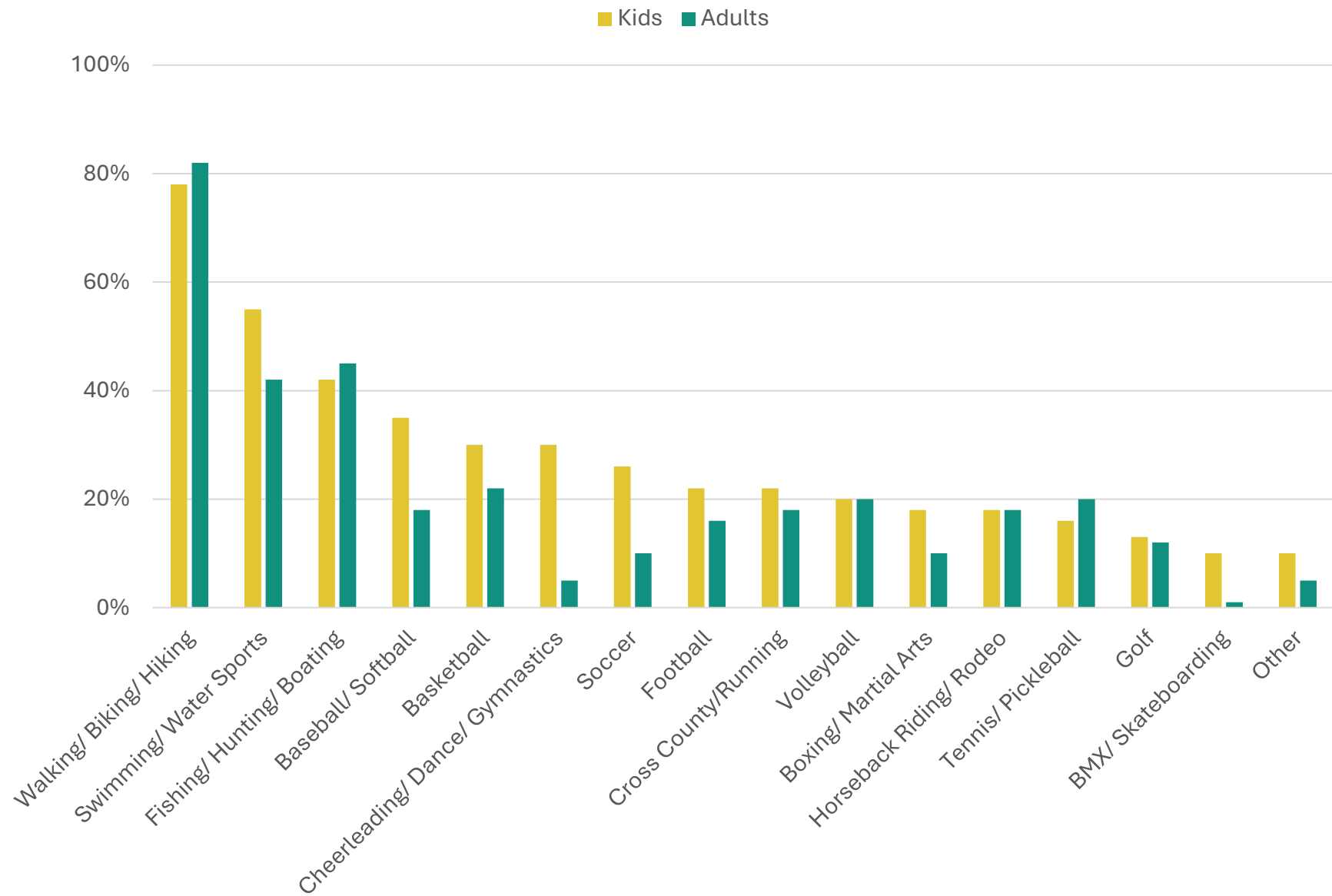
Detailed Demand-Based Assessment Data

Resident Activities & Activity Locations

The survey asked respondents to share their household recreational activities and where those activities take place. Walking, swimming, fishing/hunting, baseball and basketball were the five most popular reported activities. The most popular team sports were baseball, soccer, basketball, volleyball, and football (see *chart next page*).



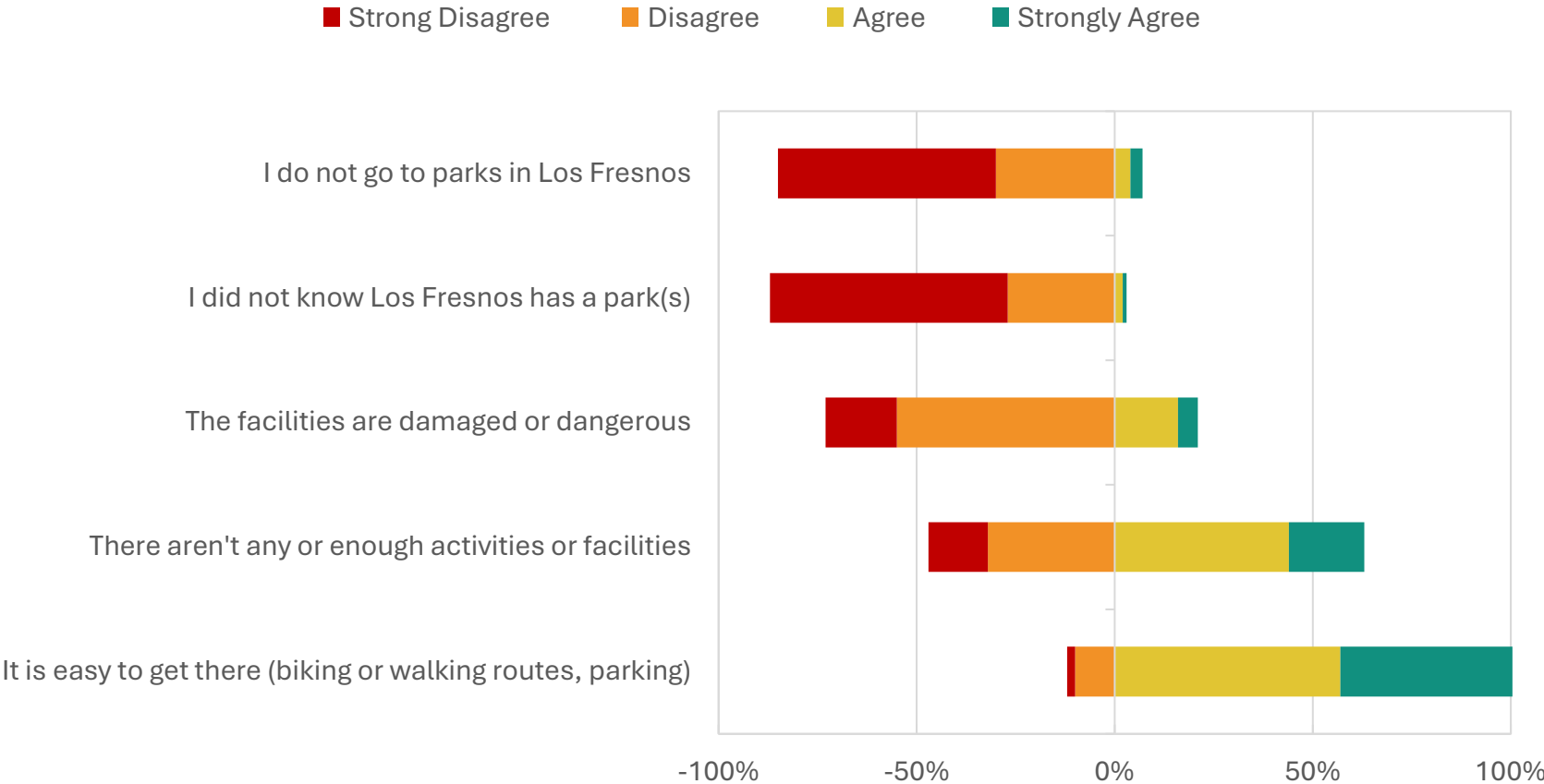
Top Activities



Relatively few respondents report not going to parks in Los Fresnos, but over half believe that there are not enough activities or facilities.

Park Statements

How much do you agree with the following statements about PARKS in Los Fresnos?



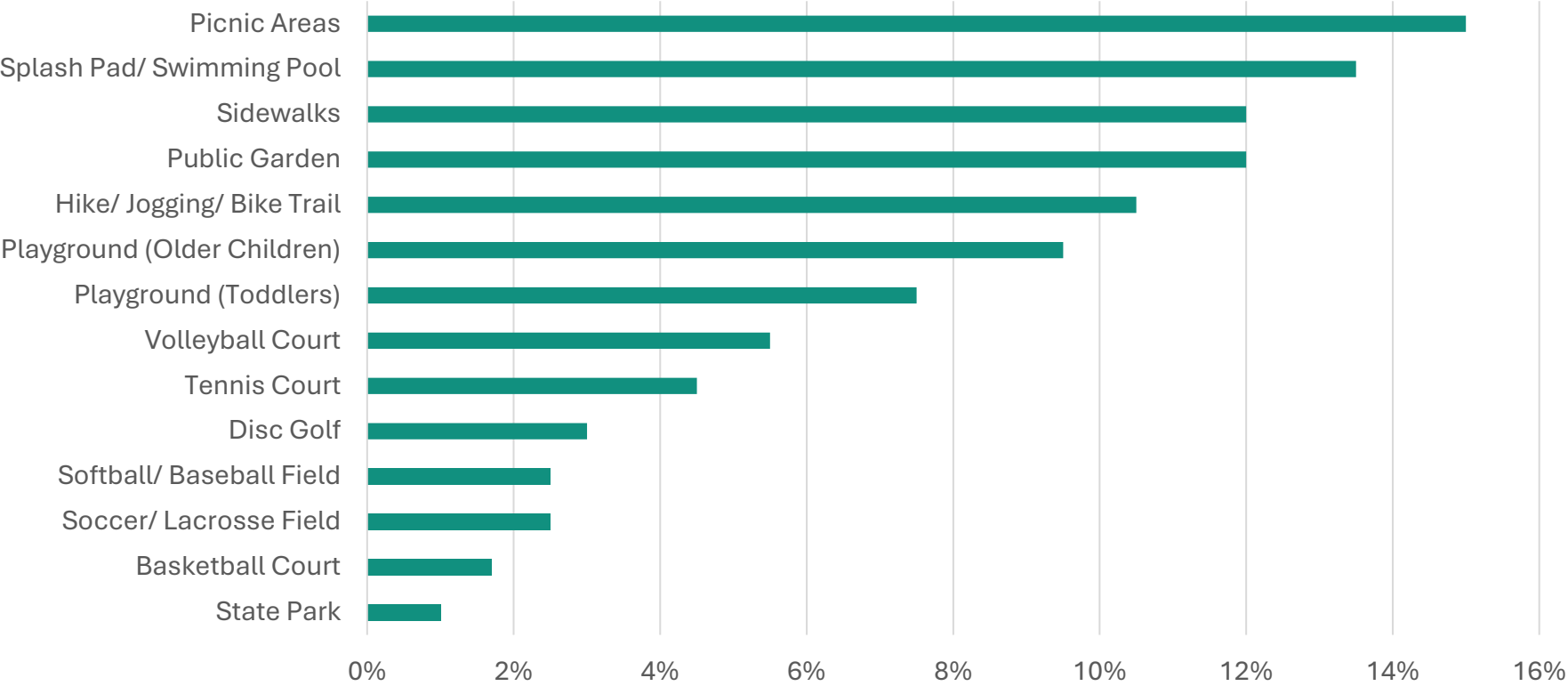
New Facilities

Respondents were asked to review a list of potential new facilities and indicate their top 5 choices. *The chart below* shows the resulting rankings. Top desired facilities are picnic areas, splashpads/swimming pool, sidewalks, public garden, and hike/bike trails.

Desired New Facilities

Which new facilities you would most like to have in Los Fresnos?

Select your top 5



Park Improvements

The survey asked respondents to rank priorities for park improvements/updates. As *the chart below* shows, maintenance was the top selected priority, followed by installing supporting facilities, and improving park appearance

Rank Your Priorities for Park Improvements/Updates

1

**Maintain Existing
Park and Park
Facilities**



4

**Install Additional
Equipment and
Sports/Courts**



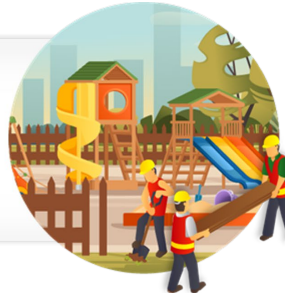
2

**Install Supporting
Facilities at
Existing Parks**



5

**Improve/Maintain
Safety at the Park**



3

**Improve the
Appearance of
the Park**



6

**Increase Park
Size/Develop
New Parks**



Prioritization of Needs

A review of public comments, survey results, and established standards indicates the need to make targeted investments in enhancing existing facilities and building new facilities to expand recreational opportunities in Los Fresnos. Park planners realize that establishing priorities based solely on the public's numerical ranking of activities may not consider the most logical and efficient use of limited available cash and may not provide the widest range of activities to the broadest possible target audience. When establishing priorities to direct future investment it is important to strike a balance between community preferences, standards-based assessments, and the ability of the City to fund construction and maintenance of proposed facilities.

Park Priorities by Type

The City of Los Fresnos has established the following development priorities.

Outdoor Construction-related Priorities (OC):

Priority 1:	Complete Los Fresnos portion of the Caracara Hike & Bike Trail by completing loop in city (2.2 miles). Develop connector trail in Nature Park to both increase trail length and create a shorter loop.
Priority 2:	Cover basketball courts in Memorial Park and Community Park and develop new basketball court, pickleball court, and BMX track in Memorial Park. Integrate benches/ picnic tables in all parks as needed. Complete repairs to volleyball court in Memorial Park.
Priority 3:	Develop agreement with Los Fresnos Rodeo to use their parking lot facilities as practice fields when not in use. Provide lighting and allow teams to develop fields. Install a playground, swings, restrooms, and other park facilities.
Priority 4:	Acquire new park land to meet future demand for more recreational trails and facilities.
Priority 5:	Develop exhibits at park facilities to foster nature appreciation and educate visitors about local flora, fauna, and geology. This can include community gardens and/or xeriscape gardens.
Priority 6:	Encourage development of other outdoor activities typically operated by private businesses such as a skate park, equestrian facilities, miniature golf, bicycle motor-cross, or a mountain-biking trail



Indoor Construction-Related Priorities (IC):

Priority 1:	Encourage development of other indoor activities typically operated by private businesses such as a movie theater, bowling alley, roller-skating rink, gymnastics/twirling center, and indoor rodeo facilities.
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Ongoing Non-Construction Priorities:

Priority 1:	Budget funds for park maintenance
Priority 2:	Budget funds for on-going facility development.
Priority 3:	Schedule biennial review of the Parks & Recreation Master Plan to update inventory and priority needs lists. Solicit new public input every five years.
Priority 4:	Support both temporary and permanent recreational uses on vacant land such as pocket parks or community gardens.
Priority 5:	Schedule creation of a new Parks & Recreation Master Plan.



Goals & Objectives

Los Fresnos' Parks Master Plan provides a foundation for development of future park and recreation facilities and guidance for maintenance of existing facilities in the city. To realize this vision for the future, actions suggested in this plan relate to specific goals that the residents of Los Fresnos hope to accomplish.

The goals and objectives presented here were determined through formal surveys of residents and interviews with City staff.

Recreation & Open Space Goals & Objectives 2027-2037

Activity Year(s)						
Goals & Objectives	2027 - 2030	2031 - 2033	2034 - 2037	Lead Organization	Cost Estimate	Funding Sources
Goal 1 Maintain recreation facilities in good condition						
Schedule biennial review of the Parks Master Plan and update priority list as needed. Solicit new public input every five (5) years.	X	X	X	City	< \$5,000	GEN
Schedule creation of new Parks Master Plan.			X	City	\$25,000	GEN, CDC
Budget funds for park maintenance and for on-going facility development.	X	X	X	City	As needed	GEN, CDC
Goal 2 Improve existing recreation facilities to permit and encourage additional use and construct new facilities that fulfill residents' expressed needs and bring the city more up to standard.						
Complete Los Fresnos portion of the Caracara Hike & Bike Trail by completing loop in city (14,319 LF).	X	X		City	Up to \$60,000 (or 20% match of TPWD grants)	TPWD, GEN, CDC
Develop connector trail in Nature Park to both increase trail length and create a shorter loop.	X	X		City	Up to \$150,000 (or 50% match of TPWD grants)	TPWD, GEN, CDC



Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2027 - 2030	2031 - 2033	2034 - 2037			
Use Small Communities park grant funds to cover basketball courts in Memorial Park and Community Park and develop new basketball court, pickleball court, and BMX track in Memorial Park. Integrate benches/ picnic tables in all parks as needed	X	X		City	Up to \$150,000 (or 50% match of TPWD grants)	TPWD, GEN, CDC
Develop exhibits at park facilities to foster nature appreciation and to educate visitors about local flora, fauna, and geology. This can include community gardens and/or xeriscaped gardens.	X	X	X	City	<\$5,000	GEN, Local
Develop agreement with Los Fresnos Rodeo to use their parking lot facilities as practice fields when not in use. Provide lighting and allow teams to develop fields. Install a playground, swings, restrooms, and other park facilities.	X			City	Variable	GEN, Local
Complete 1.5 mile connection from Los Fresnos portion to Historic Battlefield portion of Caracara Trail system to provide connection to Brownsville and Matamoros.			X	City, Brownsville		GEN, CDC, Local
Encourage development of other indoor activities typically operated by private businesses such as a movie theater, bowling alley, roller-skating rink, gymnastics/twirling center, and indoor rodeo facilities.	X	X	X	City	Variable	GEN, CDC, Chamber



Goals & Objectives	Activity Year(s)			Lead Organization	Cost Estimate	Funding Sources
	2027 - 2030	2031 - 2033	2034 - 2037			
Encourage development of other outdoor activities typically operated by private businesses such as a skate park, equestrian facilities, miniature golf, bicycle motor-cross, and a mountain bike trail.	X	X	X	City	Variable	GEN, CDC, Chamber
Acquire new park land and develop to meet future demand for more recreational trails and facilities.			X	City	Up to \$750,000 (or 50% match of TPWD grants)	TPWD, GEN, CDC
Support both temporary and permanent recreational uses on vacant land such as pocket parks or community gardens	X	X	X	City	Variable	GEN, Local
Goal 3 Establish ongoing maintenance and improvements to open spaces and highway right-of-way to demonstrate local pride and attract visitors, investors, and new residents.						
Support both temporary and permanent recreational uses on vacant land such as pocket parks or community gardens	X	X	X	City	Variable	GEN, Local

GEN = City of Los Fresnos Municipal Funds; **CDBG** = Community Development Block Grant Program; **Chamber** = Los Fresnos Chamber of Commerce; **CDC** = Los Fresnos Community Development Corporation; **Local** = Donations from private citizens, organization, and local businesses; **TPWD** = Texas Parks & Wildlife Department





Implementation Strategy

The Implementation Strategy explains how the Los Fresnos 2037 plan will move from ideas to real results for the community. It describes what actions will be taken, who will be responsible, what tools will be used, and when improvements are expected to happen. The strategy brings together improvements from the Land Use, Transportation, Capital Improvements, and Community Facilities Plans, as well as action items from the Master Parks Plan, to ensure coordinated and effective implementation. Each action is tied to a community goal and includes a general timeline, responsible parties, and possible funding sources to help ensure the plan is carried out in a clear and practical way.

The strategy also provides a framework for maintaining the comprehensive plan and key components to ensure that Los Fresnos 2037 remains relevant, accurate, and responsive to local needs.

Actions & Action Types

The actions included in this plan incorporate a variety of tools available to the City of Los Fresnos:

- Capital Projects
- Policies and Programs
- Regulations and Standards
- Partnerships and Collaborations
- Communication and Technology
- Additional Planning

Among these tools, the Zoning Ordinance is the most effective tool for delivering the community's vision and promoting hazard resiliency. Zoning ordinances translate long-term development goals into specific, enforceable requirements backed by consistent and transparent policies for development review and approval.

Timeline

The timeline organizes plan implementation into four timeframes:

- Annual, Ongoing, or As Needed
- Short-Term (1-2 Years)
- Mid-Term (3-6 Years)
- Long-Term (7+ Years)

Long-term action items may reflect priorities and projects extending beyond the current 10-year planning period (2026 – 2036).

Responsible Entity

The City of Los Fresnos, including its various departments and staff, is the primary entity responsible for implementing this plan, but the participation of residents and other agencies and organizations is important to its success.

- Other key community partners include:
- Los Fresnos Community Development Corporation
- Los Fresnos Consolidated Independent School District
- Cameron County
- Lower Rio Grande Valle Development Council

Potential Funding Sources

Comprehensive plan recommendations are typically funded through a combination of public and private sources. Common sources include:

- Local budgeted funds
- Grants
- Bonds
- Impact fees or developer contributions
- Public-private partnerships

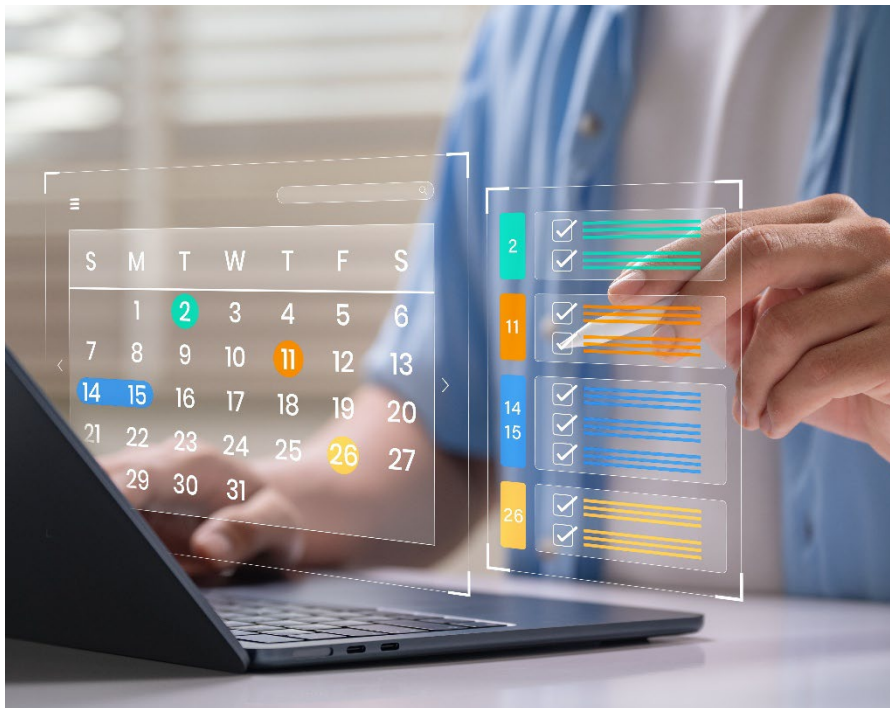
Potential funding sources are identified for all action items. Where feasible, a combination of funding sources is recommended. Ongoing review of available grant funding is also recommended, as opportunities are likely to change over the planning period.



Plan Maintenance

A comprehensive plan is a living document that should grow and change as a community does. Routine maintenance activities, such as reviewing maps, policies, and actions, or soliciting public input, help ensure the plan and its elements remain aligned with local needs.

The following schedule provides for regular, timely reviews and updates. Depending on local needs, plan maintenance may range from progress reports to a formal plan amendment. The frequency and extent of review may change as Los Fresnos continues to grow.



Potential considerations include:

Plan Performance

- Which planned actions are completed or in progress?
- How did this progress compare with planned timelines?
- How did budgeted resources compare with what was used?
- How does the current population compare with the forecasted population change?

Plan Refinement

- Which actions remain? Should associated timelines/budgeting/responsible entities be adjusted?
- Do existing conditions maps need to be modified?
- Do plan maps need to be modified?

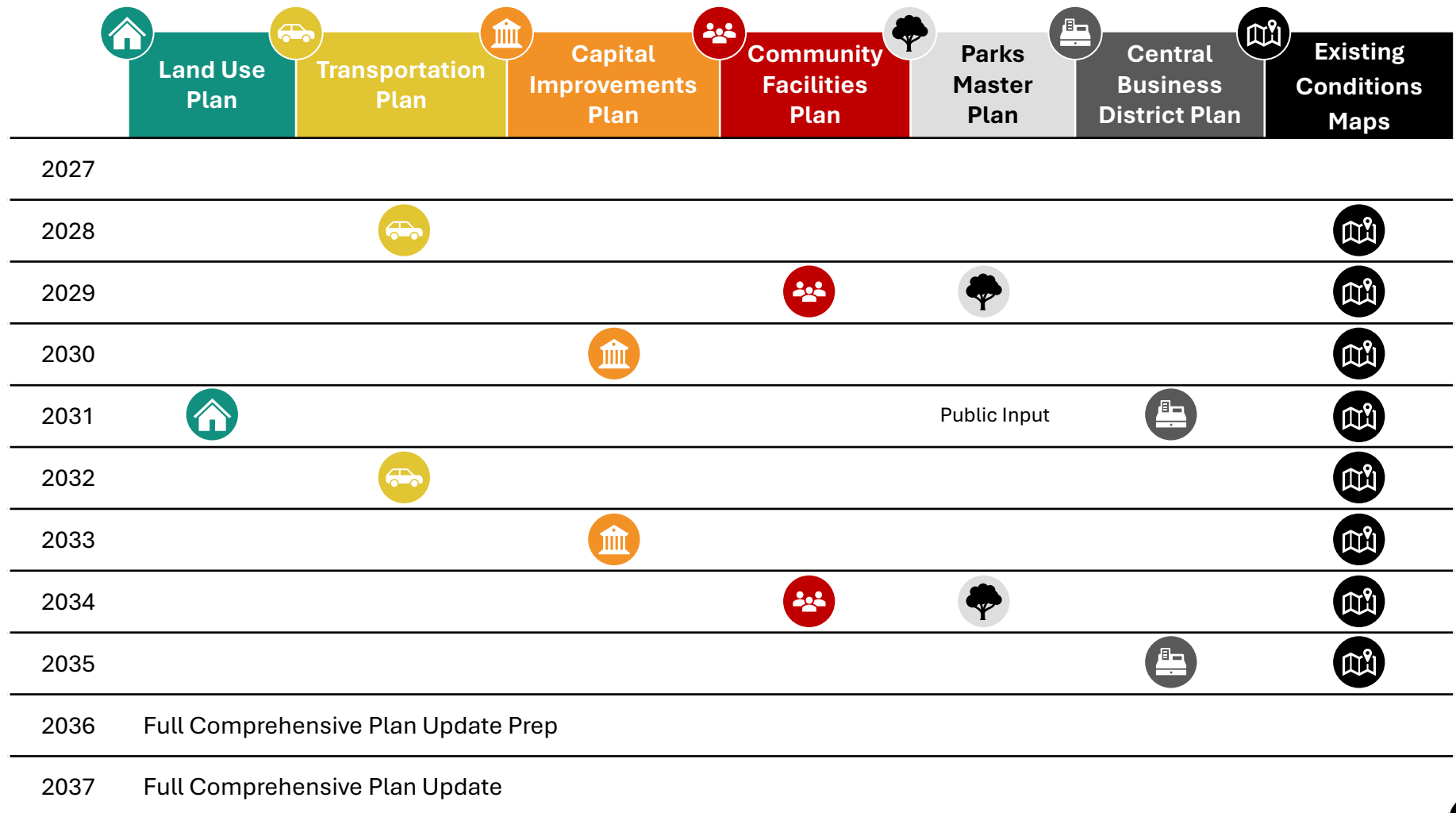
Plan Realignment

- Are there any planned projects that are no longer feasible?
- Are there emerging priorities or needs that the current plan does not sufficiently address?
- Are there new or additional strategies the City would like to pursue in support of plan goals?



PLAN MAINTENANCE SCHEDULE

Plans are living documents and should be reviewed and updated periodically.



IMPLEMENTATION PLAN

Goal 1: Reliable and efficient water and sewer systems protect public health and reduce the impacts of disruptive events.

IMPLEMENTATION PLAN

Designed to achieve the plan goals and objectives, the action items are accompanied by timing, action type, responsible entities, and potential funding sources

Objective	Action	Timeline (Years)				Action Type					Responsible Parties	Potential Funding Sources	
		O: On-Going	S: Short-Term (1-2)	M: Mid-Term (3-6)	L: Long-Term (7+)	C: Capital Project	P: Policy and Program	R: Regulation or Standar	CL: Partnership or Collaboration	CM: Communication/Technology	PL: Additional Planning		
Objective 1.1: Between 2027 and 2037, implement a Capital Improvements Plan that establishes prioritized improvements to the local water and wastewater systems.													
Action 1.1.1	Actively seek and apply for grant funding opportunities to help finance key projects identified in the Capital Improvements Plan.	O							C L			City	CDBG, TCEQ



Action 1.1.2	Replace 70,583 linear feet (LF) of existing water lines in central Los Fresnos. Install an additional 13,874 LF of PVC. The City has received a grant and loan package from the Texas Water Development Board to fund this project pending an agreement on CCN overlaps with Olmito WSC and East Rio Hondo WSC.		S			C						City	TWDB
Action 1.1.3	Replace 23,070 linear feet (LF) of existing wastewater lines, rehabilitate or replace 40 manholes, install 2 new manholes, and reconnect services lines to the replaced lines in central Los Fresnos. This project will be funded by a grant and loan package from the Texas Water Development Board.		S			C						City	TWDB
Action 1.1.4	Install approximately 6,469 LF of 8-inch PVC water main along South Nogal Street to provide improved system connectivity to the area.			M		C						City	TWDB, CDBG-CD
Action 1.1.5	Increase the capacity of the North Arroyo Lift Station and install a direct force main connection to the West Ocean Lift Station.			M		C						City	CDBG-CD, Developer
Action 1.1.6	Increase the firm pumping capacity of the South Alamo Lift Station from 1,300 GPM to 2,000 GPM. Improvements includes pump replacement and hydraulic upgrades to support future growth and system reliability.			M		C						City	TWDB



Action 1.1.7	Upgrade the control panel and increase the capacity of the pumps at the South Arroyo Lift Station. Divert the flow from this lift station away from the South Alamo Street Lift Station by tying into an abandoned force main that runs from West 10 th Street and South Alamo Street to the Wastewater Treatment Plant. This project will be partially funded by the developers of the Montage and Mesquite subdivisions.			M		C						City	CDBG-CD
Action 1.1.8	Continue evaluating rate structure and usage characteristics annually to determine if rate increase would be feasible and enable the system operator to complete more line replacement projects				L		P					City	GEN
Action 1.1.9	Install approximately 3,604 LF of 8-inch PVC waterline along West Ocean Boulevard 100 from the end of the existing 6" PVC pipe to Farm-to-Market Road 1575 to accommodate a future emergency interconnection with the Olmito WSC. Create a loop to maintain system and allow for future extensions in the area.				L		C					City	TWDB, CDBG-CD
Action 1.1.10	Conduct site and utility improvements at the raw water reservoir. Clear dense vegetation along the reservoir banks. Excavate and dredge the reservoir. Excavate and regrade the existing swale and berm. Remove and replace the overflow outlet, connection pipe, and control box. Install five (5) 18" headwalls, one (1) junction box with a manhole, and two (2) sloped overflow structures/spillways.				L		C					City	TWDB, CDBG-CD



Action 1.1.11	Expand the capacity of the Wastewater Treatment Plant from 1.0 MGD to 2.0 MGD. Replace the motor and gearbox assembly, column drive, scraper mechanism, skirt, effluent weir, effluent pipe inside tank, inlet trough, race skimmer, mechanical overload device (shear pin), and stainless-steel anchor bolts on the south clarifier. Replace the scraper mechanism and skirt on the north clarifier. Replace the master control center, located adjacent to the chemical distribution building. Remove and replace the sand and gravel in the old sludge drying beds.				L	C						City	TWDB, TIRZ, Developer
Action 1.1.12	Following the increase in the Wastewater Treatment Plant's daily treatment capacity, utilize remaining funds to upgrade or replace the north clarifier and drying beds. If funding remains, upgrade or replace the South Clarifier.				L	C						City	TWDB, TIRZ, Developer
Action 1.1.13	Conduct a study to determine the feasibility of reclaiming discharged water from the Wastewater Treatment Plant to be used as an alternative source of water and the Water Treatment Plant. Following completion of this study, construct the recommended improvements.				L	C						City	B of R (engineering)



Objective 1.2: Reduce unplanned service interruptions and sewer overflows and backups by 2032.

Action 1.2.1	Exercise preventative maintenance by inspecting all facilities once per year.	O					P					City	GEN
Action 1.2.2	Develop and maintain a log of all water and sewer service disruptions and response/resolution times, with 100% of incidents being documented within 48 hours of reporting	O					P					City	GEN
Action 1.2.3	Develop and maintain a log of sewer backups and overflows and response/resolution times, with 100% of incidents being documented within 48 hours of reporting	O					P					City	GEN
Action 1.2.4	Use tracking data to prioritize water and wastewater improvements. Review logs annually to identify common issues, etc.	O					P				P L	City	GEN
Action 1.2.5	Develop and institute pre-adverse-event procedures to harden and prepare system for disaster.		S				P					City	GEN
Action 1.2.6	After major improvements are made according to the phased projects in this report, begin an annual program to smoke test and pressure test all existing manholes and cleanouts for leakage. Install waterproofing and seals as needed.			M			P					City	GEN
Action 1.2.7	Implement surge protection on critical facilities to protect equipment.				L	C						City	GEN



Action 1.2.8	Consider constructing a deep water well for additional raw water supply.				L	C						City	GEN
Action 1.2.9	Implement program to promote water conservation by landscaping with low water usage plants at all public buildings and new residential development				L		P					City	GEN
Action 1.2.10	Install sprinkler systems at all public buildings and common areas and implement watering schedule. Educate the public through use of social media and flyers on benefits of utilizing sprinkler system or watering around foundation and sidewalks to prevent expansive soils from cracking concrete.				L	C					C M	City	GEN
Objective 1.3: Reduce non-revenue water loss over the next five years.													
Action 1.3.1	Use tracking data to prioritize water improvements. Review logs annually to identify common issues.	O					P				P L	City	GEN
Action 1.3.2	Continue tracking water loss.		S				P					City	GEN
Action 1.3.3	Implement methods to classify meters and replace meters that are damaged or leaking.		S				P				P L	City	GEN
Objective 1.4: Maintain 100% compliance with all applicable federal and state standards (e.g., Safe Drinking Water Act).													
Action 1.4.1	Actively seek and apply for grant funding opportunities to address TCEQ issues.	O								C L		City	GEN



Action 1.4.2	Participate in the 2026 Rio Grande Regional Water Plan.		S							C M	P L	City	GEN
Action 1.4.3	Develop a log of water quality incidents and resolution times for internal tracking and public transparency.		S				P					City	GEN
Action 1.4.4	Participate in the 2031 Rio Grande Regional Water Plan.			M						C M	P L	City	GEN
Action 1.4.5	Participate in the 2036 Rio Grande Regional Water Plan.				L					C M	P L	City	GEN



Goal 2

Effective stormwater management reduces flooding risks and maintains clean resacas, contributing to a safer and healthier community.

Objective 2.1: Between 2027 and 2037, implement a Capital Improvements Plan that establishes prioritized improvements to the local storm drainage system.

Action 2.1.1	Actively seek and apply for grant funding opportunities to help finance key projects identified in the Capital Improvements Plan.	O							C L			City	GEN
Action 2.1.2	Adopt a basic street and drainage construction manual/ordinance specifying required width and depth of drainage channels and diameter of culverts for use by current and future city staff and contractors hired to construct improvements		S					R				City	CDBG, USDA
Action 2.1.3	Valle Alto Drainage Improvements. Excavate, regrade, and clean a 1,450 LF drainage ditch and install Reinforced Filter Fabric Fencing along either side. Excavate and regrade the Valle Alto Detention Pond and install Reinforced Filter Fabric Fencing around the perimeter. Install 4 new headwalls where existing storm sewer pipes meet the drainage ditch and retention pond. The City has applied for a grant and loan package from the Texas Water Development Board for this project.		S			C						City	TWDB
Action 2.1.4	Whipple Road Drainage Improvements. Excavate and regrade 5,070 LF of drainage ditches and 854 LF of swales. Remove and Replace 9 culverts with 24" RCP (332 LF), 1 culvert with 18" RCP (27 LF), and 3 culverts with 24" RCP with SETs (96 LF). Remove 2 18" RCP (64 LF) culverts. Repair asphalt streets and concrete or caliche driveways following culvert removal and/or replacement.		S			C						City	TWDB



Action 2.1.4 (cont.)	Reinforced filter fabric will be installed at the end of each culvert and along the swale. Install 1 grate inlet. The City has applied for a grant and loan package from the Texas Water Development Board for this project.		S			C														City	TWDB
Action 2.1.5	California Crossing Drainage Improvements. Install 3 24" RCP storm sewer pipes (428 LF). Install 2 36" RCP culverts (64 LF each) with 2 flared end sections. Remove and replace 18" RCP with 24" RCP (201 LF) and 24" RCP storm sewer pipes with 30" RCP (37 LF). Remove and replace 24" RCP with 30" RCP (810 LF) with concrete flared ends. Remove and replace 2 curb inlets and 1 grate inlet. Install 2 curb inlets and 1 grate inlet. Excavate and regrade the California Rd Lateral (585 LF). Excavate and grade a new drainage channel to the Delta Farms Lateral (1,360 LF). Install a 1,492 LF concrete pilot channel between the detention pond and neighborhood, with an outfall structure at the eastern end. Excavate, regrade, and increase the capacity of the existing detention pond. Repair asphalt streets and concrete driveways where disturbed. This project will be completed in coordination with the Cameron County Drainage District #1.		S			C														City, City, Cameron County Drainage District #1	CDBG, USDA, TWDB



Action 2.1.6	Resaca Escondido and Falcon Lake. Install drainage features that allow Resaca Escondido and Falcon Lake to drain naturally into the drainage channel to the east. The City has applied for a grant and loan package from the Texas Water Development Board to complete this project.			M		C						City	TWDB
Action 2.1.7	West Whipple Road Lateral Drainage Improvements. Excavate and regrade 3,955 LF of drainage channels and 266 LF of swales. Excavate and grade 1,388 LF of new drainage channels. Remove and Replace culverts, installing 24" RCP (130 LF) culverts and 60" RCP (60 LF) culverts with flared end sections. Repair driveways disturbed during culvert replacement.			M		C						City	CDBG, USDA, TWDB
Action 2.1.8	Los Fresnos Elementary Lateral Drainage Improvements. Remove and replace RCP culvert with 36" RCP (180 LF) culverts with two flared end sections. Excavate and regrade Los Fresnos Elementary Lateral (3,563 LF). Upgrade the culvert along State Highway 100 that drains into this lateral.			M		C						City	CDBG, USDA, TWDB
Action 2.1.9	East 2nd Street Drainage Study. Conduct an engineering analysis to determine the cause of flooding where the East 2nd Street drainage channel meets the Hike & Bike Trail.			M							P L	City	GEN
Action 2.1.10	North Canal Street Drainage Improvements. Remove 462 LF of existing drainage pipes and concrete flume. Install 36" RCP storm sewer pipes (702 LF) and 24"			M		C						City	CDBG, USDA, TWDB



Action 2.1.10 (cont.)	24" RCP storm sewer pipe (65 LF). Install 4 grate inlets and 1 curb inlet. Repair pavement of asphalt streets where disturbed.			M		C						City	CDBG, USDA, TWDB
Action 2.1.11	Review progress made on the Master Drainage Plan at least every five years. Update timelines as needed.			M							P L	City	GEN
Action 2.1.12	Los Fresnos Community Park Drainage Improvements. Excavate and regrade the West 8th St Lateral. Remove and replace 36" RCP storm sewer pipes with 60" RCP (2,129 LF), with flared end at S Olmo St and W 8th St. Remove and replace 24" RCP storm sewer pipes with 42" RCP (322 LF). Remove and replace 18" RCP storm sewer pipes with 24" RCP (255 LF). Remove and replace 12" RCP storm sewer pipes with 18" RCP (85 LF). Remove and replace 7 storm sewer manholes. Remove and replace 4 grate inlets. Remove and replace 8 curb inlets. Repair asphalt streets where disturbed.					L	C					City	CDBG, USDA, TWDB
Action 2.1.13	South Nogal Street Detention/Retention Pond. Construct a large detention/retention pond at South Nogal Street and West 10th Street to hold water during heavy rain events.					L	C					City	CDBG, USDA, TWDB
Action 2.1.14	Holly Lane Storm Sewer Improvements. Replace the storm sewer that runs from the Holly Lane Subdivision to the drainage canal to the south.					L	C					City	CDBG, USDA, TWDB



Action 2.1.15	Partner with Cameron County Drainage District #1 to implement drainage improvements downstream to prevent bottleneck flooding into the city from undersized drainage lines in the County.			L					C L			City, Cameron County Drainage District #1	Cameron County Drainage District #1, GEN
Objective 2.2: By 2037, achieve a stormwater maintenance calendar that ensures 100% stormwater system coverage for inspection and maintenance over 10 years.													
Action 2.2.1	Maintain a stormwater maintenance log (location, date, type of work performed), review biannually to identify recurring issues, high maintenance costs, and underperforming infrastructure.	O						P				City	GEN
Action 2.2.2	Expand inspections and cleaning gradually to annually cover at least 10% of the system by 2031.	O						P				City	GEN
Action 2.2.3	Install surveillance/camera system to visually monitor reservoir banks for erosion or possible failure. Mitigate erosion damage as necessary when it is identified.			M			C					City	GEN
Action 2.2.4	Implement a tree trimming program that routinely cleans tree limbs hanging in ROW and easements; Survey and remove hazardous trees from drainage systems that have the potential to damage power lines and/or impede flow of water and create dam effects during flood/wind events. Implement an annual event with City to elicit help with mitigation efforts			M				P				City	GEN



Goal 3

Vehicles can move safely and efficiently throughout the city, ensuring reliable access for residents, businesses, and emergency services.

Objective 3.1: Between 2027 and 2037, implement a Transportation Plan that establishes critical and high-priority local street improvements with an emphasis on safety and hazard resilience.

Action 3.1.1	Coordinate transportation and land use planning.	O						R				City	GEN
Action 3.1.2	Annual seal coat ten (10) percent of paved City streets; annual overlay five (5) percent of paved City streets; and budget for preventative maintenance of paved City streets (based on 31-foot average width incorporated into the construction phases).	O				C						City	GEN, TIRZ
Action 3.1.3	Adopt standards for high-quality and visually appealing development along thoroughfares		S					R				City	GEN
Action 3.1.4	Require all new streets to connect to existing streets, restrict the use of dead-ends, and limit block length to a minimum of 200' and a maximum of 1000'.		S					R				City	GEN
Action 3.1.5	By 2027, establish a system for maintaining the street system on an overlapping, rotating basis by following a program of chip seal coating, overlay, and reclamation		S				P					City	GEN, TIRZ
Action 3.1.6	Repair 1,760 LF of streets in fair condition in central Los Fresnos, including sections of West 1 st Street, West 3 rd Street, North Ebano Street, and South Brazil Street. Construction will be funded by the Community Development Corporation.		S			C						City	CDC



Action 3.1.7	Repair 3,262 LF of streets in fair and poor condition in central Los Fresnos, including sections of North Mesquite Street, Escalante Road, West 1 st Street, South Ebano Street, and West 6 th Street. Construct Jere Street (1,890 LF) between Harvey Escalante Road and Evergreen Street. Construction will be funded by the Tax Increment Reinvestment Zone.		S			C						City	TIRZ
Action 3.1.8	Repair 900 LF of asphalt in fair and poor condition along North Alamo Street from West Ocean Boulevard to West 3rd Street. Construction will be funded by the Community Development Corporation.		S			C						City	GEN, TIRZ
Action 3.1.9	Repair 2,870 LF of asphalt in fair and poor condition along Canal Street from Mesquite Street to North Arroyo Boulevard and North Alamo Street from West 3 rd Street to Canal Street. Construction will be funded by the Tax Increment Reinvestment Zone.		S			C						City	TIRZ
Action 3.1.10	Repair 2,830 LF of asphalt in fair condition along West 5 th Street, Baja Drive, and Cisco Drive. Construction will be funded by the Community Development Corporation and the Tax Increment Reinvestment Zone.		S			C						City	TIRZ, CDC
Action 3.1.11	Repair 1,910 LF of asphalt in fair condition along West 3 rd Street, West 6 th Street, Olmo Street, and South Brazil Street. Construction will be funded by the Tax Increment Reinvestment Zone.		S			C						City	TIRZ



Action 3.1.12	Repair 1,130 LF of asphalt in fair condition along West 7 th Street, West 10 th Street, and South Brazil Street. Construction will be funded by the Tax Increment Reinvestment Zone.		S			C						City	TIRZ
Action 3.1.13	Expand Whipple Road between Farm-to-Market Road 1575 and Farm-to-Market Road 1847. Widen the roadway to 40 feet (12-foot driving lanes, one lane each direction and a center turn lane, and 2-foot shoulders), and install 5-foot sidewalk and drainage infrastructure along both sides.		S			C						City	GEN, CCRMA, TxDOT
Action 3.1.14	Install 3,506 SY of new streets, extending East 1st Street from North Coma Street to the Hike and Bike Trail.		S			C						City	GEN, TIRZ
Action 3.1.15	Install 3,006 LF (120,242 square yards) of new street, connecting State Highway 100 to Farm-to-Market Road 2480 to the north.		S			C						City	GEN
Action 3.1.16	Evaluate progress and update the Master Sidewalk Plan every five years. Solicit public input.			M							P L	City	GEN
Action 3.1.17	Repair 9,976 LF of asphalt streets in Fair and Poor condition in central Los Fresnos, including stretches of North Brazil Street, North Ebano Street, South Ebano Street, South Coma Street, South Pita Street, East 5th Street, East 8th Street, East 9th Street, and Alvarez Court.			M		C						City	GEN, TIRZ



Action 3.1.18	Install 7,220 LF (288,820 square yards) of new street, extending Rodeo Drive to the south and connecting State Highway 100 to Farm-to-Market Road 1847 to the north.			M		C							City	GEN
Action 3.1.19	Install 2,945 LF (117,821 square yards) of new street, extending Evergreen Street to the north to connect Whipple Road and Henderson Road.			M		C							City	GEN
Action 3.1.20	Install 1,827 SY of new streets, extending East 5th Street from South Ebano Street to the Hike and Bike Trail.			M		C							City	GEN, TIRZ
Action 3.1.21	Repair 16,934 Linear Feet of asphalt streets in fair or poor condition in north-central Los Fresnos neighborhoods, including Valle Alto East and Village East.				L	C							City	GEN, TIRZ
Action 3.1.22	Repair 8,307 LF of asphalt streets in fair condition in south-central and northern Los Fresnos, including Old Legion, Cuates Resaca Village, and residential areas of south-central Los Fresnos.				L	C							City	GEN, TIRZ
Action 3.1.23	Widen Henderson Road between Farm-to-Market Road 1575 and Farm-to-Market Road 1847.				L	C							City	GEN
Action 3.1.24	Install 6,351 LF (254,036 square yards) of new street extending Whipple Road to the west and down to State Highway 100.				L	C							City	GEN
Action 3.1.25	Install 3,281 LF (131,239 square yards) of new street, extending Papaya Drive to Farm-to-Market Road 1847.				L	C							City	GEN



Objective 3.2: By 2030, develop and adopt scoring criteria to evaluate and rank individual street improvements.

Action 3.2.1	Review street maintenance log annually to identify common issues (such as chronic potholes, problem drainage), align maintenance with other infrastructure upgrades, and evaluate program priorities.	O					P					City	GEN
Action 3.2.2	Using the Scoring Criteria provided in the Transportation Plan as a base, adopt Scoring Criteria to use in planning street improvements.		S				P					City	GEN
Action 3.2.3	Develop and maintain a log of street maintenance projects, including the date, location, and type of repair needed.		S				P					City	GEN



Goal 4

Residents and local leaders investigate opportunities to expand multi-modal transportation.

Objective 4.1: Between 2027 and 2037, implement a Transportation Plan that establishes high-priority improvements to the network of sidewalks and multi-use trails.

Action 4.1.1	Ensure that all future upgrades to thoroughfares within the city limits are designed to ITE CSS standards with provisions for sidewalks and bike lanes or shoulders.	O					P						City	GEN
Action 4.1.2	Adopt thoroughfare design guidelines that support pedestrian and bicycle infrastructure.		S				P						City	GEN
Action 4.1.3	Install 14,319 LF of multi-use paths and 4 crosswalks around central Los Fresnos. Install a rectangular rapid-flashing beacon across SH 100 along the existing section of the trail.		S			C							City	GEN, TPWD
Action 4.1.4	Continue collaborating with Brownsville to construct a 1.5-mile connection to Historic Battlefield portion of Caracara Trail system to provide connection to Brownsville and Matamoros.		S						C	L			City	TxDOT, TPWD
Action 4.1.5	Install 269 LF of sidewalks and 1 crosswalk along North Coma Street from East 2nd Street to East 1st Street.			M		C							City	TxDOT, GEN
Action 4.1.6	Install one (1) streetlight at the drive thru entrance to the Dairy Queen on North Coma Street and three (3) streetlights along South Cuates Drive.			M		C							City	GEN
Action 4.1.7	Install 469 LF of sidewalks along East 7th Street from South Ebano Street to the Los Fresnos Hike-and-Bike Trail.				L	C							City	TxDOT, GEN



Objective 4.2: By 2032, provide at least one opportunity (e.g., survey, workshop) for residents to share their travel habits, challenges to non-motorized travel, and preferences for multimodal improvements.

Action 4.2.1	Identify the most effective outreach method to collect public input.				M				C L			City	GEN
Action 4.2.2	Conduct a community engagement activity to collect input on travel habits and desires. Advertise the activity in prominent public locations (City Hall, Ethel L Whipple Memorial Library, schools), and partner with private organizations (churches, etc.) to post flyers on community boards and social media accounts.				M				C L			City	GEN
Action 4.2.3	Aggregate input collected from the activity. Assess the data to identify common themes regarding travel habits, challenges, and preferences regarding both type and location of needed or desired improvements.				M				C L			City	GEN
Action 4.2.4	Review and discuss the outcomes of the activity with city staff. Identify success, challenges, and changes that should be made to improve future engagement activities.				M				C L			City	GEN

Objective 4.3: Implement one low-cost project – such as a temporary bike lane or crosswalk enhancement – by 2037. Solicit community input.

Action 4.3.1	Based on community input collected in community engagement activities, identify priority locations for low-cost pedestrian projects, such as the Central Business District or near local parks and schools.				M				C L			City	GEN
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Action 4.3.2	Based on community input collected in community engagement activities, identify a set of low-cost projects that would most effectively address identified needs and promote pedestrian activity.			M					C L			City	GEN
Action 4.3.3	Implement at least of one of the low-cost projects at a priority location.				L	C						City	GEN
Action 4.3.4	Following implementation of the project, assess the effectiveness of the low-cost project to determine if a large-scale or permanent project should be undertaken.				L						P L	City	GEN
Objective 4.4: Develop proposed scoring criteria to evaluate and rank multimodal improvement projects by 2037. Solicit community input.													
Action 4.4.1	Using the Street Improvements Criteria provided as a reference and input from community engagement events, adopt a scoring criteria for future multi-modal improvements that considers important factors like location and degree of use.				L		P					City	GEN
Action 4.4.2	Use the scoring criteria in planning for pedestrian improvements and in future evaluations of the Sidewalk Master Plan and Transportation Plan.				L						P L	City	GEN



Goal 5

New development strengthens our existing neighborhoods, avoids unnecessary utility expansion costs, and limits hazard risks.

Objective 5.1: Track and aim for at least 50% of all new building permits to be issued within already developed areas or on vacant lots inside city limits biannually.

Action 5.1.1	Continue logging all building permits issued. Record their location, indicating whether they are located within a developed area or on a vacant lot.	O					P						City	GEN
Action 5.1.2	Adopt a Future Land Use Map that encourages infill development.		S				P						City	GEN
Action 5.1.3	Adopt an incentive program, such as reduced permit or inspection fees, for new development within already developed areas or on vacant lots.		S				P						City	GEN
Action 5.1.4	Advertise the incentive program on the city's Planning & Zoning and Permits & Inspections webpage.			M							C M		City	GEN
Action 5.1.5	Annually review the incentive program. Identify success, challenges, and opportunities for improvement.			M			P						City	GEN

Objective 5.2: Direct at least 80% of annual capital improvement funding to areas already served by existing water, sewer, and road infrastructure.

Action 5.2.1	Maintain up-to-date maps of the existing water, wastewater, and street systems. Keep physical copies available for review at City Hall, post digital copies to the City's website, and upload the system data to the City's GIS data portal.	O					P				C M		City	GEN
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Action 5.2.2	Adopt a Future Land Use Map that encourages development to locate in areas already served by municipal utilities.		S					R				City	GEN
Action 5.2.3	Develop a simple checklist by 2028 for staff to assess whether proposed developments can be served by existing infrastructure.		S				P					City	GEN
Objective 5.3: Create a basic incentive (e.g., expedited permits, reduced fees) by 2032 to encourage reuse of vacant or underused buildings, aiming for at least one project during the planning period.													
Action 5.3.1	Adopt an incentive program, such as reduced permit or inspection fees, for reusing vacant or underused buildings.		S				P					City	GEN
Action 5.3.2	Advertise the incentive program on the city's Planning & Zoning and Permits & Inspections webpage.		S							C M		City	GEN
Action 5.3.3	Annually review the incentive program. Identify successes, challenges, and opportunities for improvement			M			P					City	GEN
Action 5.3.4	Track and market vacant structures or lots on the city or CDC's website as well as external websites to notify developers of potential opportunities.			M			P					City	GEN
Objective 5.4: Limit annexations or utility extensions to no more than one or two per year, unless aligned with the comprehensive plan.													
Action 5.4.1	Adopt a Future Land Use Map that encourages development to locate in areas already served by municipal utilities.		S				P					City	GEN
Action 5.4.2	Develop a simple checklist by 2028 for staff to assess whether proposed developments can be served by existing infrastructure.		S				P					City	GEN



Objective 5.5: Limit the further encroachment of development into High Hazard Areas to a maximum of 5% increase in total developed land area over the planning period.

Action 5.5.1	Remove dead and downed trees to decrease fire fuels in Wildland Urban Interface (WUI) areas.	AO					PP					City	GEN
Action 5.5.2	Adopt a Future Land Use Map that encourages development to locate outside of High Hazard Areas.		S				PP					City	GEN
Action 5.5.3	Restrict development within High Hazard Areas.		S					R				City	GEN



Goal 6

Residents and local leaders consider opportunities to enhance quality of life through open space conservation and natural resource protection.

Objective 6.1: Work with residents to map key natural resources (e.g., creeks, wetlands, wooded areas) by 2029.

Action 6.1.1	Compile a list of potential natural resources to be protected. Use this list to begin a conversation with residents.		S						C L			City	GEN
Action 6.1.2	Host a workshop with residents to map natural resources they would like to protect. Advertise the workshop at City Hall, on the city's social media accounts, and in popular community spaces, both public and private.		S						C L			City	GEN
Action 6.1.3	Create a map of key natural resources. Post the map in prominent locations in City Hall and on the Planning & Zonings or Permits & Inspections webpage.		S							C M		City	GEN
Action 6.1.4	Review and update the map at least every five years. Solicit public feedback.			M					C L			City	GEN

Objective 6.2: By 2032, implement a policy and framework to review all development proposals within a specified distance of mapped key natural areas for impact on these areas.

Action 6.2.1	Include assessment criteria for impact on key natural areas in the review process for all subdivision and zoning applications.			M				R				City	GEN
Action 6.2.2	Develop a simple checklist by 2028 for staff to assess whether proposed developments are within the specified distance of key natural impacts and to assess the impact on those areas.			M			P					City	GEN



Goal 7

Residents enjoy safe, reliable, and high-quality community amenities, resources, and services.

Objective 7.1: Between 2027 and 2037, implement a Community Facilities Plan that establishes prioritized improvements and investments in public resources, recreational opportunities, and emergency services.

Action 7.1.1	Install 14,319 LF of multi-use paths and 4 crosswalks around central Los Fresnos. Install a rectangular rapid-flashing beacon across State Highway 100 along the existing section of the trail		S			C						City	GEN, TPWD
Action 7.1.2	Continue collaborating with Brownsville to construct a 1.5-mile connection to Historic Battlefield portion of Caracara Trail system to provide connection to Brownsville and Matamoros.		S						C	L		City	GEN, TPWD
Action 7.1.3	Develop agreement with Los Fresnos Rodeo to use their parking lot facilities as practice fields when not in use. Provide lighting and allow teams to develop fields. Install a playground, swings, restrooms, and other park facilities.		S						C	L		City	GEN
Action 7.1.4	Consider building and/or securing shelters for police and fire emergency response vehicles and trailers by constructing additional bays and covered parking areas for fleet vehicles at Fire Station, City Hall, and Police Station.				L		P					City	GEN
Action 7.1.5	Consider installing canopy covers in public parks for shade and relief from hearing during extreme temperatures. Partners with local business and community organizations to collect and distribute fans to vulnerable populations during extreme heat events.				L	C						City	TPWD



Action 7.1.5	Consider installing shutters on glass windows and doors to protect critical facilities during tornadoes, severe hail and thunderstorm events, and Hurricane.				L		P						City	GEN
Objective 7.2: Between 2027 and 2037, implement a Master Parks Plan that establishes prioritized improvements and guides strategic decision-making for local parks and recreational spaces.														
Action 7.2.1	Budget funds for park maintenance and for on-going facility development.	O					P						City	GEN
Action 7.2.2	Develop exhibits at park facilities to foster nature appreciation and to educate visitors about local flora, fauna, and geology. This can include community gardens and/or xeriscaped gardens.	O				C							City	GEN
Action 7.2.3	Encourage development of other indoor activities typically operated by private businesses such as a movie theater, bowling alley, roller-skating rink, gymnastics/twirling center, and indoor rodeo facilities.	O								C	L		City	GEN, CDC, Chamber
Action 7.2.4	Encourage development of other outdoor activities typically operated by private businesses such as a skate park, equestrian facilities, miniature golf, bicycle motor-cross, and a mountain bike trail.	O								C	L		City	GEN, CDC, Chamber
Action 7.2.5	Support both temporary and permanent recreational uses on vacant land such as pocket parks or community gardens	O				C							City	GEN



Action 7.2.6	Complete Los Fresnos portion of the Caracara Hike & Bike Trail by completing loop in city (14,319 LF).		S			C						City	GEN, TPWD, TxDOT, FED
Action 7.2.7	Develop connector trail in Nature Park to increase trail length.		S									City	GEN, TPWD,
Action 7.2.8	Develop agreement with Los Fresnos Rodeo to use their parking lot facilities as practice fields when not in use. Provide lighting and allow teams to develop fields. Install a playground, swings, restrooms, and other park facilities.		S						C L			City	GEN
Action 7.2.9	Use Small Communities park grant funds to cover basketball courts in Memorial Park and Community Park and develop new basketball court, pickleball court, and BMX track in Memorial Park. Integrate benches/picnic tables in all parks as needed.			M		C						City	TPWD, GEN, CDC
Action 7.2.10	Continue collaborating with Brownsville to construct a 1.5-mile connection to Historic Battlefield portion of				L				C L			City	TxDOT, TPWD
Action 7.2.11	Acquire new park land and develop to meet future demand for more recreational trails and facilities.				L	C						City	TPWD, GEN, CDC
Action 7.2.12	Schedule the creation of a new Parks Master Plan				L						P L	City	GEN, CDC



Goal 8

Our community prepares for, manages, recovers from, and adapts to prevent weather-related hazard risks and disruptive events.

Objective 8.1: By 2037, conduct creditable activities to achieve at least Class 9 Community Rating System insurance premium discounts. Creditable activities are organized under four categories: public information, mapping and regulations, flood damage reduction, and flood preparedness.

Action 8.1.1	Raise the minimum standards of the Flood Damage Prevention Ordinance (freeboard requirement, cumulative substantial damage, etc.).		S					R				City	GEN
Action 8.1.2	Preserve open space by restricting development within the floodplain.		S					R				City	GEN
Action 8.1.3	Maintain elevation certificates for all new construction and substantial improvements within the floodplain.			M			P					City	GEN
Action 8.1.4	Identify and conduct additional feasible Public Information, Regulatory and Mapping, Flood Damage Reduction, and Warning and Response Activities to collect CRS credits				L						P L	City	GEN

Objective 8.2: Use at least one community outreach event to improve community awareness of hazard risks, emergency plans, and best practices for preparedness by 2032.

Action 8.2.1	Provide up-to-date maps on emergency routes.	O								C M		City	GEN
Action 8.2.2	Draft pamphlets covering emergency procedures. Place in City Hall and other prominent community spaces.		S							C M		City	GEN
Action 8.2.3	Implement education and awareness program on all hazards and mitigation measures against hazards. For example, utilize media, social media, distribution of flyers and education brochures to educate on the measures residents can take to against severe weather events.		S							C M		City	GEN



Action 8.2.4	Become an Integrated Public Alert and Warning System Public Alerting Authority by 2031.			M			P						City	GEN
Action 8.2.5	Implement early warning system currently in use by expanding into areas currently not covered by system in-place.				L	C							City	GEN
Objective 8.3: Between 2027 and 2037, continue testing the City's hazard- and emergency-related plans (Emergency Management Plan, Drought Contingency Plan, etc.). Review performance and update as needed.														
Action 8.3.1	Review and update Emergency Management Plan annually to reflect new local development, population, and environmental conditions.	O					P						City	GEN
Action 8.3.2	Review and update Drought Contingency Plan annually.	O					P						City	GEN
Action 8.3.3	Host an emergency response and management seminar for all city staff annually.	O					P						City	GEN
Action 8.3.4	Create a schedule to test the City's hazard-related plans at least every five years. Following the test, discuss successes, failures, and improvements to be made with		S				P						City	GEN
Objective 8.4: Between 2027 and 2037, continue participating in the recommended reviews of the Cameron County Hazard Mitigation Action Plan.														
Action 8.4.1	Consider participating as a member of the Planning Team during the next Hazard Mitigation Action Plan cycle.		S							C L			City	GEN



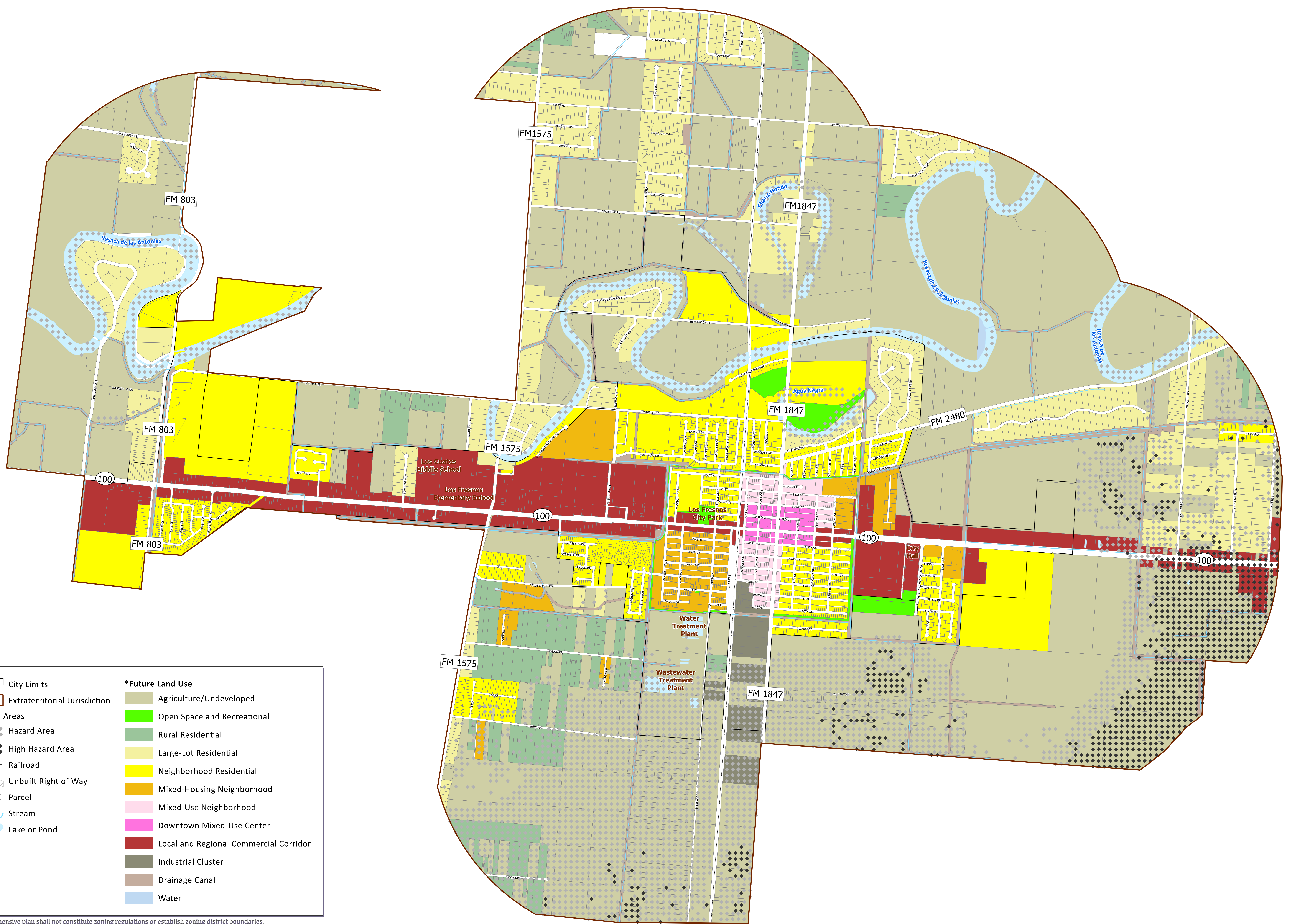
Action 8.4.2	Ahead of the year-three review by the Planning Team, review the Hazard Mitigation Action Plan and Mitigation Strategies to evaluate actions items that have been implemented, assess the benefits of implementing those actions, inventory actions that have not been implemented, and identify challenges to implementation.		S				P						City	GEN
Objective 8.5: By 2035, send one or more staff members for hazard-related certification training (e.g. Certified Texas Emergency Manager, Certified Floodplain Manager, etc.).														
Action 8.5.1	Advertise hazard-related certifications on city's emergency preparedness webpage or staff directory.		S								C M		City	City
Action 8.5.2	Inventory hazard-related certification training among staff members. Identify knowledge and skillsets that may be lacking.			M			P						City	GEN
Action 8.5.3	Identify staff members and roles for whom hazard-related certification training is necessary in the performance of their responsibilities.			M			P						City	GEN
Action 8.5.4	Send identified staff members for necessary certification training.				L						C M		City	GEN



PLAN MAPS



LOS FRESNOS COMPREHENSIVE PLAN: 2027-2037



City Limits

Extraterritorial Jurisdiction

Hazard Areas

Hazard Area

High Hazard Area

Railroad

Unbuilt Right of Way

Parcel

Stream

Lake or Pond

***Future Land Use**

Agriculture/Undeveloped

Open Space and Recreational

Rural Residential

Large-Lot Residential

Neighborhood Residential

Mixed-Housing Neighborhood

Mixed-Use Neighborhood

Downtown Mixed-Use Center

Local and Regional Commercial Corridor

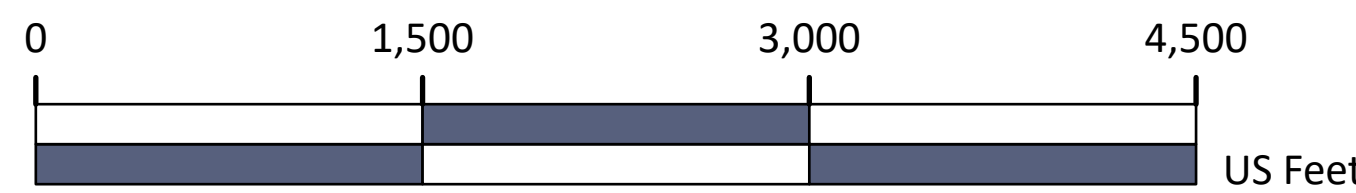
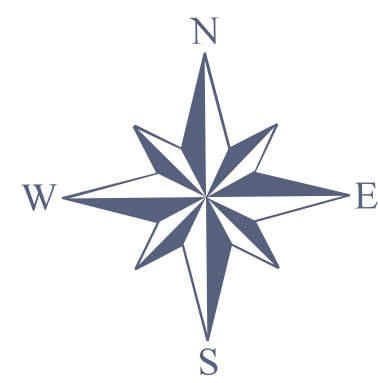
Industrial Cluster

Drainage Canal

Water

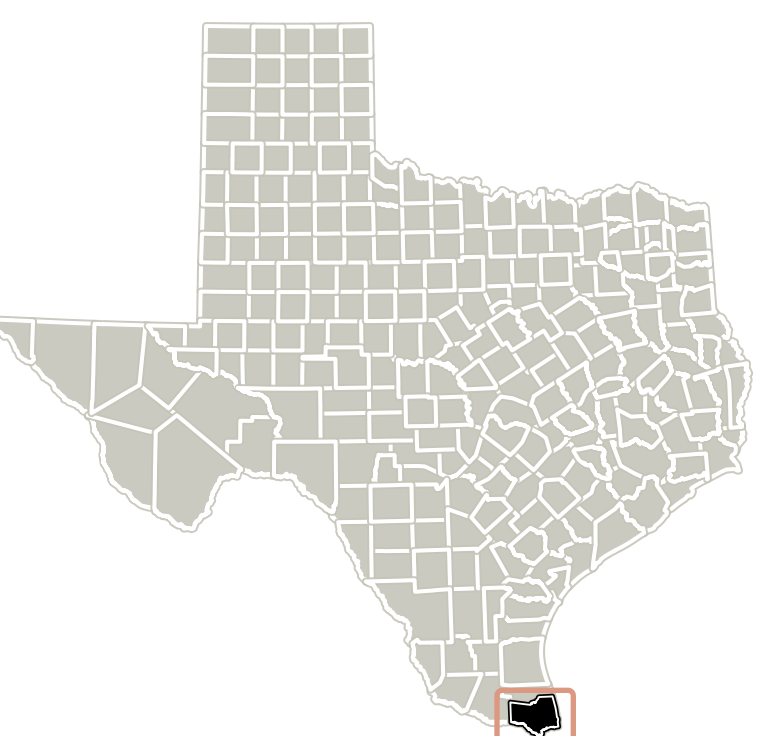
*A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

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City of Los Fresnos

FUTURE LAND USE 2027 - 2037

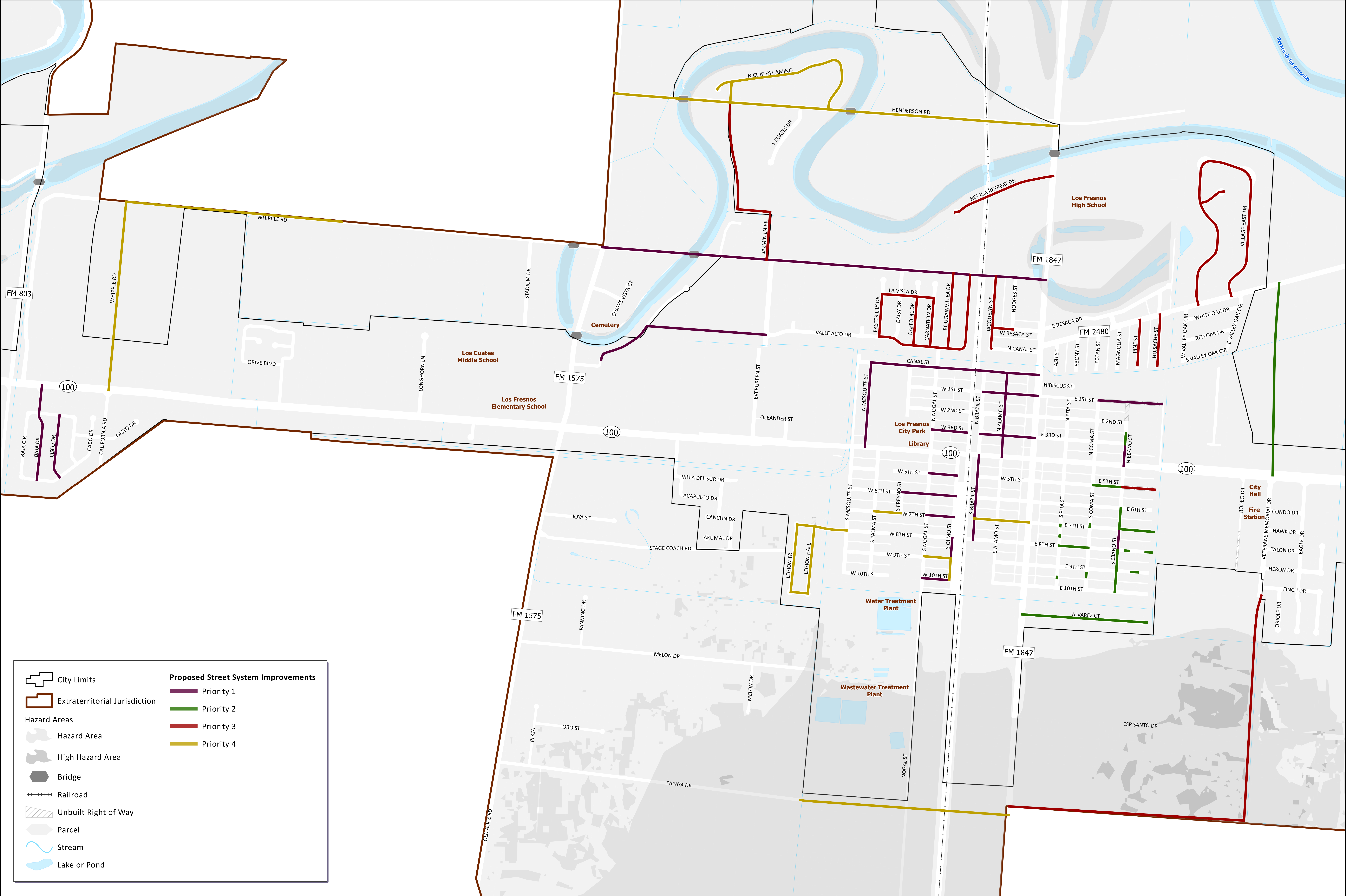


Boundary Community Projects (BCP) FINANCING THROUGH THE TEXAS GENERAL LAND OFFICE: Preparation of this document was financed through provisions of a Texas General Land Office Block Grant from the U.S. Department of Housing and Urban Development.

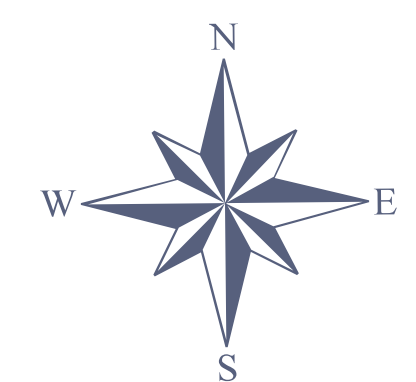
This illustration was created using best available data. Subsequent address changes, city, and general statistics provided by GrantWorks, Inc.

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Texas State Plane: 4305: South - Zone 5
Projection: Lambert Conformal Conic
Geographic Coordinate System: NAD 1983
Datum: 1983; US Survey Feet

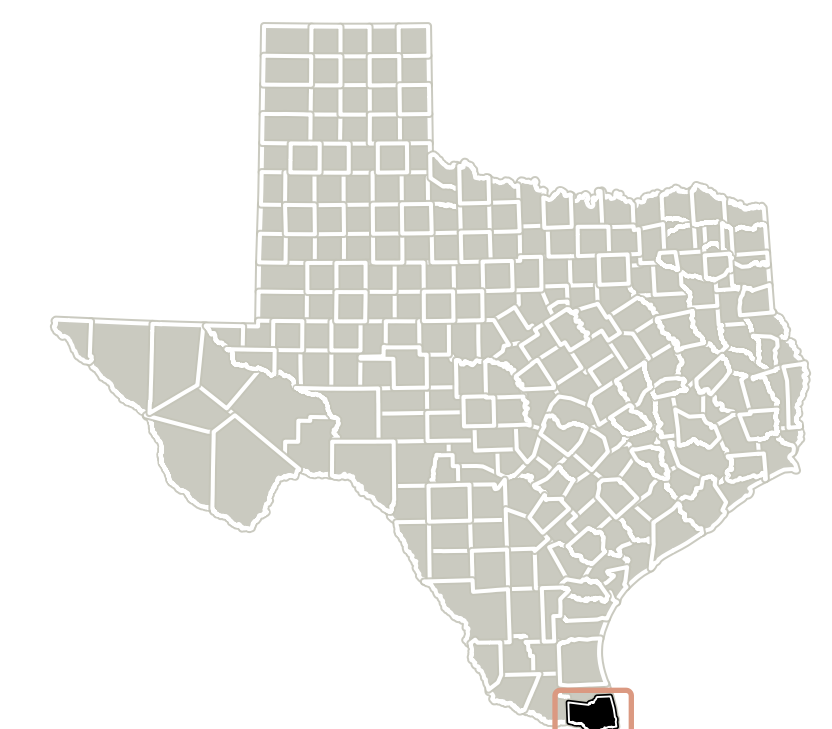


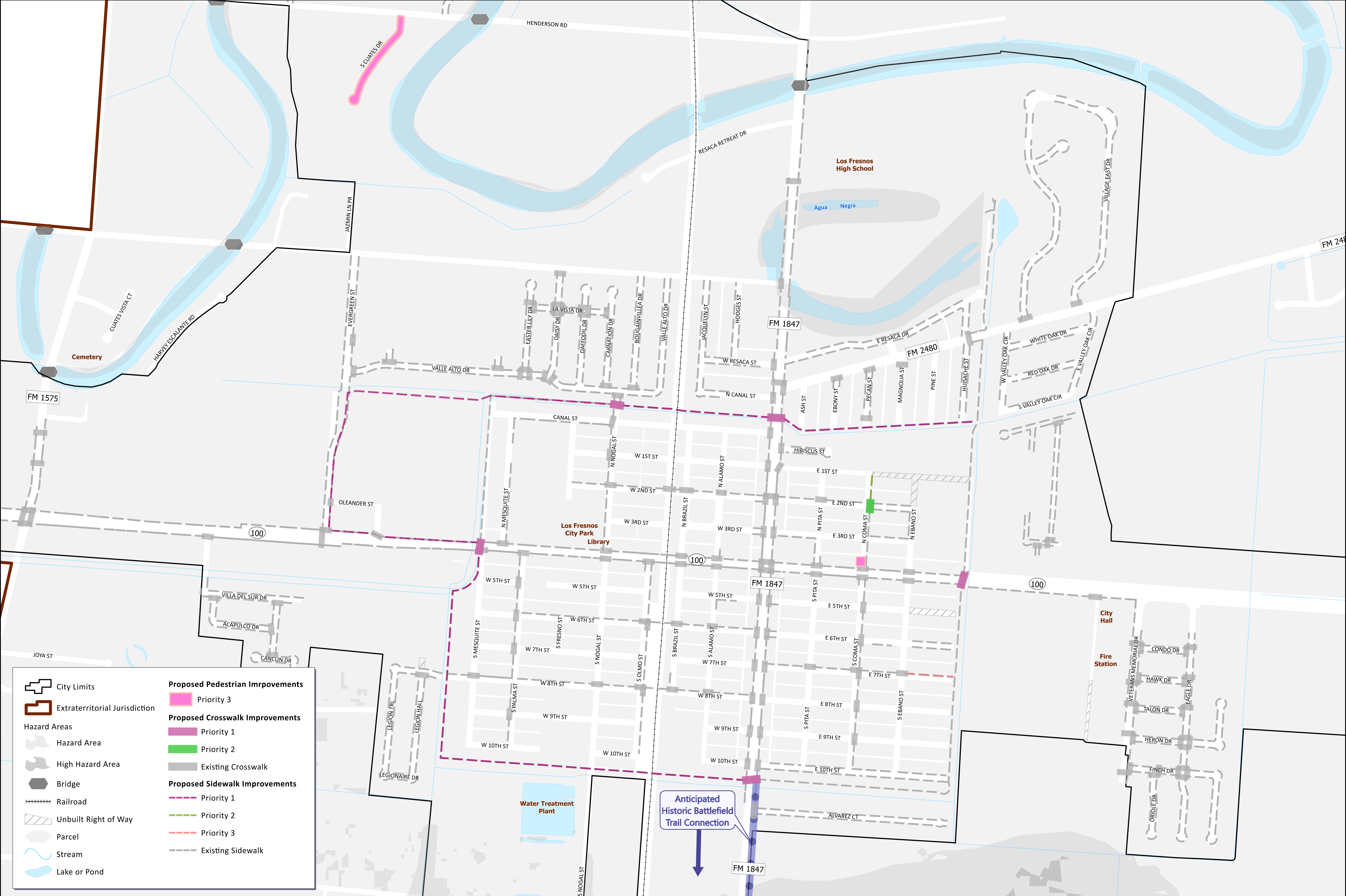
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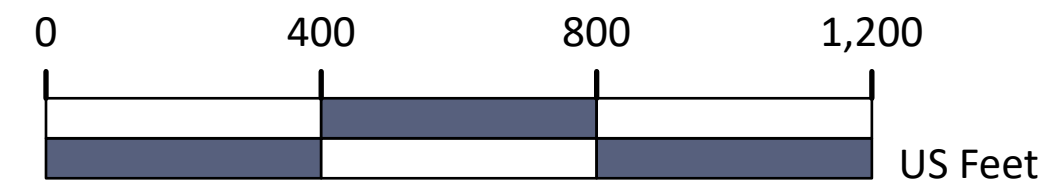
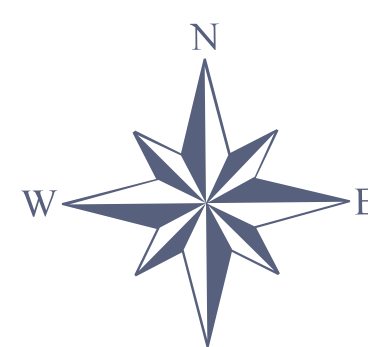
City of Los Fresnos

TRANSPORTATION IMPROVEMENTS 2027 - 2037



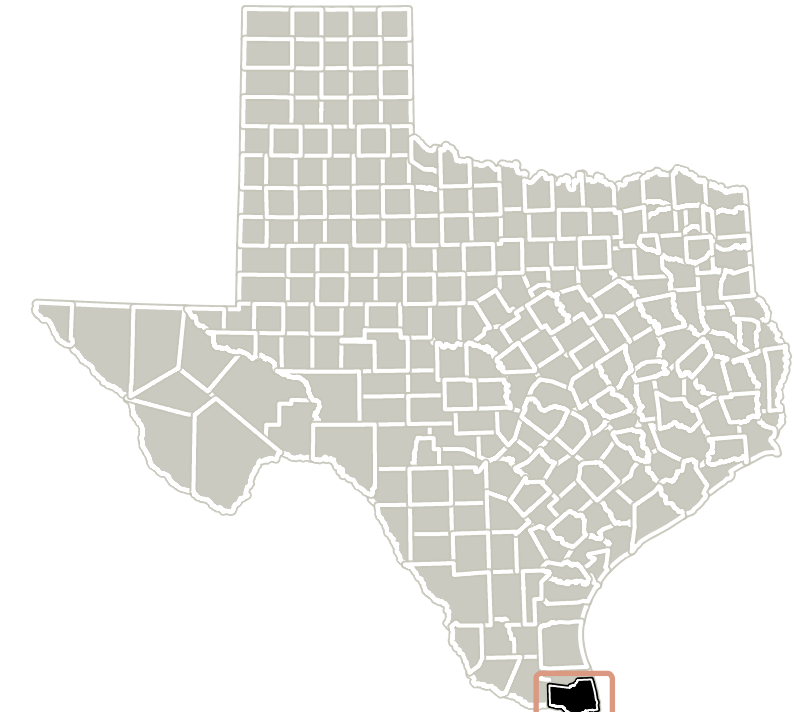


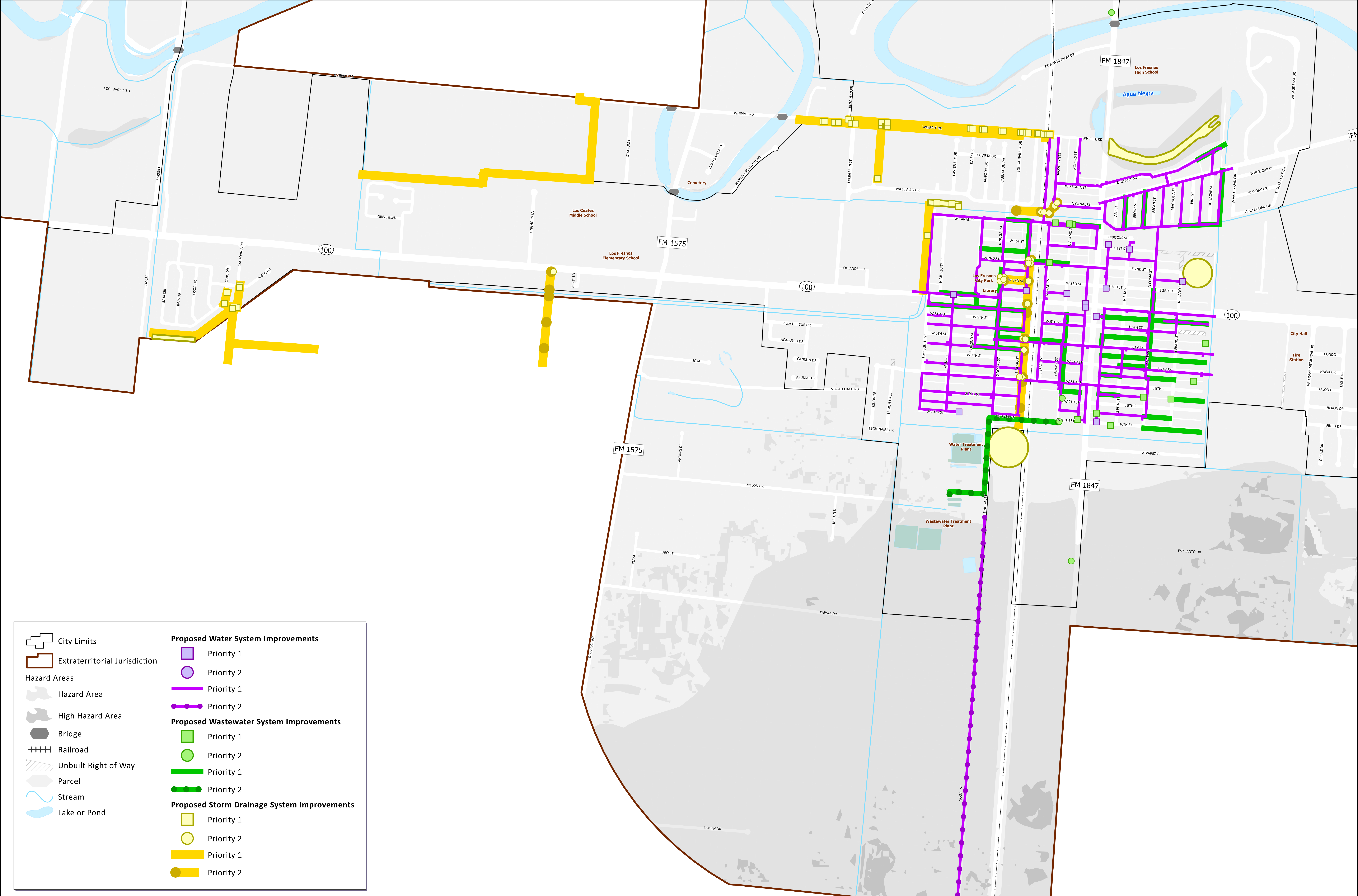
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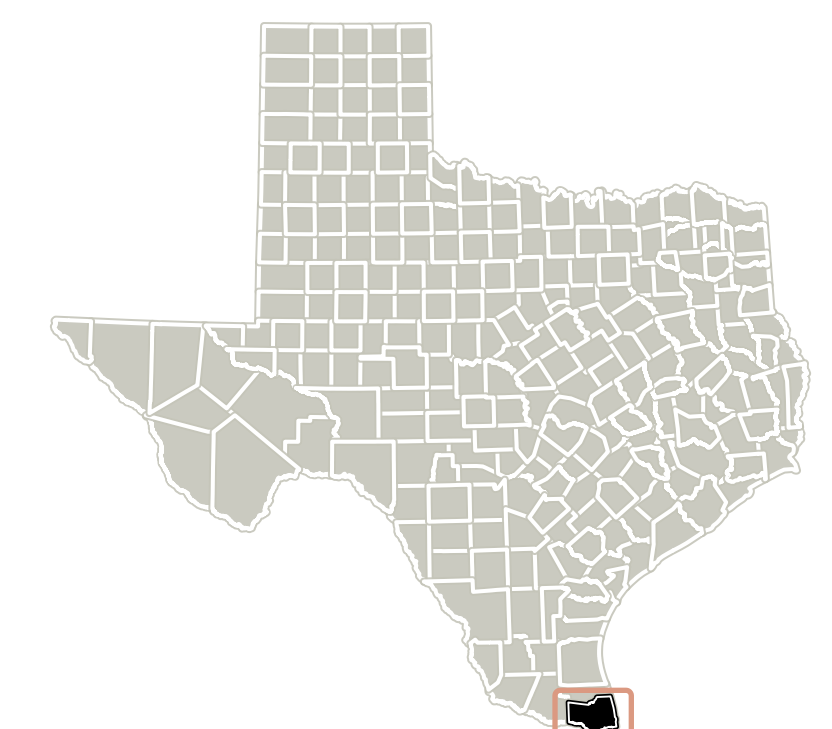
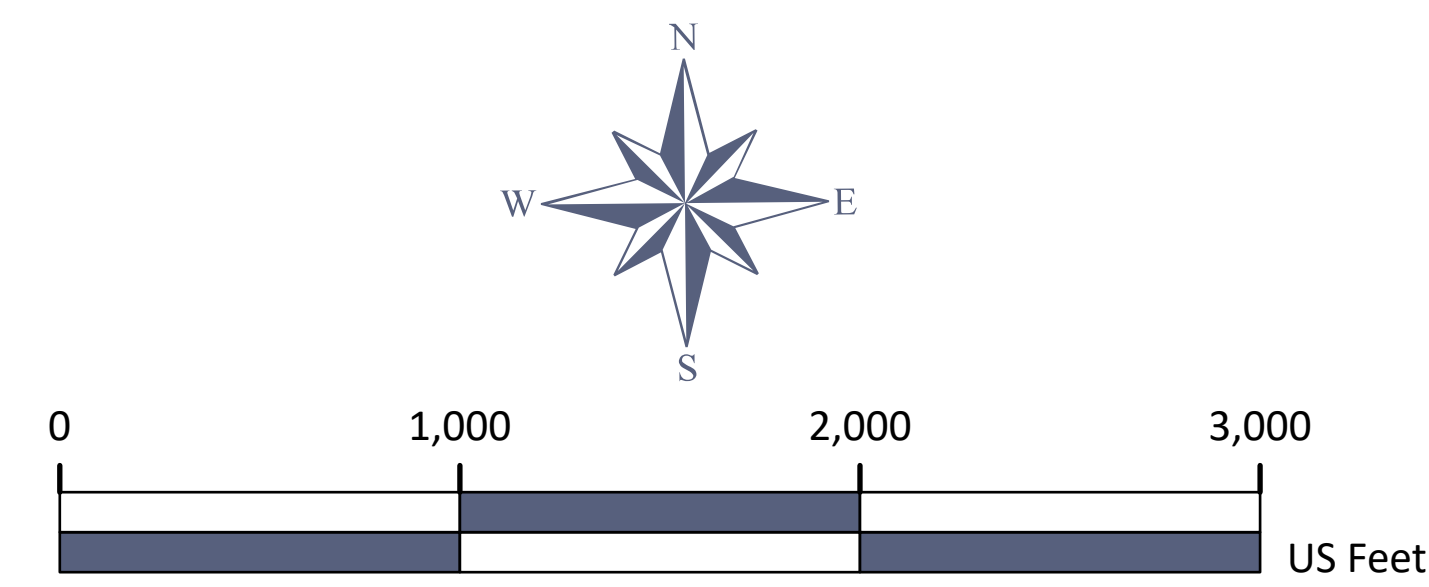
NON-MOTORIZED TRANSPORTATION IMPROVEMENTS 2027 - 2037



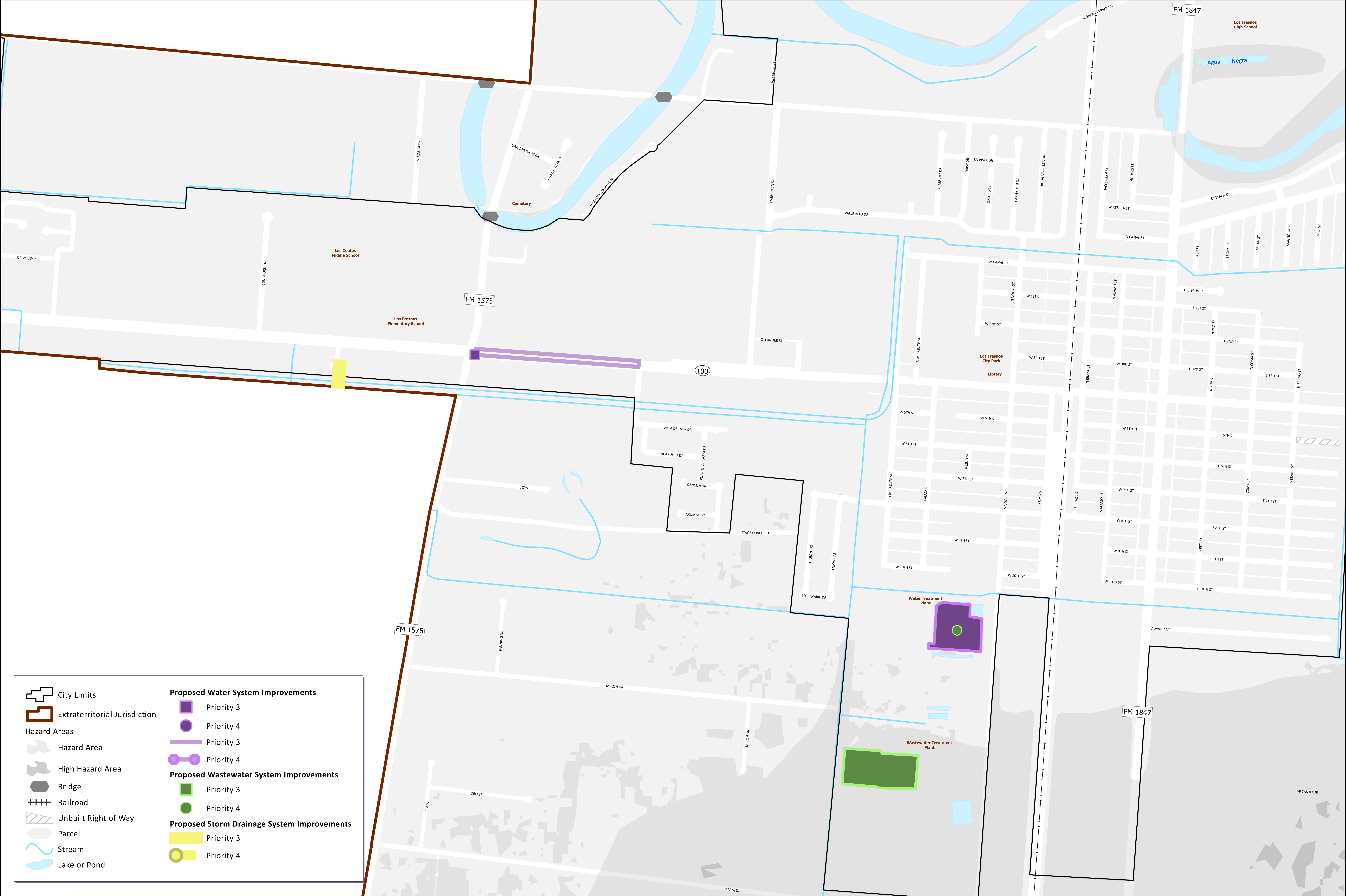


City of Los Fresnos
CAPITAL IMPROVEMENTS PROGRAM
2027 - 2037
Map 1 of 2

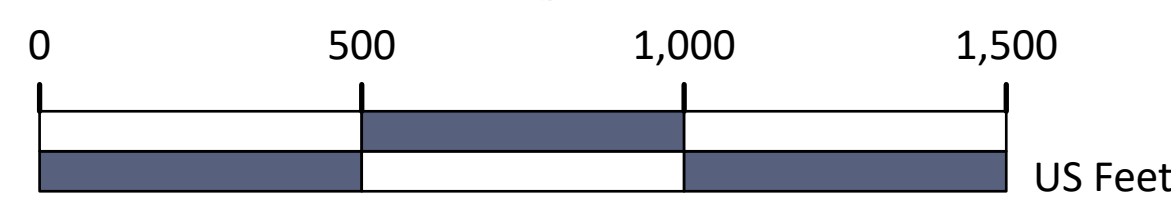
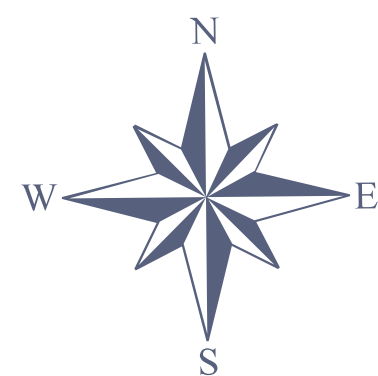
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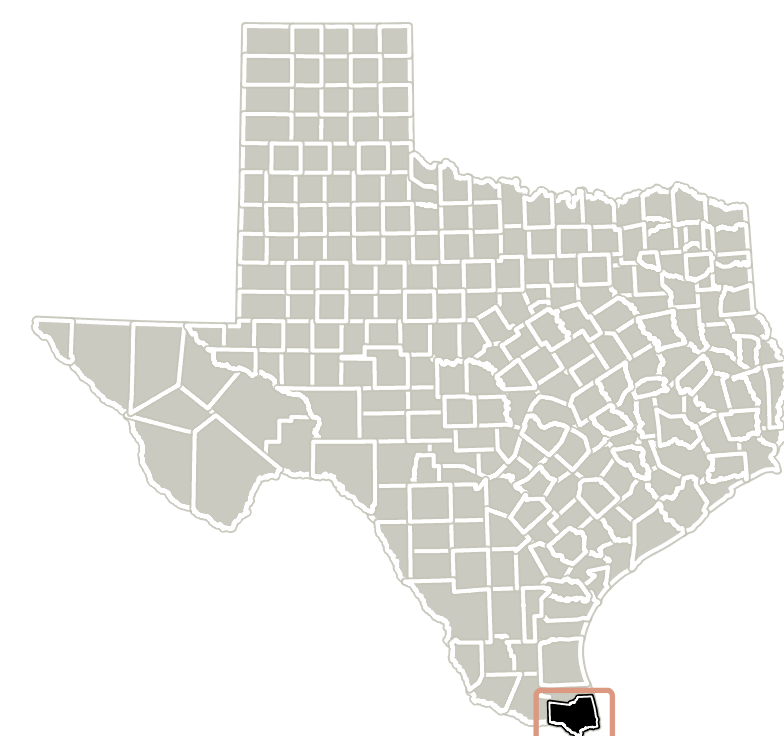
Provisional Community Projects (OCT) (FACILITY) THROUGH THE TEXAS GENERAL LAND OFFICE. Preparation of this document was funded through provisions of a Texas General Land Office Grant from the U.S. Department of Housing and Urban Development.
This illustration was created using best available data. Subsequent additions, edits, and generalizations performed by GrantWorks, Inc.
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The project right-of-way corporate and extraterritorial jurisdiction boundaries depicted on these maps were derived from readily available information such as existing corporate maps, official maps, and data from the County Clerk's Office. The project right-of-way corporate and extraterritorial jurisdiction boundaries depicted on these maps were derived from readily available information such as existing corporate maps, official maps, and data from the County Clerk's Office. The project right-of-way corporate and extraterritorial jurisdiction boundaries depicted on these maps were derived from readily available information such as existing corporate maps, official maps, and data from the County Clerk's Office.
Texas State Plane: 4305 - South Zone 5
Projection: Lambert Conformal Conic
Geographic Coordinate System: NAD 1983
Datum: NAD 83
Units: US Survey Feet



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City of Los Fresnos CAPITAL IMPROVEMENTS PROGRAM 2027 - 2037 Map 2 of 2



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The project, right of way, corporate and extrajurisdictional boundaries depicted on these maps were derived from readily available information such as existing maps, aerial photography, and data supplied by the County Clerk's Office. The County Clerk's Office and its representatives do not warrant the accuracy or completeness of the information shown on these maps or the accuracy of the information shown on these maps or the accuracy of the information shown on these maps.

Texas State Plane: 4305 - South Zone 5
Projection: Lambert Conformal Conic
Geographic Coordinate System: NAD 1983
Datum: NAD 1983
Units: US Survey Feet

City Limits

Extraterritorial Jurisdiction

Hazard Areas

Hazard Area

High Hazard Area

Bridge

Railroad

Unbuilt Right of Way

Stream

Lake or Pond

Existing Community Facilities

Fire Department

Library

Law Enforcement

Public School

Proposed Community Facility Improvements

Existing Facility No Improvements

Existing Facility Proposed Improvements

New Proposed Facility

Recreational Spaces

Existing Recreation No Improvements

Existing Recreation Proposed Improvements

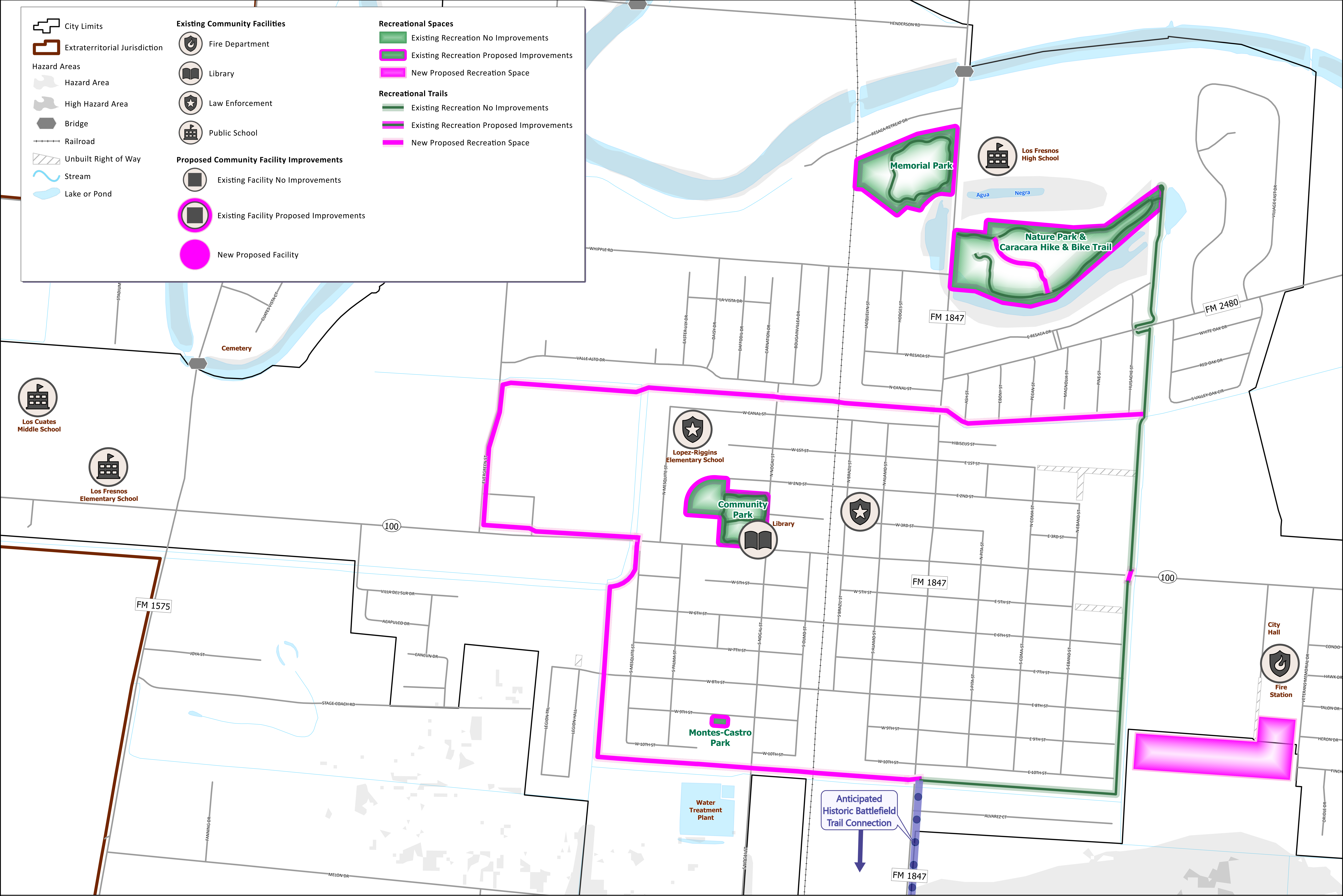
New Proposed Recreation Space

Recreational Trails

Existing Recreation No Improvements

Existing Recreation Proposed Improvements

New Proposed Recreation Space



City Limits

Extraterritorial Jurisdiction

Hazard Areas

Hazard Area

High Hazard Area

Railroad

Unbuilt Right of Way

Parcel

Stream

Lake or Pond

Recreational Spaces

Existing Recreation No Improvements

Existing Recreation Proposed Improvements

New Proposed Recreation Space

Recreational Trails

Existing Recreation No Improvements

Existing Recreation Proposed Improvements

New Proposed Recreation Space

Sidewalk

Improvements

Existing

Priority	Project
1	Complete Los Fresnos portion of the Caracara Hike & Bike Trail by completing loop in city (2.2 miles). Develop connector trail in Nature Park to both increase trail length and create a shorter loop.
2	Cover basketball courts in Memorial Park and Community Park and develop new basketball court, pickleball court, and BMX track in Memorial Park. Integrate benches/ picnic tables in all parks as needed. Complete repairs to volleyball court in Memorial Park.
3	Develop agreement with Los Fresnos Rodeo to use their parking lot facilities as practice fields when not in use. Provide lighting and allow teams to develop fields. Install a playground, swings, restrooms, and other park facilities.
4	Acquire new park land to meet future demand for more recreational trails and facilities.

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City of Los Fresnos

RECREATION IMPROVEMENTS
2027 - 2037



City Limits

Extraterritorial Jurisdiction

Hazard Areas

Hazard Area

High Hazard Area

Railroad

Unbuilt Right of Way

Parcel

Stream

Lake or Pond

Block
 8/J Label: Block Number/Letter

Subdivision
 Label: Subdivision Name