

**SUBDIVISION DEVELOPMENT AGREEMENT
BETWEEN WALLER COUNTY, TEXAS AND
MAPLE WOODS DEVELOPMENT, LLC FOR
MAPLE WOODS SUBDIVISION**

This Subdivision Development Agreement with attached exhibits (“Agreement”) is entered into by and between Waller County, Texas (“County”), a political subdivision of the State of Texas, and Maple Woods Development, LLC (“Developer”), a Texas limited liability company, for the Maple Woods subdivision.

WHEREAS, Developer has purchased or intends to purchase real property in Waller County, Texas, which is more particularly described in Exhibit A and which will be developed into the Maple Woods subdivision (“Developer’s Property”); and

WHEREAS, Developer desires to develop the property in accordance with the uses, layout, configuration, lot sizes, lot widths, landscaping, traffic circulation patterns, etc. detailed in the attached Plan of Development (Exhibit B) and General Land Plan (Exhibit C) with the approved variances (Exhibit D); and

WHEREAS, County finds that subdivision development agreements are an appropriate way of providing for the responsible construction of appropriate and necessary infrastructure, encouraging orderly growth, and promoting the welfare of residents in the County; and

WHEREAS, County desires that the project be developed on the Developer’s Property and expects to receive a benefit from the development; and

WHEREAS, in exchange for the approval of certain variances needed to facilitate the development of Developer’s Property, Developer agrees to complete the development subject to certain construction and development standards.

IN CONSIDERATION of the mutual covenants and promises set forth in this Agreement and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. **PURPOSE.** The parties desire to coordinate the development of certain aspects of Developer's Property as detailed in Exhibits A, B, C, and D. Developer agrees to comply with the terms of this Agreement and its attached exhibits while developing Developer's Property.
2. **ASSIGNMENT.** The parties acknowledge that rights and obligations under this Agreement are intended to facilitate the development of Developer's Property in accordance with the terms of this Agreement and its exhibits. While Developer and its affiliate entities will be the primary actor in grading and laying out the lots, this Agreement is not intended to prevent the construction of single-family homes and their appurtenant infrastructure by a variety of homebuilders who may purchase lots from Developer, as long as construction complies with the terms of this Agreement. Assignment of this Agreement to a different developer or other person or entity shall require the written agreement of County. For the purposes of this Section, the term "Affiliate" means (a) an entity that directly or indirectly controls, is controlled by or is under common control with Developer, or (b) an entity at least five percent of whose economic interest is owned by Developer or an entity that directly or indirectly controls, is controlled by or is under common control with Developer; and the term "control" means the power to direct the management of such entity through voting rights, ownership or contractual obligations.
3. **AMENDMENTS AND WAIVERS.** Amendments to this Agreement, including to any exhibits, must be in writing and signed by both parties. Verbal amendments or deviations from the requirements herein are not effective or binding. Any failure by a party to insist upon strict performance by the other party of any provision of this Agreement will not, regardless of length of time during which that failure continues, be deemed a waiver of that party's right to insist upon strict compliance with all terms of this Agreement. Any enforceable waiver of a provision of this Agreement must be in writing and signed by both

parties, and such waiver shall only be effective as to the specific default and the specific time period set forth in the waiver. A written waiver will not constitute a waiver of any subsequent default or right to require performance of the same or any other provision of this Agreement in the future.

4. **COVENANT RUNNING WITH THE LAND.** This Agreement shall constitute a covenant that runs with the land and is binding on future owners of Developer's Property. A copy of this Agreement shall be recorded in the Official Public Records of Waller County, Texas.
5. **DEFAULT.** No party shall be deemed in default of any provision of this Agreement until the expiration of thirty (30) days following the receipt of notice of default from the other party, during which time the defaulting party may cure the default. Absent force majeure or a written extension of the cure period signed by both parties, if the default is not cured within the thirty-day cure period, the non-defaulting party may pursue all available legal and equitable remedies, including specific performance. All remedies will be cumulative, and the pursuit of one remedy will not constitute an election of remedies or waiver of the right to pursue other available remedies. In addition to other remedies, County may withhold acceptance of roads within the subdivision for County maintenance for non-compliance with this Agreement.
6. **NOTICES.** All notices for this Agreement shall be in writing and may be effected by sending notice by registered or certified mail, return receipt requested, to the addresses below. Notice shall be deemed given three (3) business days after deposited with the United States Postal Services with sufficient postage affixed. A party may change its address for notices by giving notice to the other party in accordance with this section.

Notices mailed to County:

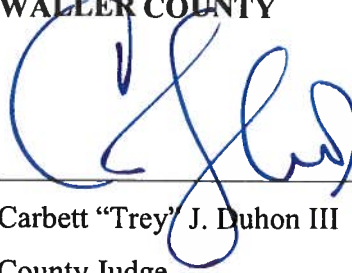
County Judge
425 FM 1488, Suite 106
Hempstead, Texas 77445

Notices mailed to Developer: Maple Woods Development, LLC
5847 San Felipe Street, Suite 4675
Houston, Texas 77057
ATTN: Russ Walker

7. **CONTRACTING AUTHORITY.** The Waller County Commissioners Court is the contracting authority for County. All amendments, waivers, etc. requiring approval under this Agreement must be approved by the Waller County Commissioners Court on behalf of County.
8. **FORCE MAJEURE.** In this Agreement, force majeure shall mean acts of God, strikes, riots, epidemics, fires, hurricanes, natural disasters, or other causes not reasonably within the control of the parties that impact a party's inability to perform in a timely manner with the provisions of this Agreement. If a party is wholly or partially unable to perform its obligations under this Agreement due to force majeure, then such party shall give written notice to the other party within ten (10) days of the occurrence of a force majeure event. While a force majeure event may delay or postpone a party's obligations during the continuance of an inability to perform, a force majeure event will not waive or alter the substance of a party's obligations under this Agreement. The party claiming force majeure shall make reasonable efforts to remove or overcome its inability to perform and resume its obligations as soon as practicable.
9. **SEVERABILITY.** If any court of competent jurisdiction determines that any provision of this Agreement is invalid or unenforceable, that provision shall be fully severable. This Agreement shall be construed and enforced as if the invalid or unenforceable provision had never been part of the Agreement, and the remaining provisions of this Agreement shall remain in full force and effect. Any provision deemed invalid or unenforceable shall be automatically replaced with a provision as similar as possible to the original provision in terms that make the provision valid and enforceable.

- 10. JURISDICTION, VENUE, AND GOVERNING LAW.** This Agreement shall be governed by the laws of the State of Texas, without regard to its conflict of laws provisions. Jurisdiction and venue for disputes over this Agreement shall exclusively in Waller County, Texas for state claims and the Southern District of Texas for federal claims.
- 11. NO JOINT VENTURE.** This Agreement does not create a joint venture or partnership among the parties. County and its past, present, and future officers, employees, agents, and officials do not assume any responsibilities or liabilities to any third party in connection with the development of Developer's Property.
- 12. NO THIRD PARTY BENEFICIARIES.** This Agreement does not benefit any third parties and does not create any third-party beneficiary rights in any person or entity who is not a party to this Agreement.

WALLER COUNTY



Carbett "Trey" J. Duhon III
County Judge

3/20/24

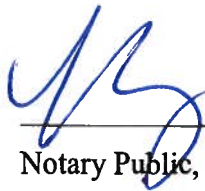
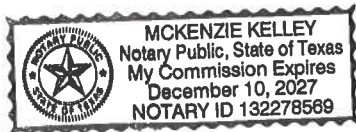
Date

State of Texas §

§

County of Waller §

This instrument was acknowledged before me on the 20 day of March, 2024 by Carbett "Trey" J. Duhon III, Waller County Judge, on behalf of Waller County, Texas, a political subdivision of the State of Texas.



Notary Public, State of Texas

MAPLE WOODS DEVELOPMENT, LLC

A Texas limited liability company

By:

Itiel Kaplan

Itiel Kaplan

Manager

4/17/24

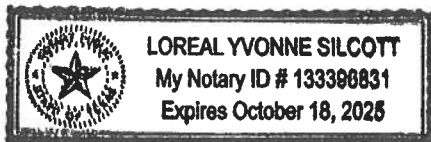
Date

State of Texas §

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County of Harris §

This instrument was acknowledged before me on the 17th day of April, 2024 by Itiel Kaplan, Manager of Maple Woods Development, LLC, on behalf of Maple Woods Development, LLC, a Texas limited liability company.



Loreal Silcott

Notary Public, State of Texas

EXHIBITS

Exhibit A – Real Property Description

Exhibit B – Plan of Development

Exhibit C – General Land Plan

Exhibit D – Approved Variances

Exhibit E – Memorandum of Agreement

Exhibit A

Real Property Description

County: Waller
Project: Maple Woods
M.S.G.: 221089
Job Number: 4397-BDY

FIELD NOTES FOR A 120.767 ACRE TRACT

Being a tract of land containing 120.767 acres (5,260,629 square feet), located in the Catherine May Survey, A-229 in Waller County, Texas; Said 120.767 acre tract being out of a called 122.355 acre tract recorded in the name of Joe C. Smith under Waller County Deed Record (W.C.D.R.) Vol. 1219, Page 35; said 120.767 acre tract being more particularly described by metes and bounds as follows (bearings based on the Texas Coordinate System of 1983, South Central Zone, per GPS observations):

BEGINNING at a found concrete monument with a 3/4-inch iron rod at the reentrant corner for the north line of Clear Creek Forest, Section 8, Waller County Map Records (W.C.M.R.) Vol. 238, Pg. 343, and being located on the east line of Lot 179 said Clear Creek Forest, Section 8,;

THENCE, with the line common to said Lot 179 Clear Creek Forest, Section 8, and the herein described tract, North 01 degrees 19 minutes 38 seconds West, a distance of 273.30 feet to a found 1/2-inch capped iron rod stamped 'Precision' at the southeast corner of Lot 2, Clear Creek Forest, Section 9, W.C.M.R. Vol. 239, Pg. 206, and an angle point of the herein described tract;

THENCE, with the line common to the most northerly portion of the east boundary of said Clear Creek Forest, Section 9, and the herein described tract the following three courses;

1. North 01 degrees 27 minutes 58 seconds West, a distance of 153.08 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at the southeast corner of Lot 1, Clear Creek Forest, Section 9, and the northeast corner of said Lot 2, Clear Creek Forest, Section 9, and an angle point of the herein described tract;
2. North 01 degrees 55 minutes 02 seconds West a distance of 392.99 feet to a found 3/4-inch iron pipe at the northeast corner of said Lot 1, Clear Creek Forest, Section 9, and an angle point of the herein described tract;
3. North 01 degrees 45 minutes 14 seconds West a distance of 22.50 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' located on the south right-of-way (ROW) of Joseph Road, and an angle point of the herein described tract;

THENCE, with the line common to said south ROW of Joseph Road, the east ROW of Joseph Road, and the herein described tract the following two courses;

1. North 88 degrees 54 minutes 26 seconds East, a distance of 23.00 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
2. North 01 degrees 45 minutes 14 seconds West, a distance of 160.65 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at the beginning of a non-tangent curve to the left of the east ROW of Joseph Road, and the west line of said herein described tract;

THENCE, 114.05 feet along the arc of said curve to the left of said east ROW of Joseph Road, and the west line of the herein described tract, having a radius of 323.72 feet, a central angle of 20 degrees 11 minutes 10 seconds and a chord that bears North 07 degrees 03 minutes 30 seconds East, a distance of 113.46 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at angle point in said east ROW Joseph Road, and the west line of said herein described tract;

THENCE, with the line common to said east ROW of Joseph Road, and the west line of herein described tract, North 01 degrees 46 minutes 14 seconds West, a distance of 1335.00 feet to a found 3/4-inch iron pipe at the most westerly southwest corner of a called 21.69 acre tract recorded in the name of Bradley Bonds and wife, Kelli Bonds under W.C.D.R. 1809374, and the northwest corner of said herein described tract;

THENCE, with the line common to said called 21.69 acre tract, and the north line of the herein described tract the following three courses;

1. North 87 degrees 20 minutes 45 seconds East, a distance of 719.57 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
2. North 01 degrees 03 minutes 05 seconds West a distance of 60.03 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
3. North 89 degrees 20 minutes 20 seconds East a distance of 1380.35 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' located on the west line of a called 118.210 acre tract recorded in the name of Farmin Charmin, LLC under Montgomery County Deed Record (M.C.D.R.) 2019028336, being the southeast corner of said called 21.69 acre tract, and being the northeast corner of the herein described tract;

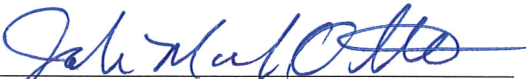
THENCE, with the line common to said called 118.210 acre tract, and said herein described tract, South 01 degrees 47 minutes 03 seconds East, a distance of 1105.93 feet to a found 1-inch iron pipe at the northwest corner of a called 23.00 acre tract recorded in the name of Michelle Tacker and Trent Tacker under M.C.D.R. 2014104822, being the southwest corner of said called 118.210 acre tract, and being an angle point in the east line of said herein described tract;

THENCE, with the line common to said called 23.00 acre tract, and said herein described tract, and the west line of the residue of a called 75.932 acre tract recorded in the name of Raymond Jordan and Debra S. Jordan under M.C.D.R. 9614313, South 01 degrees 22 minutes 16 seconds East, passing at a distance of 798.31 feet a found 5/8-inch capped iron rod at the southwest corner of said called 23.00 acre tract, and the northwest corner of said residue of a called 75.932 acre tract, a distance of 1373.40 feet a found 1-inch iron pipe east 4.89 feet, at a distance of 1385.26 feet a found 4-inch iron pipe east 5.23 feet, in all a distance of 1390.72 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at the northeast corner of Lot 141, said Clear Creek Forest, Section 8, and the southeast corner of said herein described tract, said point being referenced by a found 5/8-inch iron in concrete at South 84 degrees 04 minutes 06 seconds East a distance of 5.55 feet, and a found 60D nail at South 83 degrees 35 minutes 09 seconds East a distance of 1.02 feet;

THENCE, with the line common to said Clear Creek Forest, Section 8, and the south line of the herein described tract the following five courses;

1. South 88 degrees 38 minutes 55 seconds West, passing at a distance of 330.40 feet a found 1/2-inch iron pipe south 0.39 feet, in all a distance of 497.62 feet to an angle point in said south line of the herein described tract;
2. South 88 degrees 13 minutes 55 seconds West, passing at a distance of 0.50 feet a found 5/8-inch iron rod with cap stamped 'C&R', at a distance of 205.45 feet a found 3/4-inch iron rod north 0.49 feet, at a distance of 358.07 feet a found 5/8-inch iron rod north 1.60 feet, in all a distance of 499.96 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
3. South 87 degrees 56 minutes 57 seconds West, passing at a distance of 445.50 feet a found 1/2-inch iron rod south 2.49 feet, in all a distance of 500.28 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY', being referenced by a found 5/8-inch iron rod South 05 degrees 28 minutes 13 seconds West at a distance of 2.47 feet;
4. South 88 degrees 14 minutes 36 seconds West, a distance of 499.95 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
5. South 88 degrees 52 minutes 51 seconds West, a distance of 135.50 feet to the **POINT OF BEGINNING** and containing 120.767 acres of land.

A Category 1A, Condition II boundary survey of the herein described tract was prepared in conjunction with and accompanies this description.


John Mark Otto
Registered Professional Land Surveyor
Texas Registration No. 6672



Miller Survey Group
Texas Firm Registration No. 10047100
PH: (713) 413-1900
April 8, 2022
DWG No. 4397-BDY

County: Waller
Project: Maple Woods – North Tract
M.S.G.: 221217
Job Number: 4397-BDY

FIELD NOTES FOR A 21.687 ACRE TRACT

Being a tract of land containing 21.687 acres (944,698 square feet), located in the William Stewart 160 Acre Survey, A-263, and the Catherine May Survey, A-229 in Waller County, Texas; Said 21.687 acre tract being all of a called 21.69 acre tract recorded in the name of Bradley Bonds and Kelli Bonds, under Waller County Clerk's File (W.C.C.F.) No. 1809374; said 21.687 acre tract being more particularly described by metes and bounds as follows (bearings based on the Texas Coordinate System of 1983, South Central Zone, per GPS observations):

BEGINNING at a 3/4-inch iron pipe found at the northwest corner of a called 120.767 acre tract recorded in the name of Maple Woods Development, LLC, under W.C.C.F. No. 2205164, being on the east Right-Of-Way (ROW) of Joseph Road as dedicated in Waller County Deed Record (W.C.D.R.) Vol. 235, Pg. 704, the most westerly southwest corner of said 21.69 acre tract, and the most westerly southwest corner of the herein in described tract;

THENCE, with the line common to said east ROW of Joseph Road, a portion of the west line of said 21.69 acre tract, and a portion of the west line of the herein described tract, North 02 degrees 25 minutes 58 seconds West, a distance of 60.36 feet to a 3/4-inch iron pipe found at the southwest corner of a called 5.0038 acre tract recorded in the name of Nicolas Pena and Maria Pena, under W.C.C.F. 1906069, the most westerly northwest corner of said 21.69 acre tract, and the most westerly northwest corner of the herein described tract;

THENCE, with the line common to said 5.0038 acre tract, said 21.69 acre tract, the residue of a called 8.9695 acre tract recorded in the name of Tony B. Tollefsbol and Janis H. Tollefsbol, under W.C.C.F. 1608833, and the herein described tract, the following two (2) courses;

1. North 87 degrees 20 minutes 45 seconds East, a distance of 661.16 feet to a 3/4-inch iron pipe found at the southeast corner of said 5.0038 acre tract, an angle point in said 21.69 acre tract, and an angle point of the herein described tract;
2. North 03 degrees 09 minutes 41 seconds West, passing at a distance of 255.19 feet a 1/2-inch iron with cap stamped 'PRECISION' found at the common east corner of said 5.0038 acre tract and said residue of a called 8.9695 acre tract, in all a distance of 600.25 feet to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' set on the south line of a called 13.8012 acre tract recorded in the name of Kathryn McCoy, under W.C.C.F. 2202108, being the most northerly northwest corner of said 21.69 acre tract, and the most northerly northwest corner of the herein described tract;

THENCE, with the line common to said 13.8012 acre tract, and a called 11.000 acre tract recorded in the name of Ricky L. Bonds and Rebecca A. Bonds, under W.C.C.F. 1608833, said 21.69 acre tract, and the herein described tract, North 87 degrees 22 minutes 05 seconds East, passing at a distance of 463.81 feet the common south corner of said 13.8012 acre tract, and said 11.000 acre tract, (being referenced by a 5/8-inch iron rod with cap stamped 'PICKERING' found bearing North 03 degrees 12 minutes 54 seconds West, distance of 0.53 feet,) in all a distance of 1452.34 feet to a 1-inch iron pipe found on the west line of a called 12.4946 acre tract recorded in the name of Patrick Millon and Ellen M. Bernal, under Montgomery County Clerk File (M.C.C.F.) No. 2004048479, being the northwest corner of said 21.69 acre tract, and the northwest corner of the herein described tract;

THENCE, with the line common to said 12.4946 acre tract, and a called 10.0002 acre tract recorded in the name of Patrick Millon and Ellen M. Bernal, under M.C.C.F. No. 2004048477, and a called 118.210 acre tract recorded in the name of Farmin Charmin, LLC, under M.C.C.F. No. 2019028336, said 21.69 acre tract, and the herein described tract, South 01 degrees 58 minutes 36 seconds East, passing at a distance of 606.42 feet a 1-inch iron pipe found at the common west corner of said 10.0002 acre tract, and said 118.210 acre tract, in all a distance of 648.07 feet, to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' found at the northeast corner of said 120.767 acre tract, being the southeast corner of said 21.69 acre tract, and the southeast corner of the herein described tract;

THENCE, with the line common to said 120.767 acre tract, said 21.69 acre tract, and the herein described tract the following three (3) courses;

1. South 89 degrees 20 minutes 20 seconds West a distance of 1380.35 feet to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' found;
2. South 01 degrees 03 minutes 05 seconds East a distance of 60.03 feet to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' found;
3. South 87 degrees 20 minutes 45 seconds West, a distance of 719.57 feet to the **POINT OF BEGINNING** and containing 21.687 acres of land.

An ALTA/NSPS Land Title survey of the herein described tract was prepared in conjunction with and accompanies this description.


John Mark Otto
Registered Professional Land Surveyor
Texas Registration No. 6672



Miller Survey Group
Texas Firm Registration No. 10047100
PH: (713) 413-1900
August 3, 2022
DWG No. 4397-ALTA-21.687AC

Exhibit B

Plan of Development

EXHIBIT B

**MAPLE WOODS
PLAN OF DEVELOPMENT**

± 142.3 Acres

**Prepared For:
MAPLE WOODS DEVELOPMENT LLC**

PREPARED BY:



**24285 Katy Freeway, Suite 525
Katy, TX 77494**

March 1, 2023

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I. INTRODUCTION

Maple Woods (Project) is a residential community consisting of approximately 142.3 acres located south of FM 1488, immediately west of and adjacent to the Montgomery County line, at the intersection of Joseph Road and Robin Hood Lane. The project is wholly located within Waller County and is not subject to any city's extraterritorial jurisdiction.

The developer desires to construct a single-family residential community with the associated drainage and detention facilities and a small neighborhood park. The development will include a mix of housing products and sizes for different ranges of the homeowner market.

This Plan of Development (PD), its description, rules, and regulations shall apply to the entirety of the property, which is located within Waller County. The area of the PD and the projected lot count is depicted on Exhibit C, General Development Plan.

II. GENERAL PROVISIONS

The Plan of Development (PD) approved herein will be constructed, developed, and maintained in compliance with this Development Agreement and other applicable ordinances or regulations of the County. The Maple Woods Plan of Development shall be governed by the County ordinances and regulations in effect as of the effective date of this Development Agreement, except to the extent the County ordinance or regulation conflicts with this Development Agreement.

If there are discrepancies between the text of this document and the figures attached, the text shall prevail.

The Project shall be developed in accordance with the following exhibits that are attached to and made a part of this PD:

Exhibit B-1:	Landscape and Open Space Plan
Exhibit B-2:	Fence Exhibit
Exhibit B-3:	Compensating Open Space Standards
Exhibit B-4:	Roundabout Standards
Exhibit C:	General Development Plan

A homeowners' association shall be established and made legally responsible to maintain all common areas, recreation reserves, and community amenities not otherwise dedicated to the public. All land and facilities dedicated to a Municipal Utility District shall be maintained by said District.

The homeowners' association shall enforce restrictions regarding on-street parking on residential streets. Said restrictions regarding on-street parking cannot be omitted, amended, or changed without the review and favorable vote of the Waller County Commissioner's Court.

The following minor modifications of the PD are allowed:

1. Modifications to internal street patterns are allowed.

2. Modifications to the arrangement and location of proposed land uses set forth in this document ("Maple Woods Plan of Development") and Exhibits B-1, B-2, and C are permitted to address market conditions.
3. Modifications to lot sizes are allowed, provided that such lots shall adhere to the minimum lot frontage regulations and the maximum number of dwelling units set forth in this document.

Additional tracts of land may be incorporated into the Development Agreement by approval from the Waller County Commissioners Court of a new General Plan showing the new total acreage. Any added property must comply with all the standards of this Development Agreement. Deviations or incompatibilities must seek an amendment to this Agreement. Any added property must also comply with all Waller County regulations and requirements beyond this Agreement, unless a separate variance is approved by the appropriate authority.

III. LAND USES

The primary land use of the Maple Woods development shall be residential lots. The maximum number of residential lots shall not exceed 500 (five hundred) lots for the current ± 142 acre initial tract, and shall not exceed 4.5 dwelling units per gross acre of any tract incorporated by future General Plans. All lots are designed as single-family lots; however, this shall not preclude the addition of an Accessory Dwelling Unit (including but not limited to: garage apartments, mother-in-law suites, etc) within an individual lot.

Within the boundary of the Project, land shall be set aside for a neighborhood park accessible to all residents. The neighborhood park shall be owned and maintained by the homeowners' association, community association, or municipal utility district of the Maple Woods development, not Waller County, unless said responsibilities are later exchanged by separate agreement.

Landscape and open space reserves throughout the Project may have additional man-made improvements provided by the developer, such as hiking/running trails, benches, or shelters that facilitate recreational activities. These areas will not be considered a part of the neighborhood park area, but may be used for Compensating Open Space as described in Exhibit B-3.

Drainage and detention facilities, utility facilities, and other uses incidental to the creation and operation of a residential community are also included in the Project. These shall be governed by the appropriate rules of Waller County and the State of Texas, as applicable.

The Maple Woods Plan of Development does not provide for any large-scale multi-family or non-residential uses such as commercial, retail, industrial, or etc.

IV. DEVELOPMENT REGULATIONS

The Project shall comply with all Waller County subdivision and development regulations in effect at the time that the Development Agreement is enacted, except as provided herein.

1. Roadway Design

Roadways within the PD shall be developed in accordance with the following regulations:

1. Joseph Road / Robin Hood Lane – existing streets
 - a. Developer is not obligated to make any improvements to the existing streets outside the Project boundary, except for right-of-way widening, if needed, and any improvements needed for the installation of entrances to the Maple Woods development. This shall include left turn lanes where deemed necessary by a Traffic Impact Analysis or other County analysis of the new entrances to the Project.
 - b. Where abutting the Maple Woods PD, the standard cross section of Joseph Road shall be a 90' ROW with asphalt paving and open ditches. Waller County may elect to modify or improve the street cross section at its sole discretion, but developer shall not be responsible for said improvements.
2. Joseph Road / Robin Hood Lane – Realignment and Roundabout
 - a. The developer shall dedicate right-of-way for the realignment of Robin Hood Lane to directly intersect with Joseph Road using a roundabout intersection, as indicated in Exhibit C, General Development Plan.
 - b. Developer may provide an interim connection to Joseph Road which shall be a four-way intersection at the current intersection of Joseph Road (north and west legs) and Robin Hood Court. The ultimate configuration shall be a five-way intersection as shown in Exhibit C.
 - c. Responsibility for the construction and financial aspects of the realignment and roundabout shall be determined separately by a 381 Agreement between the Developer and Waller County. This shall include acquisition of off-site property for expansion of the existing rights-of-way as needed to complete the new road geometry; and shall also include relocation of utilities within or immediately adjacent to the right-of-way as needed for construction.
 - d. Within the proposed realignment, the minimum street centerline curve radius shall be a minimum of 650'. Geometry within 100' of the roundabout is not considered part of the normal centerline – see Roundabout Design Regulations for the standards for street design on the roundabout approaches.
3. Collector Streets – Primary access streets making direct connections to Joseph Road shall be considered Collector Streets and shall have a minimum 80'-wide ROW and minimum 32'-wide paving with curb and gutter cross-section. At the developer's discretion, the paving cross section on entry streets may include a median with divided boulevard paving lanes, but in any case the total paving cross-section shall not be less than 32'.
4. Internal Circulation Streets – internal streets which guide residents to and from the main access points to Joseph Road, which may abut the lake or neighborhood

park, and which may or may not have residential driveways taking direct access, shall meet the following criteria:

- a. 60' minimum ROW width
- b. 300' minimum centerline radius
- c. Paving shall be concrete with curb and gutter cross-section
- d. Minimum paving width shall be 28' except as provided below:
 - i. Wider paving may be needed on portions of internal streets that abut the neighborhood park, for which vehicle stacking and/or parking on the street would be necessary for the intended use.
 - ii. A limited scope Traffic Impact Analysis may analyze whether or not wider paving is needed in these cases.

5. Local Streets – streets which primarily provide direct access and frontage to individual lots

- a. 50' minimum ROW width
- b. 28' minimum concrete paving width in a curb and gutter cross-section
- c. 250' minimum centerline radius
- d. Center point of bulb on cul-de-sac or knuckle may be offset from right-of-way centerline.

6. Cul-de-Sac Geometry

- a. Minimum 50' paving radius
- b. Minimum 60' ROW radius
- c. Easements for water, sanitary sewer, and other utilities may exceed the ROW as needed.

7. Construction Specifications

- a. Maintenance Period for public streets shall be increased from one year to two years before County acceptance.
- b. Developer agrees to provide 7" thick concrete on local streets and internal circulation streets, and 8" thick concrete on collector streets, unless a geotechnical soil analysis demonstrates that improvements to subgrade will provide better long-term stability and reduced maintenance burden for the road, in which case 6" concrete and 7" concrete, respectively, shall be permitted along with improved subgrade as specified in the analysis.

2. Points of Access

The Maple Woods development shall ultimately provide a minimum of two connections to Joseph Road / Robin Hood Lane, and internal street pattern shall connect these two access points within the development. Construction of the two connections may be phased over time, except that at no point shall more than 150 lots be limited to access from a single connection or be constricted to a single point of access.

3. Block Length and Intersection Spacing

- A. Block length and intersection spacing within the Maple Woods development shall be determined based on the following:

1. Western and Southern Boundaries (Joseph Road / Robin Hood Lane)
 - a. Only two connections total shall be required to Joseph Road and/or Robin Hood Lane. The two connections must be separated by at least 500' (five hundred feet). The Developer may choose to provide an additional connection to Joseph Road and/or Robin Hood Lane, which shall be subject to the typical requirements of Waller County.
 - b. No stub streets shall be required into the existing neighborhood along Robin Hood Lane south of the Project.
2. Eastern Boundary
 - a. The eastern boundary of the Project is the Waller/Montgomery County Line. No streets shall be required to stub into the County Line.
3. Northern Boundary
 - a. The northern project boundary is approximately 2,150' in length between Joseph Road and the County Line. No stub streets shall be required into the adjacent private property to the north, but may be provided if desired by the Developer.
4. Internal Circulation Streets and Local Streets
 - a. Except as provided above, each local street shall intersect with another local street or internal circulation street at least every 1,500 feet, measured from edge of right-of-way to edge of right-of-way.

4. Roundabout Design Standards

- A. Joseph Road / Robin Hood Lane Roundabout
 - a. The Developer shall design the roundabout on Joseph Road to the standards specified in Exhibit B-4.
- B. Residential Mini Traffic Circle
 - a. If the developer chooses to provide single-lane roundabouts or traffic circles on any local street intersections internal to the development, such traffic circles should be in general conformance with the standards specified in attached Exhibit B-4.

5. Single-Family Residential

Residential lots within the Project shall be developed in accordance with the following regulations:

- A. Lots
 1. The maximum number of residential lots shall not exceed 500 lots for the current ± 142 acre initial tract, and shall not exceed 4.5 dwelling units per gross acre of any tract incorporated by future General Plans.
 2. Minimum lot size is forty (40') feet minimum width.
 3. Lots less than five thousand (5,000) square feet shall provide compensating open space in accordance with the standards required by the City of Houston Subdivision Ordinance, Chapter 42-184, as in place at the time of the adoption of this Development Agreement (specified in attached Exhibit B-3).

4. Measurement of lot width is to be taken at building line. The measurement of the building line shall be based off a tangential width on radial shaped lots, not based on arc length.
5. The minimum lot width on a cul-de-sac or knuckle that is fronted entirely by lots (no landscape or other reserves) shall be such that the projected width at the curb line allows eighteen (18) feet plus the width of a driveway and curb return radii (3 feet) on each side of driveway, for curb-side vehicle parking. This lot width requirement may be waived if there is additional parking available on the affected lot or in the vicinity, at least one extra space per affected lot, which achieves the same result. Such parking may be allocated by one or more methods including but not limited to: a longer driveway on the lot; parallel parking spaces on the side of a nearby corner lot or along a nearby open space; a center paving island that provides curb space for parallel parking in the middle of the cul-de-sac; or any other methods that achieve the desired parking result. However, in no case shall any lot be less than 40' in width at the building line as described in the sections above.
6. Maximum lot coverage: Sixty-five (65%) percent, calculated as the ground covered by building structures, whether principle or accessory, out of the gross lot surface area.
7. Minimum front yard building setback:
 - a. Typical front yard setback – 25 feet
 - b. Cul-de-sac front yard setback - 20 feet (cul-de-sac bulbs and knuckle bulbs)
 - i. Setback shall be measured at the building line.
 - ii. Where the cul-de-sac is surrounded entirely by lots (no landscape or other reserves), the lots fronting the knuckle/cul-de-sac shall have a dual building line: 20' for the principal structure, 25' for garages. The dual building line is not required on an open cul-de-sac where part of the curb abuts an area with no driveways.
8. Minimum side yard building setbacks:
 - a. five-foot (5') setback for interior, non-corner lots and the non-street side of corner lots
 - b. ten-foot (10') setback for exterior/street side of corner lots
 - c. twenty-five-foot (25') garage setback if the garage door faces the side street
 - d. Where a corner lot is separated from the side street by a landscape reserve, the five-foot (5') interior side setback shall apply to the lot from its side lot line and the side street shall have a five-foot (5') building setback line across the landscape reserve. Residential driveway access across the landscape reserve is prohibited.
9. Minimum rear yard building setback: 10 feet from the rear property line, notwithstanding the presence of any utility easements that may have separate restrictions on structures.
10. No lots shall have direct access to Joseph Road or Robin Hood Lane. A landscape reserve shall separate all lots from Joseph Road and Robin Hood Lane.

B. Shade Trees:

1. All lots shall have a minimum of one (1) tree, planted in the front right-of-way or front yard.
2. In addition, for corner lots with frontage on a side street (not separated by a landscape reserve), one tree shall be provided within 15 feet of a street-side lot line per 50 feet of lot frontage on the side street, or portion thereof. Required trees shall be placed within the side yard setback or the adjacent right-of-way.
3. The trees must be a minimum of two and one-half (2-1/2) inches in caliper width and a minimum height of eight (8) feet as measured at the tree trunk from the ground as planted.

C. Parking:

1. Each single-family home in the Project shall be subject to parking restrictions to be memorialized in separately filed covenants and restrictions as follows:
 - a. Resident Parking: Vehicles of residents shall be parked in the resident's garage or driveway.
 - b. Guest parking: Guests of residents must park in the driveway of the single-family residence they are visiting and may only park on the street if the driveway is not capable of parking another vehicle. This provision does not apply to law enforcement vehicles, emergency services vehicles, vehicles of service workers such as landscapers, construction workers, plumbers, etc., but does apply to vehicles belonging to caregivers or domestic help that routinely provide services to the resident.
 - c. Enforcement: The enforcement of these Parking Restrictions shall be done both in accordance with Chapter 684 of the Texas Transportation Code relating to the towing of vehicles, and in accordance with provisions relating to the issuance of fines and the granting of variances from the Parking Restrictions to be contained in separately filed covenants and restrictions.

D. Screening walls: where residential lots are platted adjacent to Joseph Road or Robin Hood Lane, a minimum six feet (6') stained wood perimeter fence shall be built along the back or side lot line adjacent to said streets as shown on Exhibit B-2, Fence Exhibit.

V. PARKS, RECREATION AND TRAILS

The Maple Woods development shall provide a neighborhood park, which shall consist of (1) an outdoor park space with play equipment and (2) an open play field. Exhibit B-1, Landscape and Open Space Plan, illustrates the proposed location of these facilities. The exact geometry of each site shall be determined through the platting process. In addition, pedestrian sidewalks shall make a complete connection from each residential home to the neighborhood park facility.

The Neighborhood Park shall be platted, shall have a minimum frontage of 60 feet on a public street, and shall be accessible to all residents of the Maple Woods development. The park space with play equipment shall be a minimum of one (1) acre in size and shall directly abut the open play field. The open play field shall utilize the surface of the drill site reserves for use of mineral rights owners. If mineral exploration or extraction is ever enacted, the play fields shall be re-established by the homeowners' association, community association, or municipal utility district once drilling activities are complete.

The developer may also choose to provide amenities such as plantings, walking trails, benches, or etc. along the drainage and detention facilities or within the landscape reserves that may be dedicated within the community.

Minimum five-foot (5') wide sidewalks shall be provided along both sides of local residential streets. All sidewalks shall be constructed in accordance with the County details and shall meet the State of Texas ADA standards.

All park areas and equipment, landscaping and plantings, facilities, sidewalks, trails, fields, and other recreational amenities shall be maintained by the homeowners' association, community association, or municipal utility district of Maple Woods.

VI. BUILDING REGULATIONS

Single-family homes within the Project shall be developed in accordance with the following building regulations:

1. Primary exterior finishes are limited to brick, stone (natural, cast, or cultured-textured), real stucco, (wire mesh, cement lime based), and glass, and shall comprise at least 50% of the front façade (the area of the front façade shall exclude eaves, fascia, and door and window openings).
2. Secondary exterior finishes shall include wood, ceramic tiles, oriented strand board siding, wood fiber hardboard siding, and fiber cement siding.
3. Use of architectural materials is limited to canopies, roof systems, and miscellaneous trim work and such use shall meet the durability standards of the development code.
4. No single exterior finish material shall cover more than 80% of the front of any single-family home, except masonry.
5. The following building materials shall NOT be used on the exterior finish:
 - a. Vinyl siding, plastic, or fiberglass panels.
 - b. Smooth or untextured concrete surfaces.
 - c. Exterior Insulated Finish Systems (E.I.F.S.) (except moldings)
 - d. Unfired or underfired clay, sand, or shale brick.

VII. APPLICABILITY

This document shall apply to any development within this tract and has no expiration. It shall be upheld for any and all existing and future developers or builders, except and unless a new amended agreement is written and approved by all owners and applicable agencies.

VIII. EXHIBITS

The exhibits attached hereto and listed below are incorporated herein for all purposes and represent the approved project (subject to revisions as permitted within this document).

- | | |
|-------------|-------------------------------------|
| Exhibit B-1 | – Landscape and Open Space Plan |
| Exhibit B-2 | – Fence Exhibit |
| Exhibit B-3 | – Compensating Open Space Standards |
| Exhibit B-4 | – Roundabout Standards |
| Exhibit C | – General Development Plan |

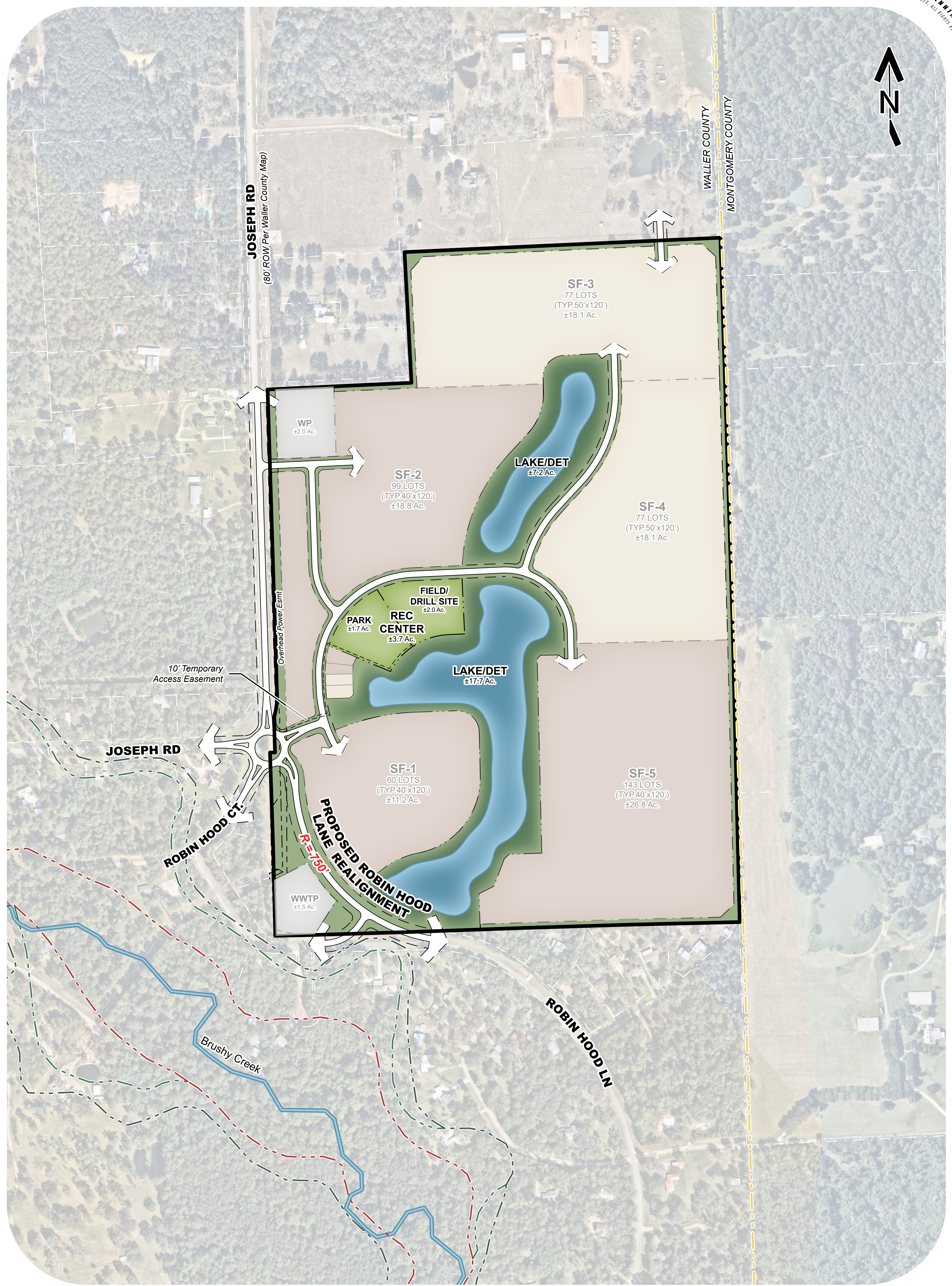
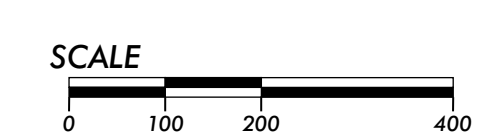


EXHIBIT B-1

a landscape exhibit for
MAPLE WOODS
±142.4 ACRES OF LAND
prepared for
MAPLE DEVELOPMENT GROUP



24285 Katy Freeway, Ste. 525
Katy, Texas 77494
Tel: 281-810-1422



MTA-45006
MARCH 1, 2023

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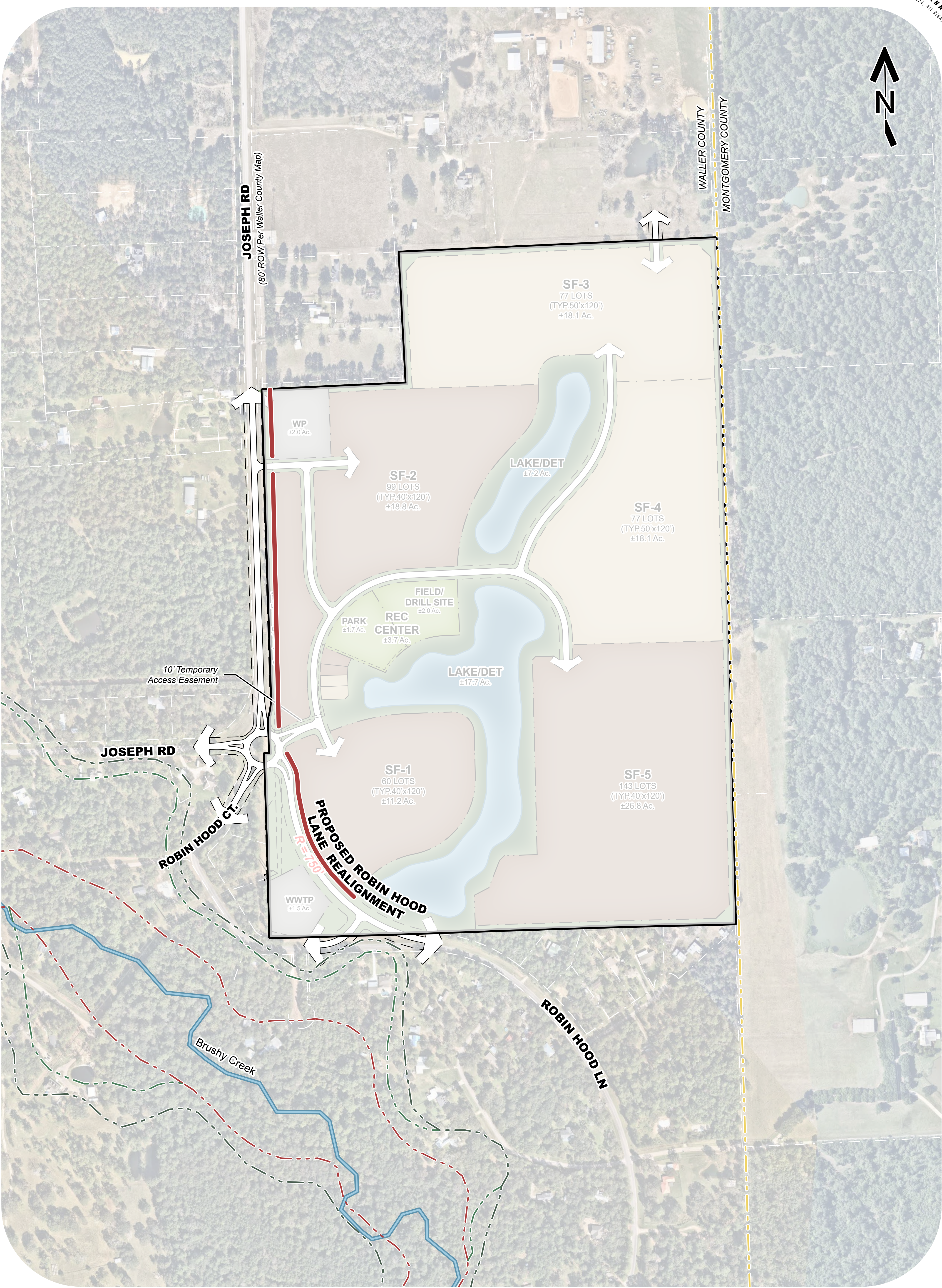


EXHIBIT B-2

 **STAINED WOOD FENCE**

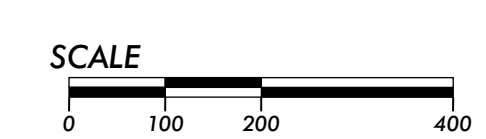
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a fence exhibit for
MAPLE WOODS
±142.4 ACRES OF LAND
prepared for
MAPLE DEVELOPMENT GROUP



24285 Katy Freeway, Ste. 525
Katy, Texas 77494
Tel: 281-810-1422



MTA-45006
MARCH 1, 2023

EXHIBIT B-3

Sec. 42-184. - Reduction in lot size; compensating open space.

Lot sizes less than the otherwise applicable minimum prescribed in sections 42-182 and 42-183 of this Code are permitted in subdivisions where compensating open space is provided within the boundaries of the subdivision plat in accordance with the following schedule and in conformance with the design standards of section 42-185 of this Code:

Average lot size may be reduced to this square footage	Upon providing this amount of compensating open space per lot	
	Suburban Area	Urban Area
4,999—4,500	100	None
4,499—4,000	200	None
3,999—3,500	300	None
3,499—3,000	400	240
2,999—2,500	500	360
2,449—2,000	600	480
1,999—1,400	720	600

(Ord. No. 99-262, § 2, 3-24-99)

7.10 Roundabout Design Standards

7.10.1 Definitions

Important components of roundabouts are shown in Figure 7.10.1, and these components and other concepts associated with roundabout design are defined below.

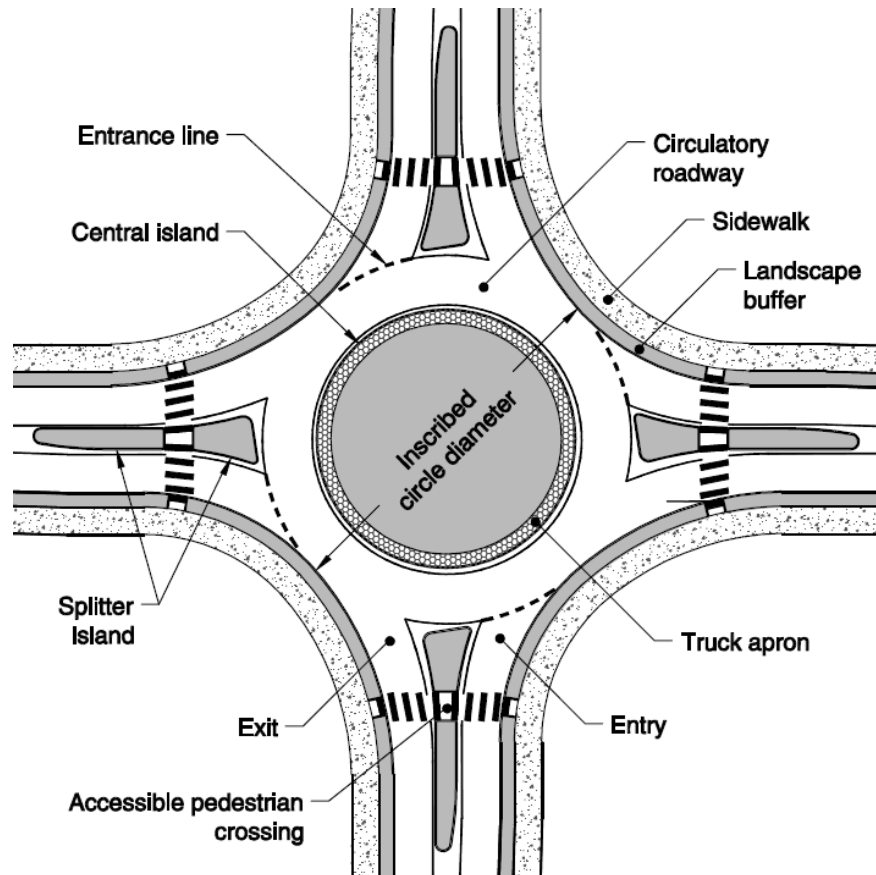


Figure 7.10.1 – General Roundabout Features

Central Island – The raised, generally circular area in the middle of a roundabout around which traffic circulates counter-clockwise.

Circulatory Roadway – The roadway used for traffic to travel around the central island.

Deflection – The change in trajectory of a vehicle imposed by roadway geometry and markings including the splitter islands and central island.

Entrance Line – Marks the edge of the circulatory roadway, assists circulating traffic in choosing an exit path, and assists entering traffic in determining where to yield.

Inscribed Circle Diameter – The maximum diameter of the curve defining the outside edge of the circulatory roadway and one of the principal roundabout design components that impact traffic operations.

Landscape Buffer – Separates the sidewalk from the roadway. Provides a buffer against traffic and assists visually impaired pedestrians in safely navigating the roundabout.

Mini Roundabout – Application of a roundabout with a small, traversable central island, usually on low- volume neighborhood streets.

Multilane Roundabout – A roundabout with two or more lanes in the circulating roadway and two or more lanes on at least one entry.

Path Overlap – Conflict between the natural paths of vehicles in a roundabout, usually due to improper geometry.

Single Lane Roundabout – A roundabout with a one-lane circulatory roadway and one-lane entries.

Splitter Island – The raised or painted area between entering and exiting traffic at each approach. Provides deflection for entering traffic and refuge for pedestrians to make two-stage crossings of the approach.

Truck Apron – Part of the central island that is raised above the circulatory roadway to enable trucks to negotiate the roundabout while also discouraging excessive speeds by other vehicles.

7.10.2 Procedure for Design and Approval

7.10.2.1 Reference Documents

All roundabouts constructed in the City of Sugar Land must comply with the latest editions of all relevant national, state, and local standards that pertain to roadway and intersection design, including but not limited to:

- *Texas Manual on Uniform Traffic Control Devices (TMUTCD)*
- *NCHRP Report 672: Roundabouts: An Informational Guide*
- *A Policy on Geometric Design of Highways and Streets (Green Book)*
- *City of Sugar Land Neighborhood Design Policy, City of Sugar Land*

7.10.2.2 Pre-Design Meeting

A pre-design meeting shall be held between parties interested in constructing a roundabout and officials from the City of Sugar Land. The purpose of this meeting is to ensure that fundamental design criteria for the proposed roundabout are

determined before significant design resources are expended. The meeting will discuss:

- Appropriateness of a roundabout at the proposed location
- Scope of required Pre-Design Report, including scope of data collection and traffic counts
- Design vehicle(s) for roundabout geometry
- Availability of and potential impacts to public right-of-way
- Location of and potential impacts to public utilities

7.10.2.3 Pre-Design Report

Prior to the design of a roundabout, a traffic analysis shall be performed and a summary report prepared and submitted to the City of Sugar Land for review. The full scope for the summary report will be defined in the pre-design meeting. The traffic analysis shall include morning and afternoon weekday peak hour turning movement counts as well as any other counts as defined in the scoping meeting. Capacity analyses using accepted methodology defined in this document shall be conducted for existing traffic volumes and for projected traffic volumes. The report shall include at minimum the following information:

- Existing turning movement counts
- Projected turning movement counts
- Description of existing traffic control
- Description of adjacent land uses
- Description of roadway network in vicinity of intersection, including adjacent traffic signals.
- Identification of year at which a single lane roundabout will no longer function at an acceptable LOS
- Description of proposed ultimate roundabout geometry (number of entry lanes, exit lanes, and circulating lanes)
- Capacity analysis reports including LOS, queue length, and delay per vehicle for future volumes and proposed ultimate roundabout geometry
- Identification of proposed design vehicle for each approach to the roundabout
- The 50% submittal, as described in Section 7.10.2.4, may be submitted as part of the pre-design report

7.10.2.4 Design Submittals

The roundabout design plan shall include, at minimum, a 50% submittal and a 100% submittal. The components of each submittal are listed below:

- 50% submittal
 - A preliminary roundabout schematic showing exterior curb lines, central island, truck apron, and splitter islands. The schematics should be drawn on an aerial photograph that shows existing pavement, driveways, and other fixed geometric features that may be impacted by roundabout construction. A preliminary pavement marking plan should be included.
 - Schematics showing fastest paths for the left-turn movement, the through-movement, and the right-turn movement for each approach. The fastest paths should be constructed utilizing the methodology detailed in *NCHRP 672: Roundabouts: An Informational Guide*. As many schematics as needed should be produced to show these fastest paths clearly. A table that lists the radii of the component curves of each fastest path and the corresponding design speed for the curve as listed in *A Policy on Geometric Design of Highways and Streets* (AASHTO, latest edition) should accompany the schematics.
- 100% submittal
 - Includes all components specified in the Construction Plan Requirements section.

7.10.2.5 Construction Plan Requirements

Construction Plans for Roundabouts shall conform to the City's graphic standards. The basic set of roundabout construction drawings shall include, but is not limited to, the following:

- Title Sheet and/or Index of Sheets
- General Construction and Utility Notes
- Basis of Estimate
- Existing Conditions Layout
- Paving Layout
- Drainage Layout
- Pavement Marking and Signing Layout
- Pedestrian Walkway Details
- Landscaping Plans
- Illumination Drawing

- Phasing of roundabout construction (if applicable) / Traffic Control Plans
- Standard Detail Sheets (all required and latest)

The construction plans may be submitted as a standalone set or combined into a larger project set.

7.10.3 Roundabout Operations

This section outlines general concepts about roundabout operations. Each of these concepts is crucial to the proper design of a roundabout.

7.10.3.1 Yield on Entry

Vehicles entering the roundabout yield to all conflicting vehicles within the roundabout regardless of whether those vehicles are circulating or exiting.

7.10.3.2 Counterclockwise Flow

Vehicles flow in a counterclockwise direction within the roundabout.

7.10.3.3 Yield to Pedestrians

Vehicles obey normal traffic laws with regard to yielding to pedestrians in the crosswalk.

7.10.3.4 Maximum Fastest Path Speeds

The fastest path speed is the maximum speed at which a vehicle can navigate the roundabout if the driver ignores all lane designations and pavement markings. The fastest path is defined with a series of reverse curves, and the fastest path speed is the speed at which a passenger vehicle can navigate the smallest-radius curve as defined in the AASHTO publication *A Policy on Geometric Design of Highways and Streets*. NCHRP 672 outlines a procedure for estimating the fastest path speed. Fastest path speeds should be defined for all movements possible for each approach as shown in Figure 7.10.2.

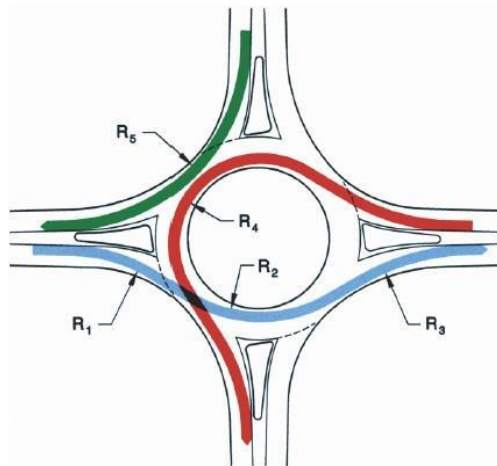


Figure 7.10.2 – Fastest Paths

For all movements shown in Figure 7.10.2, the desirable maximum speed is 20 mph for a single lane roundabout and 25 mph for a multilane roundabout. The absolute maximum speed for each movement is 25 mph for a single lane roundabout and 30 mph for a multilane roundabout.

Measurements for the fastest path speed are taken from a point three to five feet from the edge of the traveled way. The edge is typically either the face of curb or the edge of a raised truck apron. Where other fixed objects are present in the roadway (e.g. plastic bollards) these can also function as the edge of travelled way for the purposes of a fastest path calculation. Figure 7.10.3 illustrated how the fastest path movements should be constructed for the measurement of R1, R2, and R3.

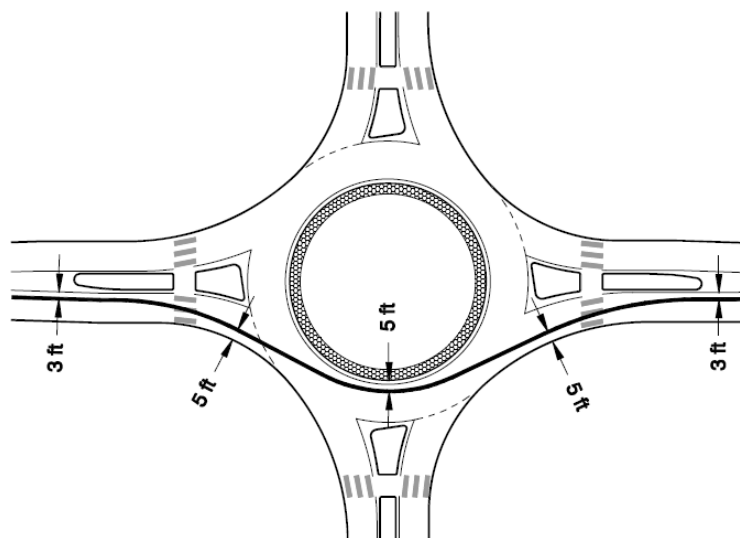


Figure 7.10.3 – Measurement of Fastest Path

7.10.4 Roundabout Planning

7.10.4.1 Lane Configuration

The first step in roundabout design is the selection of lane configuration. Lane configuration is selected to achieve the desired intersection level of service (LOS) for a future planning year. A 20-year horizon shall be used, and traffic projections for that horizon should be made using a combination of growth factors and knowledge of planned developments.

Highest Classification of Involved Streets	Minimum Intersection LOS for Future Design Year
Collector	LOS C
Arterial	LOS D

The roundabout geometry may be asymmetrical to minimize the number of entry and/or circulating lanes required to achieve the target LOS. Minimizing the number of lanes wherever possible can make the roundabout easier to navigate for drivers and decrease crossing distances for pedestrians.

Roundabouts with circulatory roadways consisting of up to two lanes are permitted within the City of Sugar Land. Any proposed roundabout with any part of the circulatory roadway consisting of more than two lanes is not permitted except with the approval of the City.

7.10.4.2 Phasing of Roundabout Construction

Providing roundabout capacity to meet LOS targets for future traffic volumes can result in a larger roundabout than what is required by existing traffic volumes. Drivers at such a roundabout may not respect lane designations until traffic volumes grow sufficiently and may drive faster than is desired. Phasing roundabout construction can be desirable to accommodate changing traffic volume levels. The pre-design report should discuss capacity needs for existing and future conditions as well as the necessary timing for phasing to accommodate existing and future conditions.

7.10.4.3 Capacity Analysis

Various methodologies and software packages are available for roundabout capacity analysis. These include the 2010 Highway Capacity Manual (HCM), SIDRA Intersection, RODEL, Synchro, and VISSIM. The Highway Capacity Manual methodology and Synchro Software are typically sufficient for minor intersections with standard geometries. SIDRA Intersection is appropriate for intersections with more complex geometries. VISSIM is appropriate for analyzing roundabout capacity when a complex network of intersections, driveways, and other factors in the vicinity of the roundabout may impact roundabout operations. The capacity analysis methodology to be used for a given intersection will be selected during the pre-design meeting.

7.10.4.4 Design Vehicle

Selecting an appropriate design vehicle is a critical step in the design of a proper roundabout. Selecting an inappropriately large design vehicle can result in an unnecessarily large roundabout that encourages higher speeds than desirable and creates crossing challenges for pedestrians. On the other hand, selecting an inappropriately small design vehicle can result in a roundabout that is too small to accommodate trucks and fire trucks, which may damage curbs and other roundabout features as they attempt to navigate the roundabout. Capacity can also be decreased below acceptable levels if a large number of trucks require multiple lanes to negotiate the curves.

The selection of the design vehicle should be sensitive to the context of the roadway network and adjacent development. Typical design vehicles for various roadway types are shown below; however, the ultimate design vehicle will be selected during the pre-design meeting.

Roadway Classification	Circulatory Roadway	Truck Apron
Collector	WB-67	BUS
Arterial	WB-50	BUS
Local	No truck apron	BUS
Rural	WB-67	BUS

Each roundabout design should be checked to ensure that fire trucks and school buses can navigate the roundabout without any use of the truck apron.

The roundabout should be designed such that the design vehicle can navigate it with a 1-foot clearance from the turning radius to any non-mountable curb face. The front wheels of the design vehicle should not encroach on the truck apron.

7.10.5 Geometric Design

7.10.5.1 Types, purpose, and importance of deflection

Deflection is a key component of roundabout design and is a primary determinant of traffic operations and safety. Deflection is achieved with physical geometric elements and ensures that no vehicle can travel a straight path through the roundabout without hitting curb or other physical delineator (see Figure 7.10.2). Three types of deflection are used to control speeds in a roundabout:

- Entry deflection – deflection caused by the geometry of the entry lanes and the splitter island on an entry leg (R1)
- Central island deflection – deflection caused by the placement of the central island within the path of an entering vehicle (R2)
- Exit deflection – deflection caused by the geometry of the exit lanes and the splitter island on an exit leg (R3)

Deflection will vary to ensure that entry speeds, circulating speeds, and exit speeds are kept within a desirable range, path overlap is minimized, and all design vehicles can be accommodated.

7.10.5.2 Inscribed Circle Diameter

The diameter of the inscribed circle should be chosen so that it is the smallest possible diameter that will accommodate the design vehicle, the desired number of lanes, the maximum desired entry speed, and the maximum desired circulating speed.

Roundabout Geometry	Typical Inscribed Circle Diameter
Single Lane Roundabout	90-150 ft
Two Lane Roundabout	150-220 ft

7.10.5.3 Central Island

The diameter of the central island is determined after the roundabout inscribed circle diameter, design vehicle, circulatory roadway width, and truck apron size are selected to accommodate the design vehicle and minimize the fastest path speed.

Pedestrians shall not be permitted to access the central island.

Landscaping on the central island is discussed in 7.10.8 Landscaping, Drainage, and Visibility.

7.10.5.4 Alignment of Centerlines

The centerlines of approach roadways should align with the center of the roundabout or up to 40 feet offset left of center as shown in Figure 7.10.4. A slight offset left approach is typically desirable to achieve target entry speeds. Offset right approaches should be avoided because of their tendency to increase entry speeds.

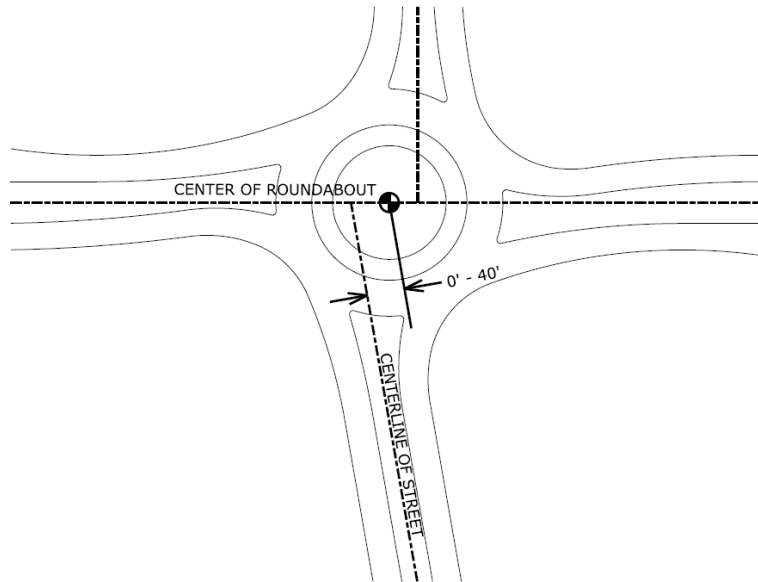


Figure 7.10.4 – Acceptable Centerline Offsets

7.10.5.5 Number of Approaches

Roundabouts are permitted to have three, four, or five approaches. More than five approaches can result in a roundabout with a large inscribed diameter and high speeds.

7.10.5.6 Angle Between Approach Centerlines

The centerlines of adjacent approaches should intersect at as close to 90 degrees as is practicable. Centerlines intersecting at oblique angles can result in high speeds for the right-turn movements, which may require additional design treatments.

7.10.5.7 Splitter Island Design

The splitter islands are a critical component of the roundabout geometry to create entry deflection, control vehicle speeds, and provide pedestrian refuge areas.

Pavers shall be used on the splitter island unless otherwise approved by the City.

The table below defines minimum dimensions for splitter island components.

Splitter Island Attribute	Minimum Dimension
Yield line to tip length	50 ft, 100 ft preferable
Crosswalk cut through width	10 ft
Crosswalk cut through length	6 ft
Yield line to crosswalk setback	20 ft

Figure 7.10.5 illustrates these dimensions for splitter island design.

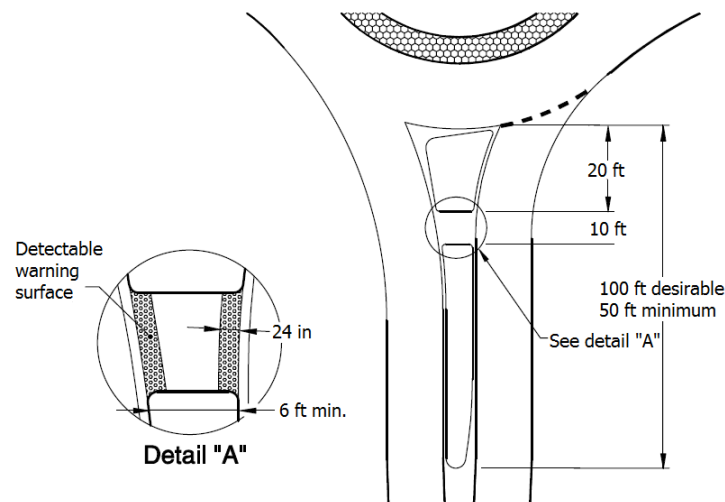


Figure 7.10.5 – Splitter Island Dimensions

7.10.5.8 Truck Apron

Truck aprons should be designed to provide enough room for the design vehicle to pass without running up on a curb. Depending on the design vehicle, a truck apron may not be necessary. Where truck volumes are low, trucks may be assumed to utilize two lanes of a multi-lane roundabout.

The roundabout shall be designed such that transit vehicles, school buses, fire trucks, and passenger vehicles do not have to use the truck apron to navigate around the roundabout.

The truck apron should usually fall within a range of 3 to 15 feet, although the ultimate need for and width of a truck apron will be determined by analysis of the design vehicle and roundabout performance metrics.

The cross slope of the truck apron shall be 2% down from the central island.

The outside edge of the truck apron shall be 4 inches above the circulatory roadway.

An 18" mountable curb shall be used between the truck apron and the circulatory roadway.

The truck apron shall be constructed of an 8" Portland cement base overlaid with pavers, as shown in the City of Sugar Land Standard Construction Details.

If no truck apron is necessary, a 3' mow strip shall be provided around the central island.

7.10.5.9 Entry Width

Entry width is measured from the point where the entrance line intersects the left edge of traveled way, along a line perpendicular to the right curb line. Entry width is chosen to control speed and accommodate design vehicles. Exceeding the recommended entry widths can encourage higher speeds and can encourage drivers to treat the entry as having more lanes than is intended. Recommended maximum entry widths are shown in the table below.

Roundabout Geometry	Maximum Entry Width
Single Lane Approach	16 ft desirable; 20 ft max
Two-lane Approach	28 ft desirable; 32 ft max

Figure 7.10.6 illustrates these standards for entry width and for other geometric elements.

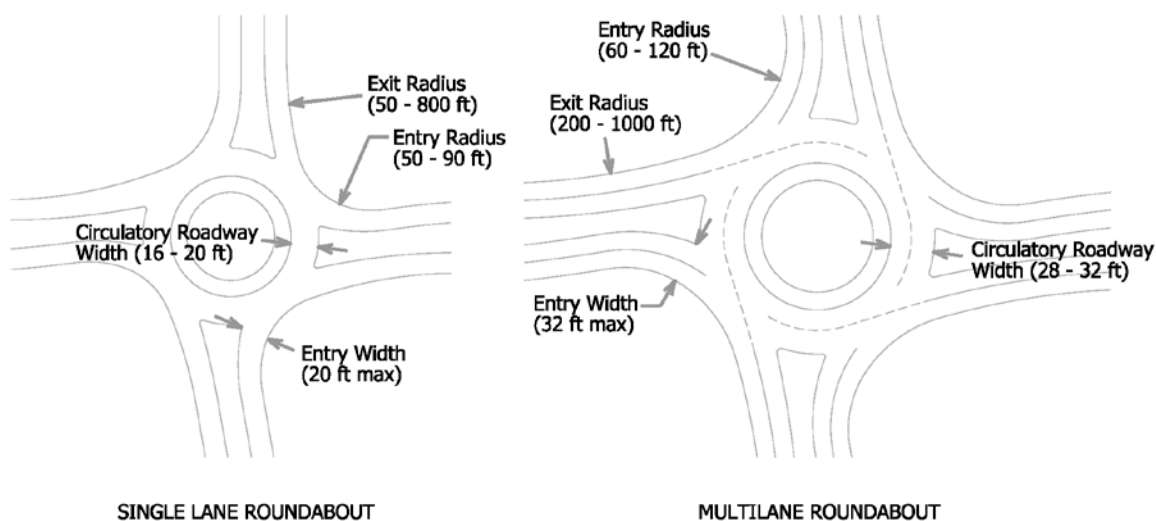


Figure 7.10.6 – Entry and Exit Radius, Entry, and Circulating Width

7.10.5.10 Entry Radius

The entry radius is the minimum radius of curvature along the face of the right-hand curb at entry. It is one of the principal geometric components that create the deflection necessary for speed control at a roundabout. A range of entry radii is frequently acceptable for a given roundabout approach; the chosen radius should achieve the dual goals of controlling the fastest path speed and accommodating the design vehicle.

For a multi-lane roundabout, a compound curve is frequently necessary to provide adequate deflection while minimizing entry path overlap. An initial, small angle curve with a typical radius between sixty feet (60') and one hundred and twenty feet (120') controls speed and is followed by a secondary, large angle curve greater than one hundred and fifty feet (150') or a tangent line that aligns the entering vehicles to avoid path overlap.

Typical ranges for entry radii are shown in the table below and in Figure 7.10.6.

Roundabout Geometry	Typical Entry Radius
Single lane roundabout	50 ft-90 ft
Two lane roundabout – initial radius	60-120 ft
Two lane roundabout – secondary radius	>150 ft (or tangent)

7.10.5.11 Exit Radius

The exit radius is the minimum radius of curvature of the outside right curb at an exit.

Exit radii are typically higher than entry radii to promote movement out of the roundabout and minimize congestion. However, the higher speeds that result from larger radius exit curves can make the road crossing difficult for pedestrians so the desire to minimize congestion must be weighed against pedestrian needs particularly in areas with high pedestrian volumes. Typical ranges for exit radii are shown in the table below and in Figure 7.10.6.

Roundabout Geometry	Typical Exit Radius
Single lane roundabout	50 ft-800 ft
Two lane roundabout	200-1000 ft

7.10.5.12 Circulatory Roadway

The width of the circulatory roadway is typically determined through an iterative approach that simultaneously considers the design vehicle, the inscribed diameter, the truck apron, entry radii, and other geometric elements. Typical circulatory roadway widths are shown in the table below and in Figure 7.10.6.

Roundabout Geometry	Typical Circulatory Roadway Width
Single Lane Roundabout	16-20 ft
Two Lane Roundabout	28-32 ft

The circulatory roadway shall be constructed with Portland cement concrete. Joint patterns shall be concentric and radial to the circulatory roadway within the roundabout. The joints should not conflict with pavement markings.

7.10.5.13 Path Overlap on Multilane Roundabouts

The natural path of vehicles at each entry to the roundabout should be tested for path overlap. Path overlap can occur on multilane roundabouts when the geometry of the roundabout guides traffic from one lane into an adjacent lane. This situation is frequently encountered on entry paths and exit paths with insufficient deflection, as shown in Figure 7.10.7. Path overlap can be reduced by providing sufficient deflection prior to entering the roundabout.

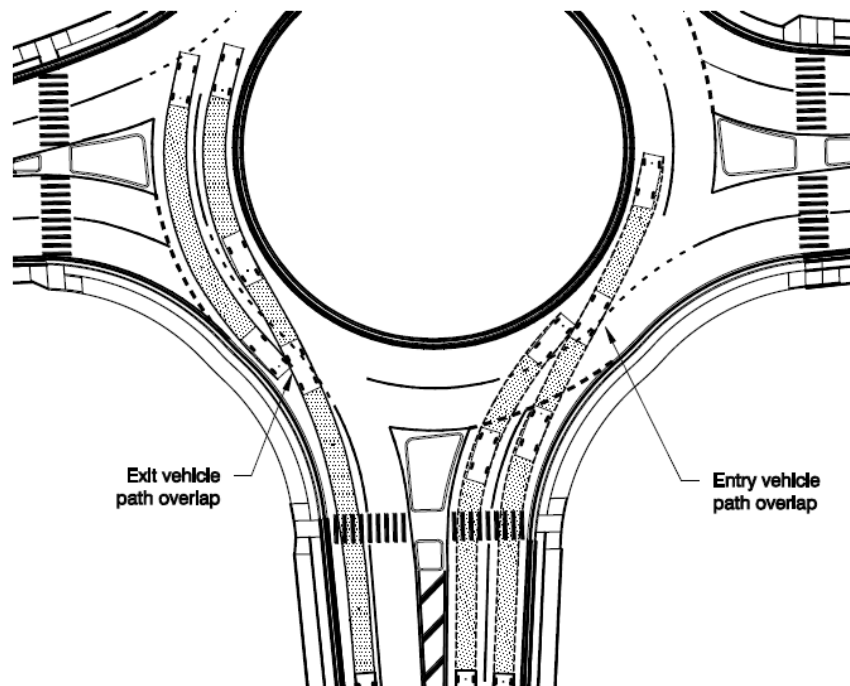


Figure 7.10.7 – Examples of Path Overlap

7.10.6 Signage and Pavement Markings

7.10.6.1 Pavement Markings

All roundabout pavement markings must conform to the TMUTCD standards (where applicable), provisions in Section 7.7.2, and the City of Sugar Land Standard Details.

Lane Markings are crucial to the successful and safe operation of a multilane roundabout. Proper dashed and solid markings shall be provided on each entry lane prior to the entry crosswalk and on each lane of the circulatory roadway past each exit, as shown in the City of Sugar Land Standard Details.

A wide dotted pavement marking shall delineate the edge of the circulatory roadway at each entry. Yield triangles shall be used to mark the location at which drivers must yield to circulating traffic. For each approach lane, the yield markings shall extend from the point at which the edge of the inside lane line intersects the circulatory roadway to a point that is perpendicular to the edge of the outside lane line. Supplemental "YIELD" pavement marking may be required where field observations indicate a significant number of vehicles do not yield.

Yellow edge lines shall be placed along the left edge of the entry and exit of each approach roadway along the edge of the splitter islands. Splitter island curbs may be painted yellow in lieu of painted edge lines.

White edge lines are required along the portion of the splitter island which outlines the outside of the circulatory roadway.

For roundabout exists, install retroreflective yellow paint on splitter island curbs.

7.10.6.2 Signage

All roundabout signage must conform to the TMUTCD standards (where applicable), latest revision and as provided for in [Section 7.7.1](#).

Generally, signage should be minimized to reduce visual clutter and focus driver concentration on potential conflicts and the geometry of the roundabout.

Advance roundabout warning signs (W2-6) with cross street name signs are required on all approaches to the roundabout.

Yield signs shall be placed on both the right and left sides of the road at all single-lane and multilane roundabout approaches. The signs should be placed at the point where vehicles are to yield when entering the roundabout. "YIELD" pavement marking may be required where field observation warrants.

Lane assignment signs depicting the lanes maneuvering around the roundabout shall be provided on all multi-lane approaches, including single lane approaches with auxiliary turn lanes, one hundred seventy five feet (175') to two hundred feet (200') from the yield line. These signs should be accompanied by lane use pavement markings.

Street name signs with a minimum of 6" lettering shall be placed on the splitter islands oriented toward traffic on the circulatory roadway.

The roundabout directional sign (R6-4 series) shall be used in the central island oriented towards each entry approach. The signs shall be composed of black chevrons on a white background. The standard R6-4 sign shall be used for single-lane roundabouts, and the larger R6-4a or R6-4b should be used on two-lane roundabouts.

One-way signs shall not be used to designate roundabout circulation because of the potential for drivers to confuse the sign with an indication of cross street directionality.

7.10.7 Bicycle and Pedestrian Access

7.10.7.1 Sidewalks

All sidewalks and ramps are to be constructed in accordance with the City of Sugar Land Standard Details and in accordance with ADA requirements.

Sidewalks shall be located on each side of the roundabout between wheelchair ramps. Sidewalk width shall be six feet (6') minimum and ten feet (10') desirable. If bike slip ramps are provided, sidewalks shall be a minimum of ten feet (10') in width between bike slip ramps.

ADA-compliant wheelchair ramps shall be required at all crosswalks.

The walkway through the splitter island shall be cut through instead of ramped.

A landscape strip with minimum width of 2 feet shall be provided between the sidewalk and the roadway pavement between crosswalks on all sides of the roundabout.

Figure 7.10.8 illustrates these standards for the design of sidewalks at a roundabout.

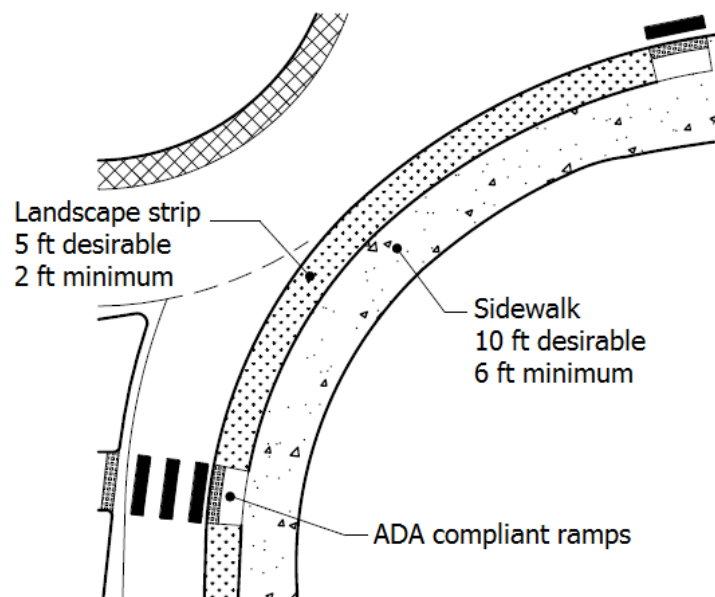


Figure 7.10.8 – Sidewalk Dimensions

7.10.7.2 Crosswalks

Pedestrian crosswalks shall be provided across all approaches. The crosswalk across a given entry or exit leg may be perpendicular to the outside curb, resulting in a V-shape across the splitter island, or may be perpendicular to the approach centerline, resulting in a straight crosswalk across the road.

Pedestrian crossings should be marked with ladder style markings consisting of 2' x 10' markings placed to accommodate the wheel path.

7.10.7.3 Bicycle Access

If an approach to the roundabout has bicycle lanes, then a bicycle slip ramp as shown in Figure 7.10.9 should be provided to allow bicyclists to utilize the sidewalk to negotiate the roundabout. Bicyclists on other roads can be assumed to utilize the circulatory roadway because of the reduced speeds of vehicles in the roundabout.

Bicycle lanes shall not be continued through the roundabout on the circulatory roadway.

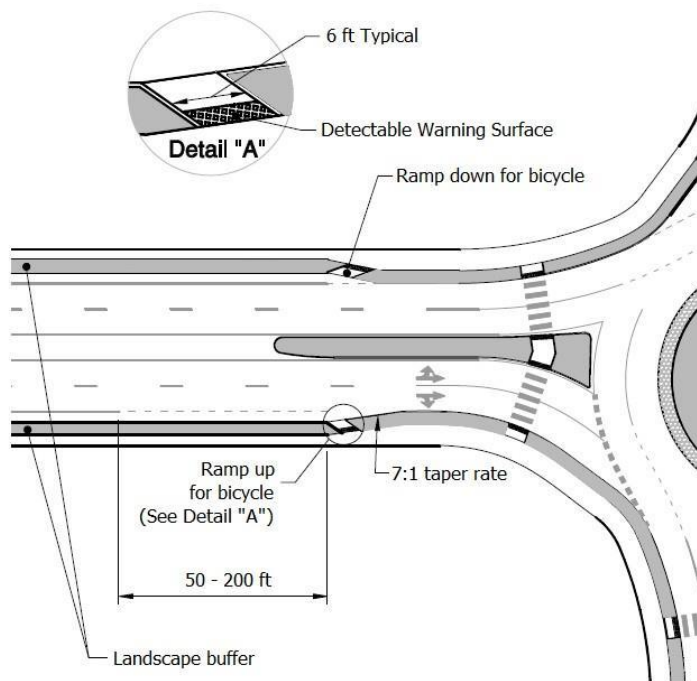


Figure 7.10.9 – Bicycle Slip Ramp

7.10.8 Landscaping, Drainage, and Visibility

7.10.8.1 Principles of Roundabout Landscaping

Landscaping on the central island, the edges of the roundabout and all splitter islands shall provide sufficient stopping sight distance and intersection sight distance for all vehicles approaching and using the roundabout.

Hardscape features and fixed objects, such as fountains or sculptures, are acceptable in roundabout center islands. However, these should be restricted to the inner portion of the center island to minimize impacts by errant vehicles.

Roundabouts operate safer and more efficiently when the view through the center island is obstructed. Plantings or shrubs should be provided in the inner portion of the center island; where no plantings are provided, the center island should be mounded with earth to a height of 3.5 feet or higher. This makes the roundabout more visible to approaching traffic. However, the slope of the central island should not exceed a horizontal-to-vertical ratio of 6:1, in order to enable errant vehicles to recover.

7.10.8.2 Clear Zone and Visibility

Adequate stopping sight distance (SSD) and intersection sight distance (ISD) should be provided for all approaches to the roundabout and for the circulatory roadway. Sight distance should be checked using methodology from the AASHTO "Green Book."

SSD should be checked for each approach to the roundabout, for all points on the circulatory roadway, and for right-turn movement to the conflicting crosswalk, as shown in Figure 7.10.10.

ISD should be checked for each approach to the roundabout. Sight triangles should be constructed from fifty feet (50') back from the yield line to vehicles on the circulatory roadway and vehicles entering the roundabout on the upstream approach. The distance to the conflicting approaches should be measured along the curvature of the roundabout. More information regarding the computation of ISD for roundabouts is available in Section 6.7.3.4 of NCHRP Report 672.

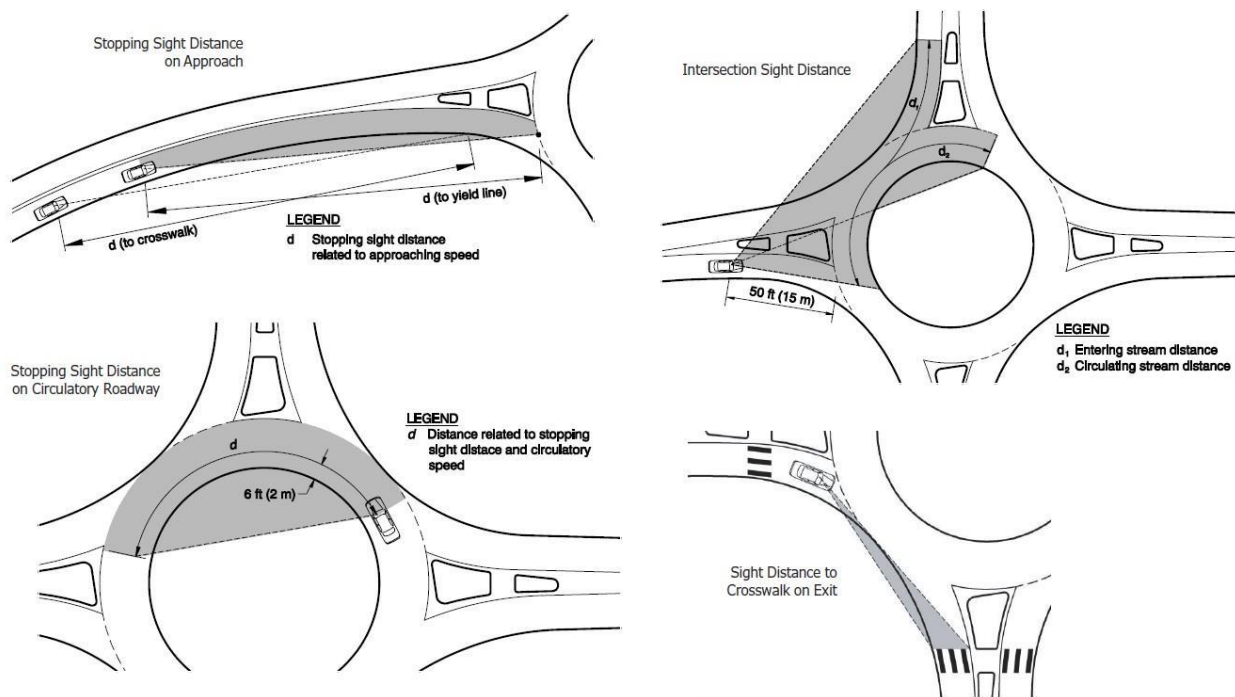


Figure 7.10.10 – Stopping Sight Distance and Intersection Sight Distance triangles

The combination of SSD and ISD computations will define areas along the edge of the roundabout, on the splitter islands, and on the central island where large obstructions must be limited. Objects such as low-growth vegetation, poles, sign posts, and narrow trees may be acceptable in these areas provided they do not create a hazard for errant vehicles.

The construction of SSD and ISD sight distance triangles defines areas where various levels of landscaping and fixed objects may be appropriate, as shown in Figure 7.10.11.

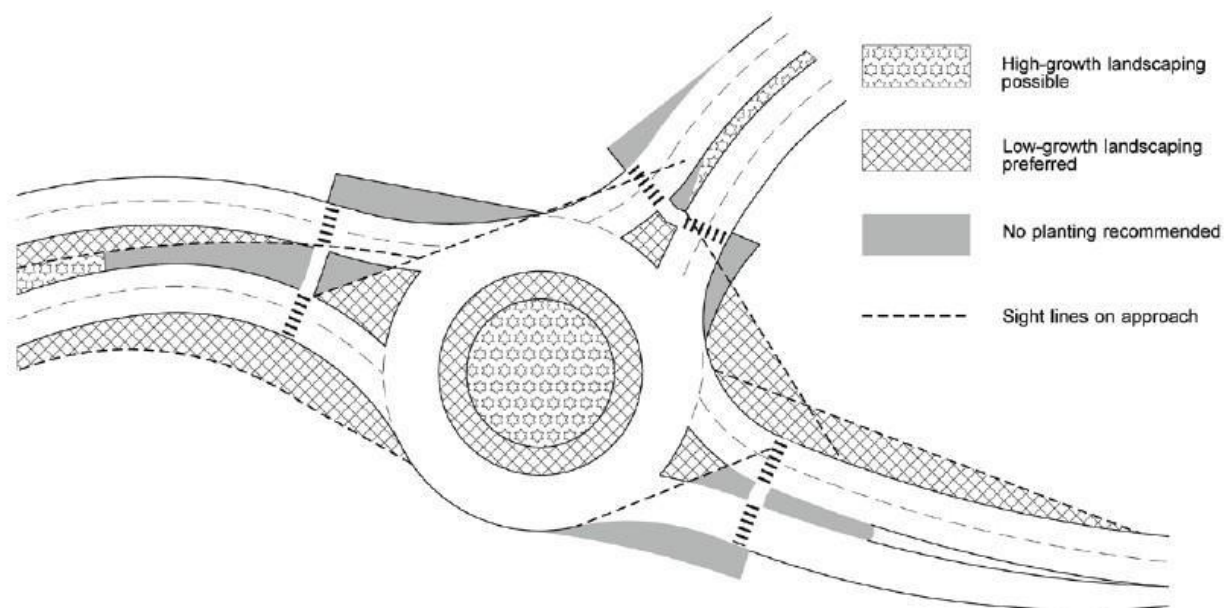


Figure 7.10.11 – Planting patterns related to combined sight triangles

7.10.8.3 Illumination and Power

Lighting should be provided to adequately illuminate all conflict areas, particularly entry conflicts and pedestrian conflicts.

Where new lighting is provided, a minimum of two light standards shall be installed on the exterior edges of the roundabout between adjacent crosswalks. Breakaway poles shall be used to minimize injury in event of a collision.

If lighting is provided on the central island, it shall point from the outside in to increase visibility of the central island without causing glare for drivers.

Conduit for electrical wiring shall be installed to the central island even if no illumination or electrical features are currently planned.

7.10.8.4 Drainage

Roundabouts should be designed to drain away from the central island. A 2% cross slope is typical. In addition to drainage, a 2% cross slope away from the central island also helps to regulate vehicle speeds. Drainage inlets will typically be located along the outer curb line.

Inlets and low points should be located upstream of the crosswalks.

7.10.8.5 Irrigation and Plant Materials

Irrigation or piping for future irrigation shall be provided along the outside perimeter of the roundabout and to the central island regardless of whether or not vegetative landscaping is planned for those locations.

Note: Figures 7.10.1-3, 7.10.5, and 7.10.7-10 have been adapted from NCHRP 672, Roundabouts: An Informational Guide. Figure 7.10.11 has been adapted from the Washington State Department of Transportation Design Manual.

7.11 Midblock Crossings

All midblock crossing plans and construction shall meet the requirements of the City of Sugar Land, Americans with Disabilities Act (ADA) accessibility standards, and the Texas Manual on Uniform Traffic Control Devices (TMUTCD), latest revision.

The purpose of these midblock crossing standards is to provide guidance for the implementation of midblock crossings in the City of Sugar Land and provide uniformity of such designs.

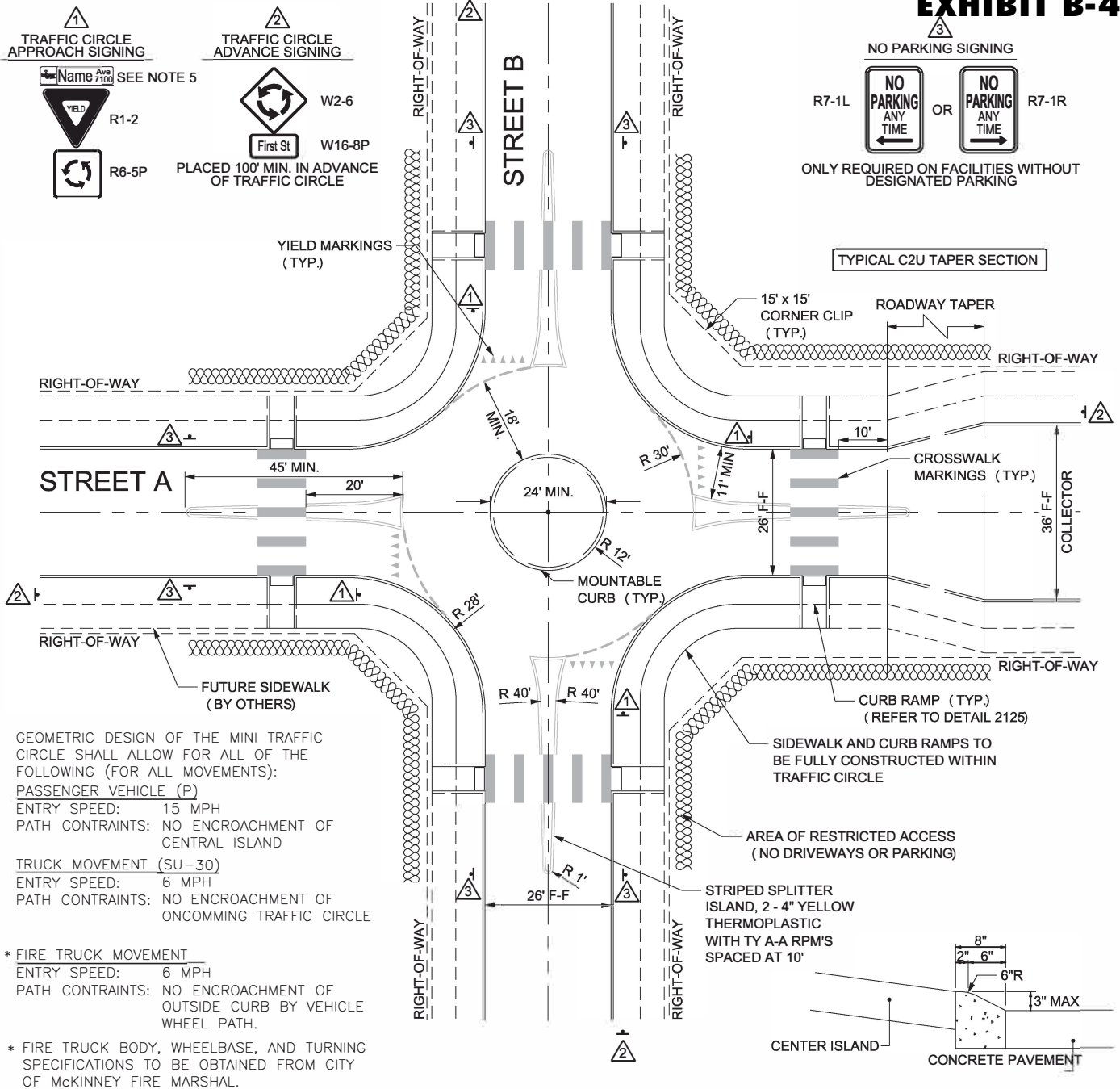
Midblock crossings are locations between intersections where a marked crosswalk is provided. In general, midblock crossings are installed at locations with a high volume of pedestrian traffic. They are typically used near major pedestrian destinations, such as schools or bike trails, where people might otherwise cross at unmarked locations. Traffic control devices and other key elements related to midblock crossings are defined below.

7.11.1 Definitions

Midblock crossing treatments and components associated with midblock crossing design are defined below.

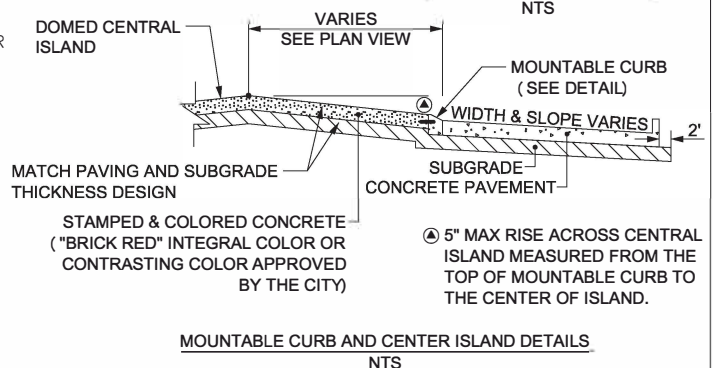
Americans with Disabilities Act (ADA) Accessibility Standards – Accessible design standards that should be met when providing midblock crossing facilities.

EXHIBIT B-4



NOTES:

1. USE OF MINI TRAFFIC CIRCLES SHALL BE ON LOW SPEED (30 MPH OR LESS), LOW VOLUME R2U FACILITIES AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. COLLECTOR CLASSIFICATION C2U FACILITIES SHALL BE TAPERD TO R2U IN ADVANCE OF MINI TRAFFIC CIRCLE APPROACHES AS DEPICTED.
2. TRAFFIC CIRCLE GEOMETRIC REQUIREMENTS PROVIDED IN THIS DETAIL ARE INTENDED TO PROVIDE GENERAL GUIDANCE AND MINIMUM REQUIREMENTS. ALL DESIGN IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER AND ACTUAL REQUIREMENTS MAY VARY BASED ON SITE-SPECIFIC APPLICATIONS. TURNING MOVEMENTS FOR ALL.
3. REINFORCEMENT DESIGN OF THE CENTER ISLAND AND MOUNTABLE CURB TO BE PROVIDED BY THE ENGINEER.
4. ALL MARKINGS SHOWN ARE REQUIRED UNLESS OTHERWISE DIRECTED BY THE CITY.
5. STREET NAME SIGNS (REFER TO DETAIL 7003MB) TO BE PLACED AT OPPOSITE CORNERS (2 PLACEMENTS PER CIRCLE) WITH LOCATION PREFERENCE GIVEN TO THE MAJOR ROADWAY APPROACHES.



MOUNTABLE CURB AND CENTER ISLAND DETAILS
 NTS



RESIDENTIAL MINI TRAFFIC CIRCLE DESIGN REQUIREMENTS CITY OF MCKINNEY, TEXAS

DATE: AUGUST 1, 2016

STANDARD DRAWING NO.

2085MA

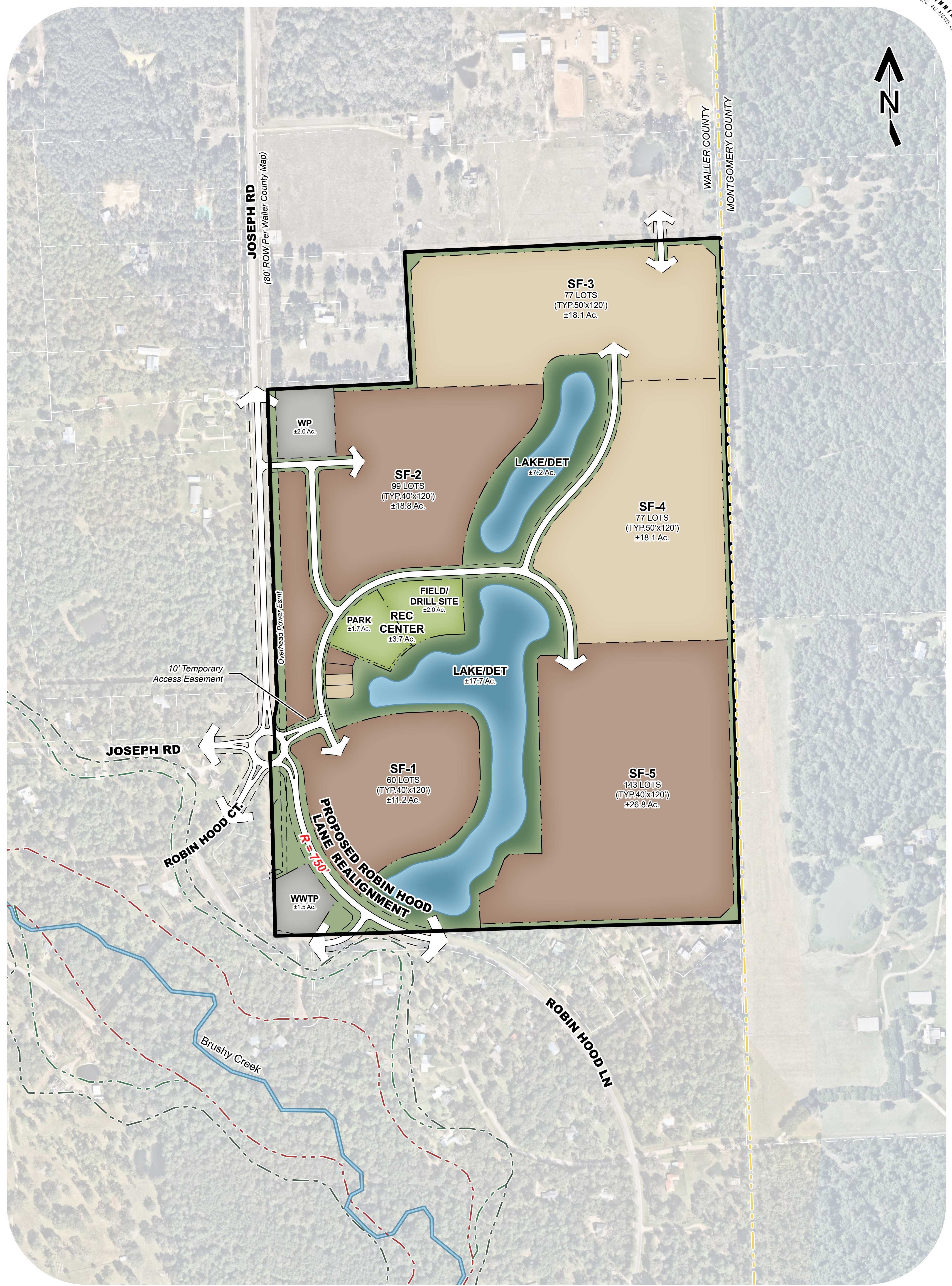
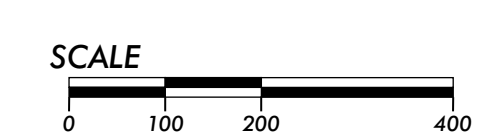


EXHIBIT C

a general development plan for
MAPLE WOODS
±142.4 ACRES OF LAND
prepared for
MAPLE DEVELOPMENT GROUP



24285 Katy Freeway, Ste. 525
Katy, Texas 77494
Tel: 281-810-1422



MTA-45006
MARCH 1, 2023

THIS DRAWING IS A GRAPHIC REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. SAID DRAWING IS A SCANNED IMAGE ONLY AND IS SUBJECT TO CHANGE WITHOUT NOTICE. META PLANNING + DESIGN MAY OR MAY NOT INTEGRATE ADDITIONAL INFORMATION PROVIDED BY OTHER CONSULTANTS, INCLUDING BUT NOT LIMITED TO THE TOPICS OF ENGINEERING AND DRAINAGE, FLOODPLAINS, AND/OR ENVIRONMENTAL ISSUES AS THEY RELATE TO THIS DRAWING. NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE PHYSICAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

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Exhibit C

General Land Plan

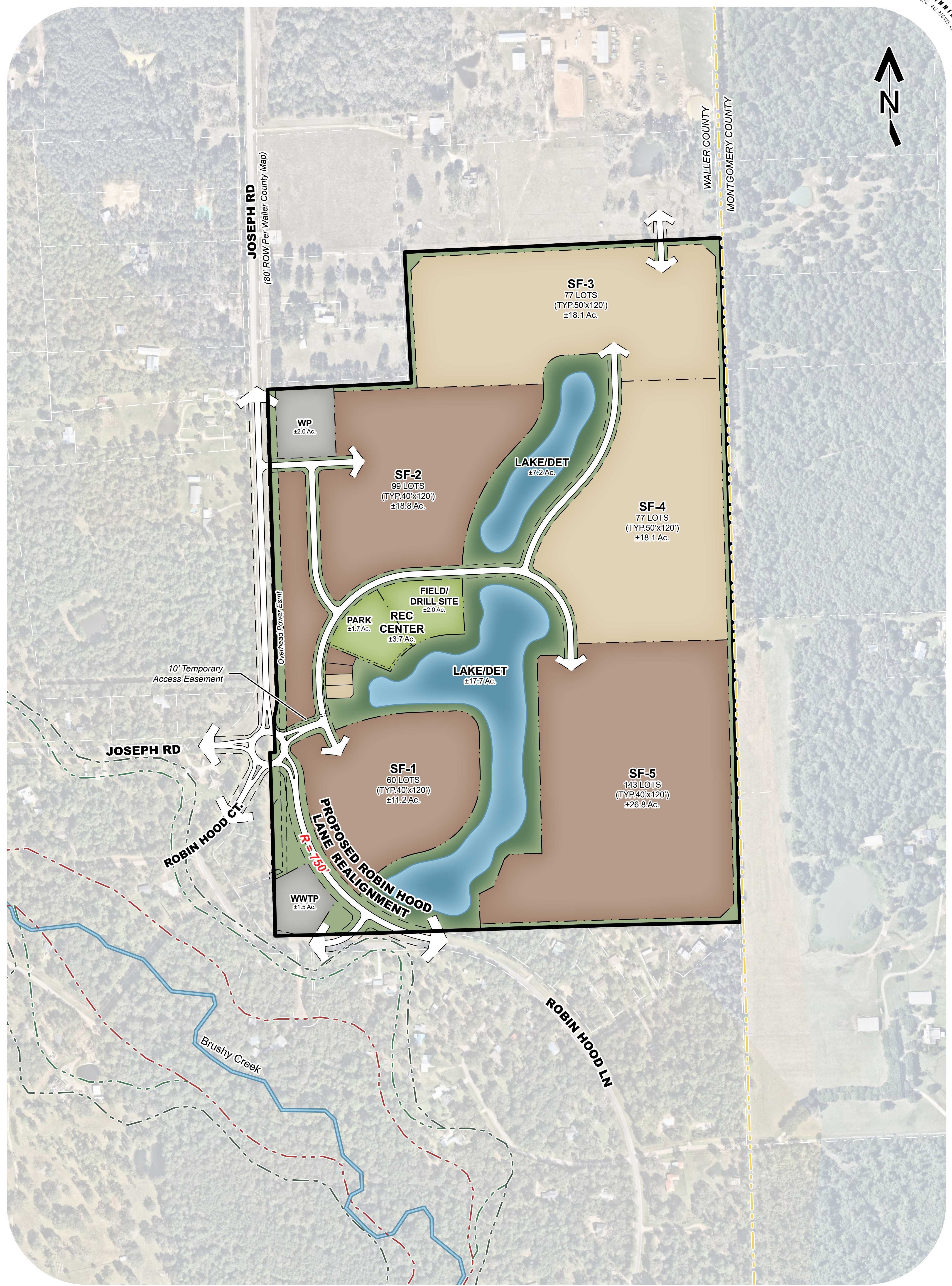
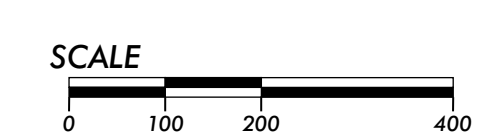


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24285 Katy Freeway, Ste. 525
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Exhibit D

Approved Variances

Exhibit D

Approved Variances

1. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Section 3.4.7, requiring a 50-foot minimum lot width

Approved Variance: 40-foot minimum lot width

2. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Section 3.4.15, requiring front building lines to be 25 feet

Approved Variance: front building line of 20 feet only around the radial portion of cul-de-sacs and corner knuckles/eyebrows, and only in circumstances consistent with Exhibit B, Section IV.5.A.7.b.ii.

3. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Section 3.4.15, requiring side street building lines to be 15 feet on local streets and 25 feet on collector streets

Approved Variance: side street building line of 25 feet if garage door faces the side street; side street building line of 10 feet if driveway access is from the front

4. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Appendix A, Engineering Design Standards, Section 4.3.1, requiring a minimum right-of-way of 60 feet in urban (curb and gutter) subdivisions

Approved Variance: minimum right-of-way of 50 feet

5. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Appendix A, Engineering Design Standards, Section 4.3.4, requiring cul-de-sacs to have a minimum right-of-way of 70 feet (radius) with a minimum paving radius of 50 feet

Approved Variance: minimum right-of-way of 50 feet (radius) with a minimum paving radius of 50 feet in cul-de-sacs; easements will be provided outside the right-of-way for any utility needs

6. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Appendix A, Engineering Design Standards, Section 4.2.5, requiring a minimum centerline radius of 1200 feet on collector streets

Approved Variance: minimum centerline radius of 650 feet on collector street curves

7. On August 24, 2022, the Waller County Commissioners Court approved the following variance for Maple Woods Development, LLC for the Maple Woods subdivision:

Variance from: Waller County Subdivision and Development Regulations, Appendix A, Engineering Design Standards, Section 4.3.5, requiring a minimum centerline radius of 650 feet on local streets

Approved Variance: minimum centerline radius of 250 feet on local street curves

Exhibit E

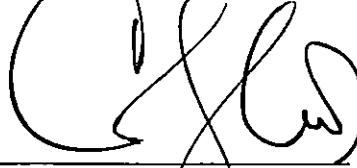
Memorandum of Agreement



MEMORANDUM OF AGREEMENT

This is a Memorandum of Agreement of the Subdivision Development Agreement Between Waller County, Texas and Maple Woods Development, LLC for Maple Woods Subdivision ("Agreement"). The Agreement, dated effective March 20, 2024, is identified as Contract ID # 240320-37 in the Official Public Records of Waller County, Texas. Notice is hereby given that the real property described in Exhibit A attached hereto and incorporated herein by this reference is subject to the Agreement. A copy of the Agreement may be obtained from the Waller County Clerk's Office.

WALLER COUNTY



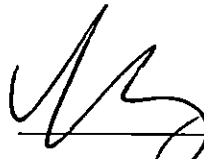
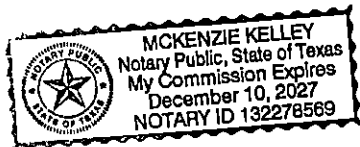
Carbett "Trey" J. Duhon III
County Judge

3/20/24

Date

State of Texas §
 §
County of Waller §

This instrument was acknowledged before me on the 20 day of March, 2024 by Carbett "Trey" J. Duhon III, Waller County Judge, on behalf of Waller County, Texas, a political subdivision of the State of Texas.



Notary Public, State of Texas

MAPLE WOODS DEVELOPMENT, LLC

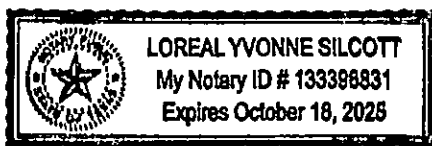
A Texas limited liability company

By: *Itiel Kaplan*
Itiel Kaplan
Manager

4/17/24
Date

State of Texas §
 §
County of Harris §

This instrument was acknowledged before me on the *17th* day of *April*,
2024 by Itiel Kaplan, Manager of Maple Woods Development, LLC, on behalf of Maple Woods
Development, LLC, a Texas limited liability company.



Loreal Silcott
Notary Public, State of Texas

EXHIBIT A PAGE 1 OF 3 PAGES

County: Waller
Project: Maple Woods
M.S.G.: 221089
Job Number: 4397-BDY

FIELD NOTES FOR A 120.767 ACRE TRACT

Being a tract of land containing 120.767 acres (5,260,629 square feet), located in the Catherine May Survey, A-229 in Waller County, Texas; Said 120.767 acre tract being out of a called 122.355 acre tract recorded in the name of Joe C. Smith under Waller County Deed Record (W.C.D.R.) Vol. 1219, Page 35; said 120.767 acre tract being more particularly described by metes and bounds as follows (bearings based on the Texas Coordinate System of 1983, South Central Zone, per GPS observations):

BEGINNING at a found concrete monument with a 3/4-inch iron rod at the reentrant corner for the north line of Clear Creek Forest, Section 8, Waller County Map Records (W.C.M.R.) Vol. 238, Pg. 343, and being located on the east line of Lot 179 said Clear Creek Forest, Section 8,;

THENCE, with the line common to said Lot 179 Clear Creek Forest, Section 8, and the herein described tract, North 01 degrees 19 minutes 38 seconds West, a distance of 273.30 feet to a found 1/2-inch capped iron rod stamped 'Precision' at the southeast corner of Lot 2, Clear Creek Forest, Section 9, W.C.M.R. Vol. 239, Pg. 206, and an angle point of the herein described tract;

THENCE, with the line common to the most northerly portion of the east boundary of said Clear Creek Forest, Section 9, and the herein described tract the following three courses;

1. North 01 degrees 27 minutes 58 seconds West, a distance of 153.08 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at the southeast corner of Lot 1, Clear Creek Forest, Section 9, and the northeast corner of said Lot 2, Clear Creek Forest, Section 9, and an angle point of the herein described tract;
2. North 01 degrees 55 minutes 02 seconds West a distance of 392.99 feet to a found 3/4-inch iron pipe at the northeast corner of said Lot 1, Clear Creek Forest, Section 9, and an angle point of the herein described tract;
3. North 01 degrees 45 minutes 14 seconds West a distance of 22.50 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' located on the south right-of-way (ROW) of Joseph Road, and an angle point of the herein described tract;

THENCE, with the line common to said south ROW of Joseph Road, the east ROW of Joseph Road, and the herein described tract the following two courses;

1. North 88 degrees 54 minutes 26 seconds East, a distance of 23.00 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
2. North 01 degrees 45 minutes 14 seconds West, a distance of 160.65 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at the beginning of a non-tangent curve to the left of the east ROW of Joseph Road, and the west line of said herein described tract;

EXHIBIT A PAGE 2 OF 3 PAGES

THENCE, 114.05 feet along the arc of said curve to the left of said east ROW of Joseph Road, and the west line of the herein described tract, having a radius of 323.72 feet, a central angle of 20 degrees 11 minutes 10 seconds and a chord that bears North 07 degrees 03 minutes 30 seconds East, a distance of 113.46 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at angle point in said east ROW Joseph Road, and the west line of said herein described tract;

THENCE, with the line common to said east ROW of Joseph Road, and the west line of herein described tract, North 01 degrees 46 minutes 14 seconds West, a distance of 1335.00 feet to a found 3/4-inch iron pipe at the most westerly southwest corner of a called 21.69 acre tract recorded in the name of Bradley Bonds and wife, Kelli Bonds under W.C.D.R. 1809374, and the northwest corner of said herein described tract;

THENCE, with the line common to said called 21.69 acre tract, and the north line of the herein described tract the following three courses;

1. North 87 degrees 20 minutes 45 seconds East, a distance of 719.57 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
2. North 01 degrees 03 minutes 05 seconds West a distance of 60.03 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
3. North 89 degrees 20 minutes 20 seconds East a distance of 1380.35 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' located on the west line of a called 118.210 acre tract recorded in the name of Farmin Charmin, LLC under Montgomery County Deed Record (M.C.D.R.) 2019028336, being the southeast corner of said called 21.69 acre tract, and being the northeast corner of the herein described tract;

THENCE, with the line common to said called 118.210 acre tract, and said herein described tract, South 01 degrees 47 minutes 03 seconds East, a distance of 1105.93 feet to a found 1-inch iron pipe at the northwest corner of a called 23.00 acre tract recorded in the name of Michelle Tacker and Trent Tacker under M.C.D.R. 2014104822, being the southwest corner of said called 118.210 acre tract, and being an angle point in the east line of said herein described tract;

THENCE, with the line common to said called 23.00 acre tract, and said herein described tract, and the west line of the residue of a called 75.932 acre tract recorded in the name of Raymond Jordan and Debra S. Jordan under M.C.D.R. 9614313, South 01 degrees 22 minutes 16 seconds East, passing at a distance of 798.31 feet a found 5/8-inch capped iron rod at the southwest corner of said called 23.00 acre tract, and the northwest corner of said residue of a called 75.932 acre tract, a distance of 1373.40 feet a found 1-inch iron pipe east 4.89 feet, at a distance of 1385.26 feet a found 4-inch iron pipe east 5.23 feet, in all a distance of 1390.72 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY' at the northeast corner of Lot 141, said Clear Creek Forest, Section 8, and the southeast corner of said herein described tract, said point being referenced by a found 5/8-inch iron in concrete at South 84 degrees 04 minutes 06 seconds East a distance of 5.55 feet, and a found 60D nail at South 83 degrees 35 minutes 09 seconds East a distance of 1.02 feet;

THENCE, with the line common to said Clear Creek Forest, Section 8, and the south line of the herein described tract the following five courses;

EXHIBIT A PAGE 3 OF 3 PAGES

1. South 88 degrees 38 minutes 55 seconds West, passing at a distance of 330.40 feet a found 1/2-inch iron pipe south 0.39 feet, in all a distance of 497.62 feet to an angle point in said south line of the herein described tract;
2. South 88 degrees 13 minutes 55 seconds West, passing at a distance of 0.50 feet a found 5/8-inch iron rod with cap stamped 'C&R', at a distance of 205.45 feet a found 3/4-inch iron rod north 0.49 feet, at a distance of 358.07 feet a found 5/8-inch iron rod north 1.60 feet, in all a distance of 499.96 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
3. South 87 degrees 56 minutes 57 seconds West, passing at a distance of 445.50 feet a found 1/2-inch iron rod south 2.49 feet, in all a distance of 500.28 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY', being referenced by a found 5/8-inch iron rod South 05 degrees 28 minutes 13 seconds West at a distance of 2.47 feet;
4. South 88 degrees 14 minutes 36 seconds West, a distance of 499.95 feet to a set 5/8-inch iron rod with cap stamped 'MILLER SURVEY';
5. South 88 degrees 52 minutes 51 seconds West, a distance of 135.50 feet to the **POINT OF BEGINNING** and containing 120.767 acres of land.

A Category 1A, Condition II boundary survey of the herein described tract was prepared in conjunction with and accompanies this description.


John Mark Otto
Registered Professional Land Surveyor
Texas Registration No. 6672



Miller Survey Group
Texas Firm Registration No. 10047100
PH: (713) 413-1900
April 8, 2022
DWG No. 4397-BDY

EXHIBIT A PAGE 1 OF 2 PAGES

County: Waller
Project: Maple Woods – North Tract
M.S.G.: 221217
Job Number: 4397-BDY

FIELD NOTES FOR A 21.687 ACRE TRACT

Being a tract of land containing 21.687 acres (944,698 square feet), located in the William Stewart 160 Acre Survey, A-263, and the Catherine May Survey, A-229 in Waller County, Texas; Said 21.687 acre tract being all of a called 21.69 acre tract recorded in the name of Bradley Bonds and Kelli Bonds, under Waller County Clerk's File (W.C.C.F.) No. 1809374; said 21.687 acre tract being more particularly described by metes and bounds as follows (bearings based on the Texas Coordinate System of 1983, South Central Zone, per GPS observations):

BEGINNING at a 3/4-inch iron pipe found at the northwest corner of a called 120.767 acre tract recorded in the name of Maple Woods Development, LLC, under W.C.C.F. No. 2205164, being on the east Right-Of-Way (ROW) of Joseph Road as dedicated in Waller County Deed Record (W.C.D.R.) Vol. 235, Pg. 704, the most westerly southwest corner of said 21.69 acre tract, and the most westerly southwest corner of the herein in described tract;

THENCE, with the line common to said east ROW of Joseph Road, a portion of the west line of said 21.69 acre tract, and a portion of the west line of the herein described tract, North 02 degrees 25 minutes 58 seconds West, a distance of 60.36 feet to a 3/4-inch iron pipe found at the southwest corner of a called 5.0038 acre tract recorded in the name of Nicolas Pena and Maria Pena, under W.C.C.F. 1906069, the most westerly northwest corner of said 21.69 acre tract, and the most westerly northwest corner of the herein described tract;

THENCE, with the line common to said 5.0038 acre tract, said 21.69 acre tract, the residue of a called 8.9695 acre tract recorded in the name of Tony B. Tollefsbol and Janis H. Tollefsbol, under W.C.C.F. 1608833, and the herein described tract, the following two (2) courses;

1. North 87 degrees 20 minutes 45 seconds East, a distance of 661.16 feet to a 3/4-inch iron pipe found at the southeast corner of said 5.0038 acre tract, an angle point in said 21.69 acre tract, and an angle point of the herein described tract;
2. North 03 degrees 09 minutes 41 seconds West, passing at a distance of 255.19 feet a 1/2-inch iron with cap stamped 'PRECISION' found at the common east corner of said 5.0038 acre tract and said residue of a called 8.9695 acre tract, in all a distance of 600.25 feet to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' set on the south line of a called 13.8012 acre tract recorded in the name of Kathryn McCoy, under W.C.C.F. 2202108, being the most northerly northwest corner of said 21.69 acre tract, and the most northerly northwest corner of the herein described tract;

EXHIBIT A PAGE 2 OF 2 PAGES

THENCE, with the line common to said 13.8012 acre tract, and a called 11.000 acre tract recorded in the name of Ricky L. Bonds and Rebecca A. Bonds, under W.C.C.F. 1608833, said 21.69 acre tract, and the herein described tract, North 87 degrees 22 minutes 05 seconds East, passing at a distance of 463.81 feet the common south corner of said 13.8012 acre tract, and said 11.000 acre tract, (being referenced by a 5/8-inch iron rod with cap stamped 'PICKERING' found bearing North 03 degrees 12 minutes 54 seconds West, distance of 0.53 feet,) in all a distance of 1452.34 feet to a 1-inch iron pipe found on the west line of a called 12.4946 acre tract recorded in the name of Patrick Millon and Ellen M. Bernal, under Montgomery County Clerk File (M.C.C.F.) No. 2004048479, being the northwest corner of said 21.69 acre tract, and the northwest corner of the herein described tract;

THENCE, with the line common to said 12.4946 acre tract, and a called 10.0002 acre tract recorded in the name of Patrick Millon and Ellen M. Bernal, under M.C.C.F. No. 2004048477, and a called 118.210 acre tract recorded in the name of Farmin Charmin, LLC, under M.C.C.F. No. 2019028336, said 21.69 acre tract, and the herein described tract, South 01 degrees 58 minutes 36 seconds East, passing at a distance of 606.42 feet a 1-inch iron pipe found at the common west corner of said 10.0002 acre tract, and said 118.210 acre tract, in all a distance of 648.07 feet, to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' found at the northeast corner of said 120.767 acre tract, being the southeast corner of said 21.69 acre tract, and the southeast corner of the herein described tract;

THENCE, with the line common to said 120.767 acre tract, said 21.69 acre tract, and the herein described tract the following three (3) courses;

1. South 89 degrees 20 minutes 20 seconds West a distance of 1380.35 feet to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' found;
2. South 01 degrees 03 minutes 05 seconds East a distance of 60.03 feet to a 5/8-inch iron rod with cap stamped 'MILLER SURVEY' found;
3. South 87 degrees 20 minutes 45 seconds West, a distance of 719.57 feet to the **POINT OF BEGINNING** and containing 21.687 acres of land.

An ALTA/NSPS Land Title survey of the herein described tract was prepared in conjunction with and accompanies this description.


John Mark Otto
Registered Professional Land Surveyor
Texas Registration No. 6672



Miller Survey Group
Texas Firm Registration No. 10047100
PH: (713) 413-1900
August 3, 2022
DWG No. 4397-ALTA-21.687AC

FILED AND RECORDED

Instrument Number: 2406627

Filing and Recording Date: 05/30/2024 04:47:46 PM Pages: 9 Recording Fee: \$0.00

I hereby certify that this instrument was FILED on the date and time stamped hereon by me and was duly RECORDED in the OFFICIAL PUBLIC RECORDS of Waller County,



Debbie Hollan, County Clerk
Waller County, Texas

ANY PROVISION CONTAINED IN ANY DOCUMENT WHICH RESTRICTS THE SALE, RENTAL, OR USE OF THE REAL PROPERTY DESCRIBED THEREIN BECAUSE OF RACE OR COLOR IS INVALID UNDER FEDERAL LAW AND IS UNENFORCEABLE.

Stephanie Tompkins, Deputy

Returned To:
WALLER COUNTY