



AGENDA ITEM SUMMARY FORM

MEETING DATE: September 16, 2026
PREPARED BY: Michael Burrell, Director
DEPARTMENT: Development Services

AGENDA ITEM DESCRIPTION:

Conduct a public hearing on a Final Planned Unit Development Ordinance for the Manor Town Center Development on 84.30 acres, more or less, and being TCAD parcels 743335 and 236866 also known as 13301 E US Hwy 290, Manor, TX from (C-2) Medium Commercial, (MF-2) Multi-Family 25, and (TH) Townhome to (PUD) Planned Unit Development.

BACKGROUND/SUMMARY:

The subject property, under the current ownership, was zoned C-2, MF-2, and TH by Ordinance 654 in June 2022. At the November 2023 election, Manor residents approved authorizing up to 90 million dollars for a city hall and library. Through discussions with the property owner/developer, Manor OZ 290 Real Estate and Shenandoah Development Group (SDG), the city entered into a Public-Private Partnership with SDG to purchase land within the development in January 2025 for the construction of the new city hall, library, and related public spaces and infrastructure. Throughout 2025, the City Council, city staff, consultants, and the developer discussed their shared vision for the property, which culminated in the Manor Town Center Strategic Roadmap, which was approved by the City Council in May 2026. With the completion of the Strategic Roadmap, the team moved into the regulatory approval process, which includes this PUD application, multiple subdivision applications, site development plans, building permits, and other related agreements and approvals. This Final PUD before the City Council is consistent with the vision and goals set out by the Strategic Roadmap.

The Preliminary PUD is being considered simultaneously with the Final PUD.

Land Use:

The Manor Town Center PUD has four main zones: Civic Zone, US Hwy 290 Frontage Zone, Middle Mixed-Use Zone, and Neighborhood Edge Zone.

1. **Civic Zone** — the district's civic and symbolic center, anchored by the City Hall and Library building and Civic Park arranged around a traditional town square with prominent sight lines from U.S. Highway 290.
 - a. +/- 8 acres, 125,000 gsf commercial and civic uses, 0 dwelling units
2. **U.S. Highway 290 Frontage Zone** — a two-to-three-story retail and civic zone that presents the district's public face, anchors commercial activation, and frames the entry experience from Manor's primary gateway corridor.
 - a. +/- 22.8 acres, 406,000 gsf commercial and civic uses, 0 dwelling units planned but residential mixed-use is permitted

3. **Middle Mixed-Use Zone** — a denser residential, hospitality, and office zone that provides the population and daytime activity needed to support ground-floor retail and the public realm.
 - a. +/- 18.10 acres, 275,000 gsf commercial/civic uses, 950 multi-family dwelling units, including live-work units
4. **Neighborhood Edge Zone** — a lower-intensity residential zone, separated from the Middle Mixed-Use Zone by the east-west minor arterial, where compatibility and transition to the adjacent Carriage Hills neighborhood governs intensity and building form.
 - a. +/- 26.20 acres, 80,000 gsf commercial/civic uses, 500 dwelling units – mix of single family detached, single family attached (townhome), duplex, triplex, quadplex, live-work, and small apartment
5. **Total Densities** – 1,450 dwelling units and 886,000 sf commercial/civic

The PUD allows for live-work units in the Middle Mixed-Use zone and Neighborhood Edge zone, as well as Accessory Dwelling Units in the Neighborhood Edge zone. Live-work units in the Neighborhood Edge zone are only permitted along Manor Heritage Drive and are defined as an integrated housing unit and workspace occupied and used by a single household or households in a structure that has been designed or structurally modified to jointly accommodate residential occupancy and work activity. Accessory Dwelling Units are secondary, occupied residential structures, subordinate to the primary structure on the property, and typically constructed above the garage of a single-family home.

The PUD also allows up to 20% of the commercial area to be permitted for Medical Office and Medical Clinic before a Specific Use Permit is required. Hospitals are not a permitted land use type.

Land uses expressly prohibited in the District are:

1. Adult or sexually oriented businesses
2. Automobile, Truck, Trailer and Recreational Vehicle sales, rental, repair (major & minor), and automobile washing
3. Brewery, regional and Distillery, regional
4. Cemetery
5. Commercial off-street parking
6. Construction and equipment sales (Major)
7. Data Center
8. Drive-through facilities (Except as accessory use to financial services, government facilities, and postal facilities. Must be approved by the DRC.)
9. Financial services (alternative)
10. Fuel sales and gasoline stations (limited and full service), and Truck Stop or travel center
11. Game Room
12. Kennel
13. Laundry Services
14. Manufactured and mobile homes
15. Offices, warehouse
16. Outdoor storage as a principal use, including Vehicle Storage Facility
17. Pawnshop
18. Portable Building Sales
19. Product development services (hazard)
20. Recycling operations (indoor & outdoor)
21. Recreational Vehicle Park
22. Research services (hazard)
23. Restaurant—Drive-in or drive-through
24. Self-storage and mini-storage warehouse
25. Shooting range, indoor

- 26. Smoke shop or tobacco store
- 27. Warehouse, industrial, and distribution uses
- 28. Wireless Transmission Facility (monopole)
- 29. Zoo, private

Parks:

The Manor Town Center PUD includes a minimum total of 22.2 acres of parkland and open space, which is 26.33% of the entire development. There is a 4.6-acre Civic Park adjacent to and connected to the City Hall and Library, 13.7 acres of privately owned/publicly accessible open space, and an additional 3.9 acres are defined per parcel, ranging from 0.2 acres to 0.9 acres. The additional 3.9 acres are not shown in the PUD, but are shown and developed as each parcel submits development plans. The 3.9 acres are the plazas and linear parks within the development, whose locations and shapes are defined as those parcels develop. The plan also includes an approximately 1.5-mile-long 8' trail that loops through the development. Detention areas are counted towards the open space. The District Design Standards include a requirement that stormwater basins be heavily amenitized with tree and shrub plantings that exceed the city's landscaping code, that their design appear naturalistic rather than engineered, that they be accessible to the public, and trails, benches, and other recreational amenities are strongly encouraged.

Traffic and Roads:

Manor Town Center includes three arterial roadways connecting to areas outside the District, as well as internal minor residential streets and alleys. The three arterial roadways are shown in the PUD, and the minor streets and alleys are developed as those phases come online. The minor streets and alleys will be mostly within the lower-density Neighborhood Edge zone.

The main road is the north-south extension of Carriage Hills Drive, proposed to be named Manor Heritage Drive in the District, and connecting to the signalized intersection of US 290 and Bois D'Arc. Through the denser and higher traffic 290 Frontage, Civic, and Middle Mixed Use zones this arterial has a 90' right-of-way. Within the 90' right-of-way are 6' sidewalks, 7' planting zone, 6' bicycle lanes, 8' street parking, two 11' travel lanes, and a 10' center turn lane. The sidewalks, planting zone, bicycle lanes, and street parking are on both sides of the road. As the arterial moves into the Neighborhood Edge zone, the area within the curbs narrows, either by removing the 10' center turn lane, or removing the center turn lane and the on-street parking, resulting in either an 80' right-of-way, or 74' right-of-way. In all configurations, the sidewalks, planting zone, and bicycle lanes remain unchanged. The existing Carriage Hills Drive is a 60' right-of-way, so all proposed right-of-way widths and configurations within the Manor Town Center are wider than the existing Carriage Hills Drive.

The main east-west arterial that is proposed to extend to Beltex in the Manor Commercial Park can range from the 90' right-of-way configuration to the 74' right-of-way configuration as the north-south arterial has, and the width of the road is determined by the intensity of the land uses adjacent to it, particularly in the Middle Mixed-Use Zone, as some uses may necessitate the inclusion of the 10' center turn lane or the provision of 8' wide parking stalls on either side of the road.

The third of the main arterials included in the PUD is the Festival Street, proposed to be called Town Hall Drive, and its connection up to US 290 to create two points of access into the District from US 290. The active "festival" portion of the street is directly between the City Hall and Library and the proposed plaza, and is a 68' wide right-of-way with 6' sidewalks, 7' planting zone, 8' street parking, and two 13' travel lanes. A primary feature of the portion of the Festival Street in front of the City Hall and Library is that it will have no raised curbs. This allows for a seamless transition between the pedestrian/event spaces on either side and the easier movement of pedestrians across the road during events. When the street is open to traffic, the pedestrian areas are protected from the traffic by bollards, parked vehicles, and landscaping. Different paving types and markings further delineate the driving lanes from the pedestrian areas. This street, as it turns and heads north towards US 290, becomes a more typical cross-section with raised curbs and an 86' wide right of way. The 86' wide right-of-way includes 6' sidewalks, 7' planting zones, 19' angled street parking, and two 11' travel lanes.

Improvements on US 290 for Phase 1 of the development, which includes the City Hall, Library, Civic Park, and the above-mentioned streets, are to provide dedicated right-hand turn lanes at both street entrances. As development of the District progresses beyond Phase 1, and the private developer adds commercial and residential spaces, and the estimated daily trip count exceeds 16,914, Phase 2 of the traffic improvements is triggered. Phase 2 traffic mitigations are at the intersection of US 290 and Bois D'arc/Manor Heritage Drive, and include: Installation of a 250' southbound dedicated left turn lane with corresponding signal head (on Bois D'arc), widening of the eastbound approach of US 290 from Driveway C (Landmark MF driveway) to Driveway A (Town Hall Drive) to provide three through lanes, and widening the westbound approach on US 290 from Driveway A to Driveway C to provide three through lanes.

Parking:

A District Parking Plan will be established and approved administratively. If a land use is not included in the Parking Plan, the parking ratios provided for in the PUD apply. These ratios are less than the city's base requirements, but the intent of the Park Plan is to provide sufficient parking throughout the District for residents and visitors, without over-parking the area.

Regulatory Process Modifications

The Manor Town Center PUD includes processes for Administrative Adjustments and City Council variances. If a standard within the PUD is interpreted differently between city staff and the applicant, staff and the master developer may discuss an alternative with the applicant that meets the goals of the Strategic Roadmap and the District Standards. If no consensus can be reached, the applicant can request a variance from the City Council. Prior to any administrative or Council relief being requested, City Legal will determine whether the request can be adjusted through this process, or if it requires a formal PUD amendment, which includes public notices and hearings before the Planning and Zoning Commission and City Council.

Planning and Zoning Commission

The Commission met on September 9th to consider and make a recommendation on this PUD. They voted 6-0 to approve it with considerations. After discussing various aspects of the PUD, including streets, traffic, connections to adjacent parcels, land uses, scale compatibility with the Carriage Hills neighborhood, and the District's architectural character, they forwarded an approval recommendation with considerations. The Commission would like the City Council to consider a broader historical context for the architectural character, not just the period of time from Manor's railroad past, but from that time to the present, and to engage with additional stakeholders on that character. They also wanted to ensure that the neighboring property owners are considered, specifically when requiring and designing cross-access connections.

ATTACHMENTS: Yes

- Notice Exhibit
- Mail Public Notice