



COMPREHENSIVE PLAN

ADOPTED JUNE 15, 2020

ACKNOWLEDGEMENTS

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Thanks should also be extended to Iowa Colony Citizens, Property Owners, and City Staff who attended and participated in this important planning effort.

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I. Introduction/Purpose

Purpose/Legal Basis

In the past decade, the City of Iowa Colony has begun to experience increasingly rapid land development interest. The City has attempted to proactively address numerous growth-related challenges and implemented a variety of policies, ordinances, and administrative structures in response to needs as they have arisen. In 2019, the City Council initiated a comprehensive planning process to formalize the principles that would guide the City's next phase of growth.

The Texas Local Government Code (LGC) authorizes municipalities in Texas to prepare comprehensive plans, but does not mandate specific contents or formats. Specifically, LGC Section 213.002 provides that the governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality and that the municipalities may define the content and design of a comprehensive plan. A comprehensive plan may:

- Include, but is not limited to, provisions on land use, transportation, and public facilities;
- Consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- Be used to coordinate and guide the establishment of development regulations.

Further, LGC Section 211.004 specifies that zoning regulations adopted by a municipality must be adopted in accordance with the comprehensive plan.

The culmination of this first comprehensive planning process compiles some existing City plans, prepares some new plans, and organizes future initiatives around a set of guiding principles intended to set the City on a positive trajectory.

Use of the Plan

The comprehensive plan should be used as a guide in a variety of decision-making situations including:

- A. Annual policies/priorities – A touchpoint for strategic planning and annual work plan goals.
- B. Annual budgeting – Allocating financial resources to implement the plan will move the City incrementally toward its goals.
- C. Capital Improvement Plan – Dedicating infrastructure funding based on the plan will ensure that facilities are consistent and compatible.
- D. Evaluation of development proposals – Use the plan to evaluate proposals from private developers to ensure that individual projects will fit into the overall plans of the City.

Plan Amendment Procedures (initiated by private applicants)

It is not necessary that every individual zone change be absolutely consistent with the future land use plan, so long as the overall intent of the plan remains valid. From time to time private land owners or developers may submit proposals that are not substantially consistent with the future land use plan or other portions of the comprehensive plan. In these cases, landowners need to have an opportunity to present their proposal and have their case heard. The Process to hear such applications is:

1. Applicant and City staff identify aspects of the comprehensive plan that would need to be modified to accommodate the proposal.
2. Applicant submits letter of intent and supporting documents
3. Public hearing conducted by Planning Commission with a recommendation made to City Council.
4. City Council considers recommendation.
5. Approval, if granted, by amending ordinance.

Updates to the Plan (initiated by the city)

While comprehensive plans have a long-term horizon, they should be reviewed at regular intervals. It is recommended that minor reviews occur at approximately five-year intervals and full updates on a 10 or 20 year cycle.

- The minor reviews can be conducted by City Council or city staff in one or more workshops or retreats.
- The full updates would typically involve retention of an outside consultant to lead the process guided by a steering committee composed of local officials and/or citizens.
- Reviews and updates can also occur if significant events occur which were not previously anticipated.

In any case, revisions to the plan should follow the public hearing, Planning Commission, and City Council adoption process described in the prior section

Limitations/Constraints

As the first comprehensive plan for the City of Iowa Colony, this plan is an important step to point the City on a trajectory most likely to lead to attainment of the guiding principles identified in this document. As the City grows and matures, subsequent plans will likely become more complex and specific.

Aspects that may be included in future updates that were not included in this initial effort include:

- Demographic analysis and projection
- Real estate market demand study
- Extensive citizen opinion surveys or other forms of public input

While the comprehensive plan is an important guidance document, it should not be considered as sacrosanct and inflexible.

- The Planning Commission and City Council should remain cognizant of the plan, but individual decisions may or may not match the plan exactly depending on the specific situations encountered.
- The plan is not a replacement for the zoning or other ordinances of the City.
- The plan should be monitored for continuing relevance and updated when and if City Council believes it no longer reflects the goals of the community.

This plan was prepared under the guidance of a steering committee consisting of the members of the Planning Commission and the City Council. An Open House to gain public input as well as a public hearing was conducted on June 15, 2020, prior to adoption by City Council by Ordinance No. 2020-14 on June 15, 2020.

II. Guiding Principles

There are multiple factors that influence the vision and guiding principles of any community. To facilitate this discussion for Iowa Colony, case studies from other Houston suburban cities along major freeway corridors were analyzed. The factors of population density, assessed value density, and sales tax density were considered. The steering committee’s consensus was to target a population density of 2,235 to 3,300 persons per square mile, resulting in a build out population target of 62,000 – 86,000 persons. This density and population paired with the guiding principles form the basis of this Plan

The Planning Commission and the City Council acted as the Steering Committee during the course of the preparation of the Comprehensive Plan. The group had a combined total of six workshops together. Early in the process the committee developed its vision for Iowa Colony. Although that vision has not been translated into a single statement, it has been defined, and divided into Vision Elements and Guiding Principles. All this in an effort to help fashion the overall vision for Iowa Colony.

Key Questions

Three key questions were asked of the group. These questions and the answers provided are outlined here.

- **Question 1: What is it about Iowa Colony that you want to keep and preserve?**
 - Rural atmosphere
 - Small town feel
 - Open space and country feel
 - Quiet rural aspects
- **Question 2: What do you have in the community that you do not have now?**
 - **Quality of Life**
 - Bike Lanes
 - Pavilions
 - Arts
 - Food and restaurants
 - **City Services**
 - State of the art infrastructure – water, wastewater, cable, internet
 - Public amenities – parks and libraries
 - Post office
 - **Goods and Services**
 - Retail stores
 - Town Center
 - A traditional downtown
- **Question 3: What do you want people to say about Iowa Colony when they come to town?**
 - **Transportation**
 - Amazing transportation
 - Able to navigate through the city
 - No congested like FM 518/Hwy 288
 - **Family Oriented (Quality of Life)**
 - I want to take my family here
 - Family friendly
 - We get the most value; globally minded community where economic and family attitudes are important
 - Parks for all including special needs
 - **Safe**
 - Safe and beautiful
 - High quality first responders
 - Safe and not traffic tickets

Further guidance is provided as follows in three key areas.

- **How should the rural feel be maintained?**
 - Ensure open spaces throughout the city
 - Have open feel on main thoroughfares and collectors (like Meridiana Parkway)
 - Detention lakes, parks, landscaping along major corridors

- Open fencing (no walls along corridors)
- Cluster homes strategically to ensure open space within developments.
- Establish height limits on buildings
- Ensure vegetation buffers between commercial and residential and between roadways and commercial areas
- Ensure setbacks are adequate to ensure open feel
- **How can the City influence quality?**
 - City drives the feel and character of the architecture through its own architectural and design criteria for city facilities.
 - City Hall location and architecture
 - Consistent appurtenances throughout the city
 - Streetlights and poles
 - Traffic signals
 - Street signs
 - Stop sign poles and design
- **What are the key considerations?**
 - Maintain a family friendly atmosphere.
 - Identify ways to make Iowa Colony different and distinct from the surrounding cities.
 - Utilize the natural environment in a user friendly, low upkeep manner.
 - Provide opportunities for people to socialize and interact in community gathering places, outside and inside (parks, pavilions, community centers).
 - Grow the community strategically to maintain the vision.

Vision Elements

Seven key elements of the vision for the City of Iowa Colony were identified.

- Rural feel
- Goods and services
- Quality of life
- Municipal services
- Safe community
- Transportation
- Governance

Guiding Principles

From those vision elements, six Guiding Principles were established

1. Quality of Life Protect and promote a quality of life for our citizens that maintains and promotes the rural small town feel of the community.
2. Transportation Ensure a transportation system where people can travel safely and efficiently throughout the community and beyond.
3. Goods and Services Promote the provision of goods and services for our citizens.
4. Governance Ensure the highest level of governance, through elected officials, boards and commissions members, and employees.
5. Safe community Provide a safe environment for citizens of all ages.
6. Municipal Services Provide municipal services and infrastructure that promotes the health, safety, welfare and quality of life for our community.

It is around and within these Guiding Principles that the City’s vision is defined. From this point on, every planning and every zoning decision should be weighed against these six Guiding Principles. And, importantly, every decision related to this Comprehensive Plan has been reviewed and weighed against these Guiding Principles.

In the future, decisions consistent with these guiding principles will provide a consistency of effort and decision making that will point the growth of Iowa Colony in the direction defined by this Comprehensive Plan.

III. Future Land Use Plan

A. Purpose

The Future Land Use Plan (FLUP) is the primary decision-making document regarding future development in the City. It reflects all relevant criteria to provide a unified point-of-reference. The FLUP incorporates the Vision, the Guiding Principles, the physical realities, and the political realities affecting future development.

B. Basis of Plan Elements

The Steering Committee provided guidance related to the most appropriate scenario to guide future land use decisions for the City of Iowa Colony and its extra-territorial jurisdiction (ETJ).

The following land use relationships reflect the discussion outcomes from the Steering Committee:

- 1. The highest intensity land use area should be along both sides of SH 288 creating a corridor extending ¼ mile wide on each side of SH 288. It is anticipated that this freeway adjacent area on both sides of the freeway represents highly developable land and is designated as High Intensity Mixed Use (HIMU).
- 2. The next lesser level of land use intensity is designated Medium Intensity Mixed Use (MIMU) and is located adjacent to the HIMU area extending a distance of ¼ mile east and west. The MIMU is intended to provide a buffer between the HIMU and single family residential.
- 3. The remaining area of the city limit and the ETJ should be designated as single family residential containing two levels of density and intensity:
 - a. Medium Intensity Single Family (MISF) is designated for areas that have a potential for redevelopment into single family lots with an average lot size area of less than one acre and those areas that have the greatest potential for development of compatible non-residential generally at thoroughfare intersections;
 - b. Low Intensity Single Family (LISF) consists of the remaining area of single family residential that is presently divided into single family or agricultural lots equal to or greater than 1 acre and those areas less likely to be developed or redeveloped.

Each of the four land use intensity types should incorporate certain land use zones or uses within the intensity type as follows:

- The HIMU should allow uses indicated in the Business Retail zone and the Mixed-use Zone, in order to provide retail and non-residential uses maximizing the value of the corridor’s proposed higher intensity transportation and utility infrastructure.
- The MIMU should allow uses indicated in the Business Retail zone and the Mixed-use Zone. Additionally, the MIMU area could also include up to 25% area as higher intensity residential, including townhouses and multi-family apartments.
- The MISF area should allow uses indicated in the Single Family Residential zone but only include lots that average less than 1 acre in lot area. The MISF area should also include optional areas at the intersection of major arterials and at the intersection of major arterials and minor collectors that might become retail or mixed use as shown in graphic at right.
- The LISF area should include those land uses indicated as allowed within the Single Family Residential zone but include only single family residential lots that average 1 acre in lot area or larger. This LISF area should also include any mobile home parks existing within the current city limit or ETJ.

C. Relationship to Guiding Principles

The FLUP supports, promotes and reflects 5 of the Guiding Principles by:

- Quality of Life – Depicting a higher quality of life indicative of a planned relationship for a visually attractive community environment including both consistency and variety.
- Transportation – Illustrating a transportation network plan that provides generally good access for all types of transportation and allows both consistency, flexibility, and a reflection of the physical environment.
- Goods and Services – Planning for the efficient movement and location of goods and services that maximize the resources of the City by providing maximum revenue with the least cost of service.
- Safe Community – Providing land use relationships that reflect a future community that is safe for residents and visitors to pursue individual and communal activities.
- Municipal Services – Providing land use relationships that maximize the efficiency of municipal services while recognizing the need for flexibility and unique relationships of service needs.

D. Recommended Actions

- 1. Update the City of Iowa Colony zoning ordinance to match the goals of the comprehensive plan, see Recommendations Summary for details.
- 2. Prepare guidelines for negotiating development agreements and PUDs/PDs to encourage implementation of elements of the Comprehensive Plan by private development
- 3. Adopt a policy to re-visit the Future Land Use Plan on an annual basis with the purpose to determine if a more-detailed review is necessary. Incorporate new, updated information as an addendum to the most-recently adopted Future Land Use Plan.
- 4. Adopt a policy to review the Iowa Colony Comprehensive Plan at a minimum of every five years.
- 5. When the timing is appropriate, coordinate/exchange ETJ areas with the City of Alvin to provide a contiguous jurisdictional link for the City of Iowa Colony between SH 6 and the future Grand Parkway (SH 99).

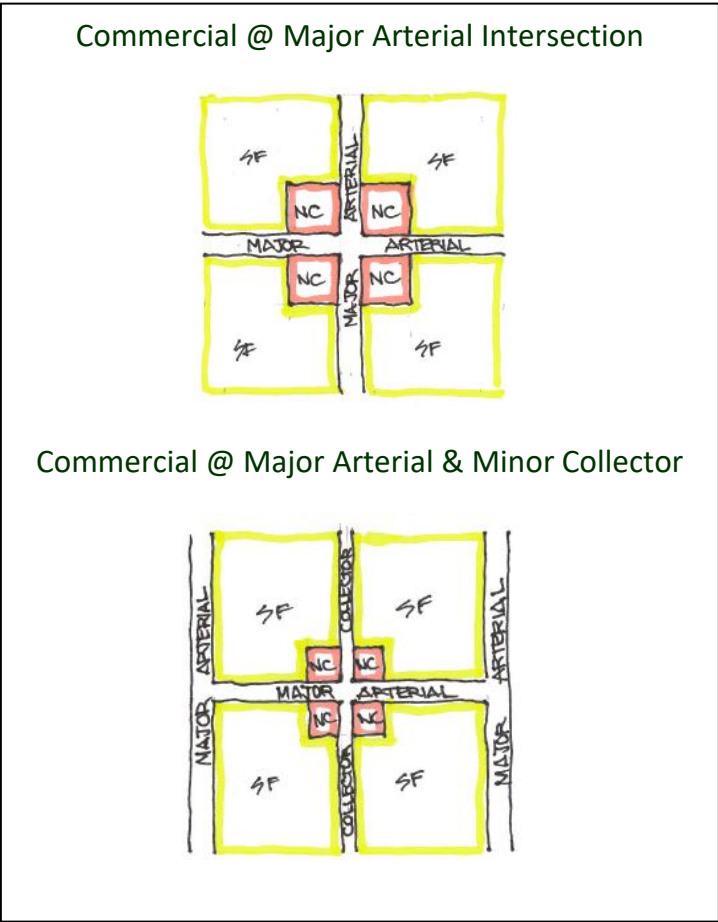
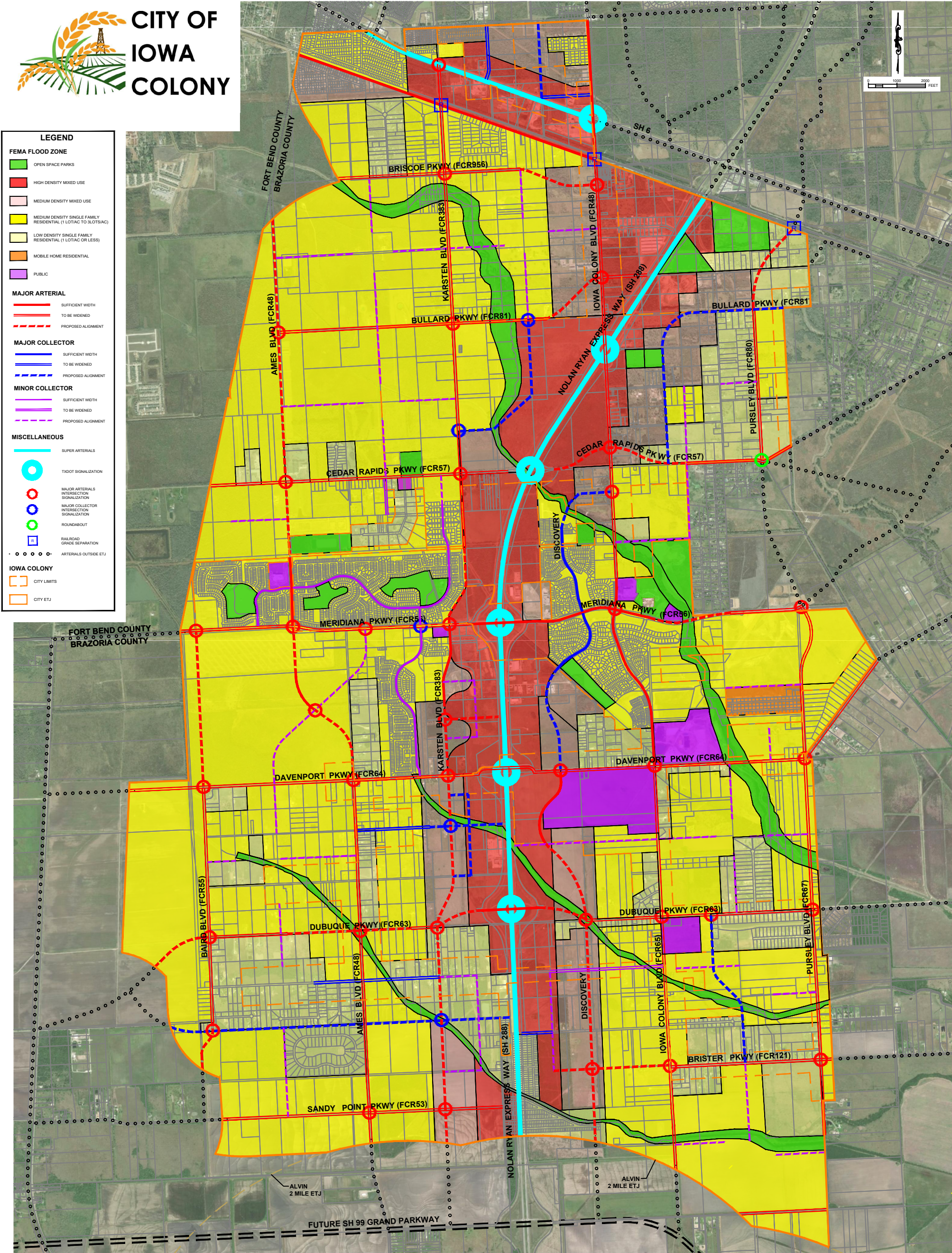


Exhibit 1 Future Land Use Plan





CITY OF IOWA COLONY
GENERAL CONCEPT FUTURE LAND USE

ADOPTED JUNE 15, 2020

IV. Thoroughfare Plan

A. Purpose

The Major Thoroughfare Plan (MTP) is the primary document for all transportation-related decisions. The MTP is one of the critical elements used to prepare the Future Land Use Plan (FLUP). The MTP indicates the existing and proposed location for the major road network in the City of Iowa Colony and within the ETJ.

B. Basis of Plan Elements

Iowa Colony’s existing roadway system is reflective of its agrarian past, as indicated by the major transportation grid being on a one-mile spacing layout. This historical pattern continues to be evident today in Iowa Colony with the existing 40-foot wide easement grid dedicated for roadways and access.

Different land uses generate different amounts of traffic or trip generation. Lower traffic needs dictate fewer lanes and higher traffic needs dictate more lanes. Therefore, roadways need to be designed and constructed to meet these various capacity-carrying demands.

Accommodating these varying needs from highest demand to lowest results in a hierarchy of roadway cross-sections.

- The lowest traffic element on the MTP is the collector system divided into minor and major collectors.
- Higher traffic needs are anticipated with the arterial system, divided into major arterials and minor arterials.
- The super-arterial designation is reserved for SH 288 and SH 6 limited access systems.

Recognizing that existing one-mile grid will be limited in its traffic carrying capacity as land uses intensify in density and trip generation, the Iowa Colony City Council adopted the current MTP on February 17, 2020. To address the greater traffic and access needs, the MTP contemplates additional roads will need to be added.

- The highest traffic need is anticipated along the super-arterial frontage and the thoroughfare spacing grid is reduced to ¼ mile to provide 2-way access to uses along the super-arterial frontage and to allow for two-way access instead of limited one-way access frontage roads.
- Collectors allow for this increased traffic to be positioned between the super-arterial frontage and the adjacent minor arterial with the minor arterial spaced at approximately ½ mile. This pattern is commonly known as a “backage road” plan.

At-grade railroad crossings can be problematic to uninterrupted traffic flow. The BNSF railroad along the near north side of Iowa Colony separates the city from SH 6 and regional connection. The MTP indicates 2 future grade separations for major arterials as extensions for Iowa Colony Boulevard and Karsten Boulevard. The provision of a grade separation between the major thoroughfare and the railroad crossing will enhance through traffic in the region.

Potential traffic signalization at thoroughfare intersections have been located on the MTP to provide future traffic congestion relief. These future traffic signals are generally located at major arterial intersections, major collector/major arterial intersections and frontage road/collector connection intersection with major arterials.

C. Relationship to Guiding Principles

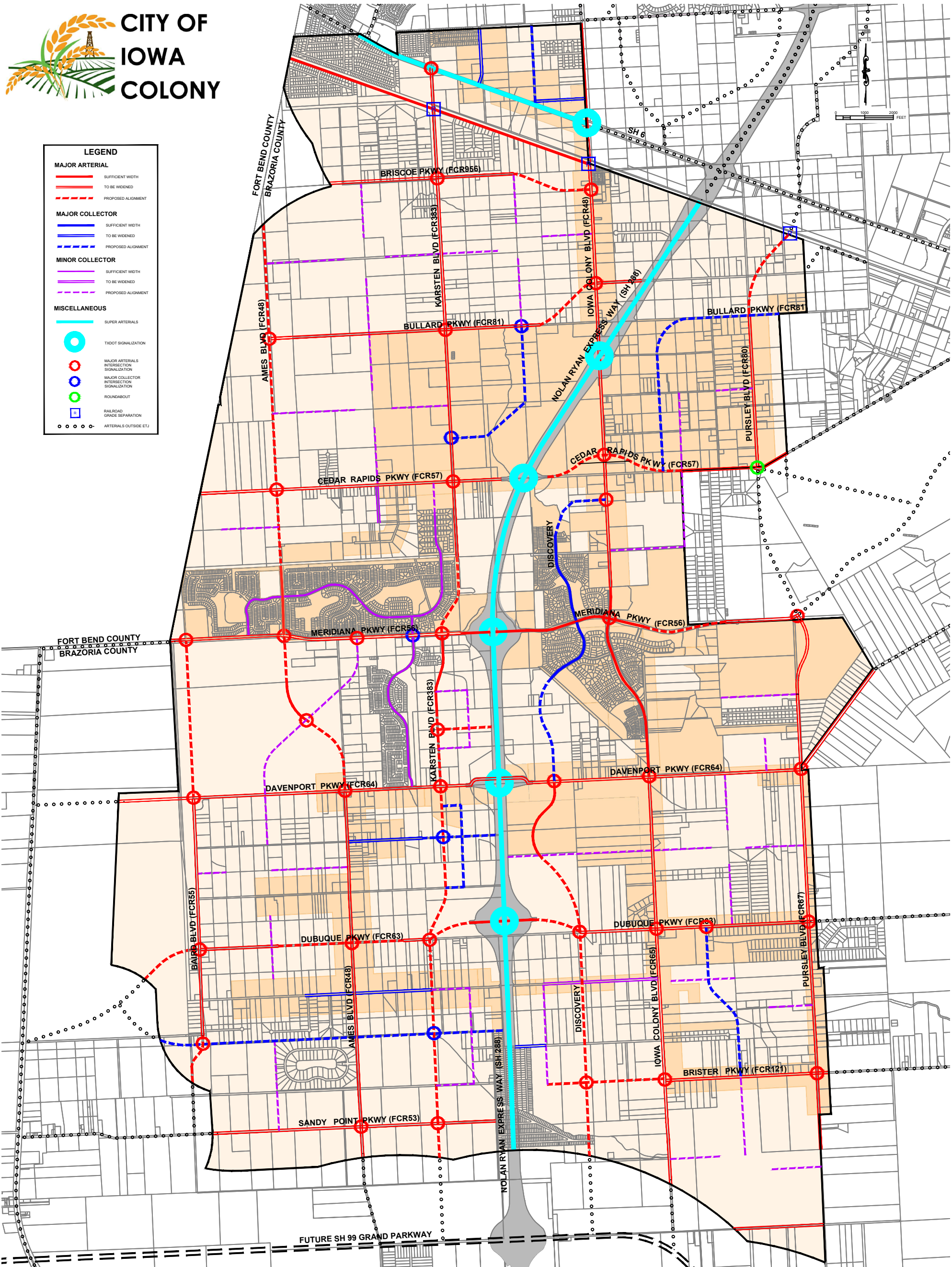
The MTP supports and promotes 5 of the Guiding Principles:

- Quality of Life – Depicting a planned environment allowing minimum traffic interruptions and enhanced access alternatives, mitigating congestion.
- Transportation – Providing generally good access for all modes of transportation and allowing uninterrupted access alternatives.
- Goods and Services – Reflecting a free-flowing transportation system that provides the maximization of resources of the City.
- Safe Community – Providing planned system that promotes safety and minimized accidents and driver frustration.
- Municipal Services – Providing transportation relationships that maximize the efficiency of municipal services while recognizing the need for efficient alternatives for transportation options.

D. Recommended Actions

1. Adopt a policy to revisit the Thoroughfare Plan on an annual basis with the purpose to determine if a more-detailed update is necessary to incorporate new, updated information.
2. Adopt a policy to review on an annual basis the thoroughfare plans of adjacent cities to ensure coordination and minimize connection interruptions.
3. Adopt a long-term policy to submit regular Thoroughfare Plan updates to Brazoria County, the Texas Department of Transportation, and Houston-Galveston Area Council transportation committees.

Exhibit 2 Thoroughfare Plan



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CITY OF IOWA COLONY
MAJOR THOROUGHFARE MAP

ADOPTED JUNE 15, 2020

V. Civic Facilities Plan

A. Purpose

Iowa Colony has been a very rural community until the last ten years. Because it consisted of large acreages, farms, and homesteads with very low density there has been very little development in the way of city and civic facilities. As Iowa Colony grows, there will be increasing and ongoing demand for facilities owned and operated by the City or some governmental entity in Iowa Colony.

These facilities have been identified as desirable quality amenities, and essential to public safety, good government, and enhanced quality of life.

B. Basis of Plan Elements

This section is designed to assist the City in defining the types and locations of civic facilities for Iowa Colony.

The City reviewed the service levels that are expected with growth, and compared those levels to the existing and future facility needs to house and provide those services. The list of potential facilities, below, is meant to provide a long term guide to the City. The timing and approach to their construction will be dependent on when those services will need to be provided, what services are to be provided, and what a future Council determines the priorities to be.

The Exhibit for civic facilities defines the type and proposed locations for these facilities, when it is determined the need is sufficient to provide the facility. A number of different facilities are proposed for consideration:

- City Hall
- Municipal Court
- Police Department
- Community/Recreation Center
- Library
- Public Works Office/Yard
- Parks Operations and Maintenance
- Fire and EMS facility (both sides of Highway 288)
- Museum
- Brazoria County Annex building
- Post Office

Some of these facilities may never be inside the City. The location of a federal post office, for example, will require considerable effort on the part of the community to either relocate or construct a new federal facility. However, it is identified as a needed service within the City.

The proposed locations of these facilities are shown on Exhibit 3, opposite page. In some cases, the property is already owned by the City, in other cases the location is general and guided by surrounding uses. For example, the city currently owns the city hall, public safety sites, and community center sites, but does not own the public works site.

A hallmark of this plan is the Iowa Colony Town Center. Located on the current site of City Hall, at the corner of Iowa Colony Boulevard and Dubuque Parkway, the almost 50-acre site will form the basis for the center of government for the City. It is slated to accommodate City Hall, various city and county government offices, as well as a multipurpose civic building. The plaza and park area will become a community gathering place for many indoor and outdoor activities in the future.

Finally, an overall goal of this Plan is to provide an example of architectural style and quality. The City will provide that example in constructing facilities that set the tone for the style and quality that is expected from commercial and residential construction in our area. The intent is to set the bar high and be the example to other builders in the future.

C. Relationship to Guiding Principles

Well-placed and fully functional Civic Facilities will support and promote the following Guiding Principles:

- Safe Community – Highly visible and well-placed civic facilities can engender community pride and a sense of community wellbeing.
- Governance – Providing quality facilities can effectuate efficient and cost-effective city administration and governance.
- Municipal Services – Civic facilities are the home base of municipal services that promote the health, safety, welfare and quality of life for our community.

D. Recommended Actions

1. Seek out opportunities to partner with other entities to create distinct places that differentiate Iowa Colony from surrounding cities and provides residents with community gathering spaces.
2. Establish design guidelines for city-initiated projects (historic architecture, light poles, signal poles, street name poles and signs).
3. Prepare a concept plan for the city hall and park complex.
4. Prepare a detailed fire/EMS facility needs study in partnership with the emergency services district.



LEGEND

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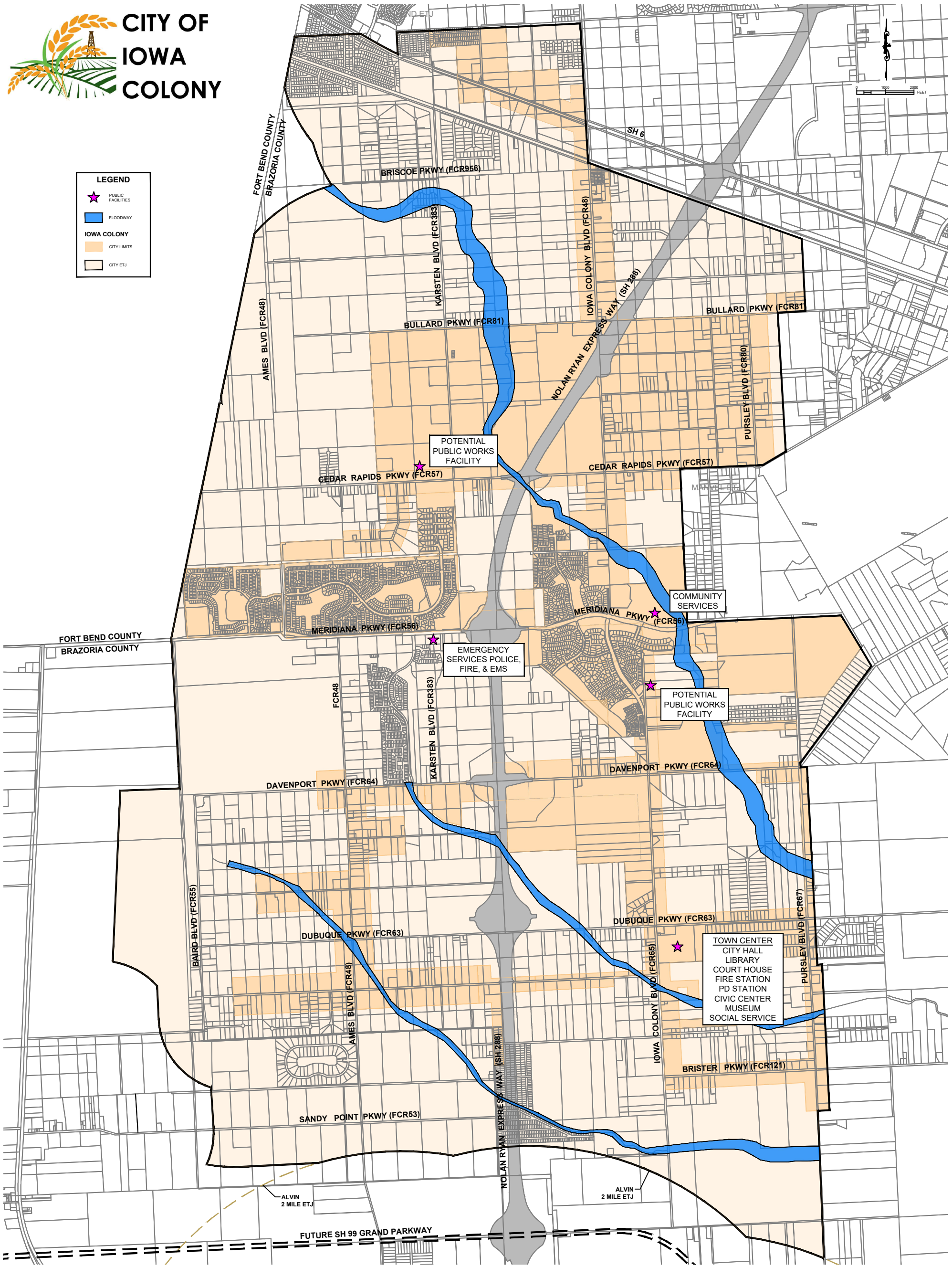
PUBLIC FACILITIES

FLOODWAY

IOWA COLONY

CITY LIMITS

CITY ETJ



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CITY OF IOWA COLONY
PUBLIC FACILITIES MASTER PLAN

ADOPTED JUNE 15, 2020

VI. Parks and Open Space Plan

A. Purpose

The Parks and Open Space Plan (POSP) is the primary document for decision-making relating to parks and open space (collectively “parks”) needs. As development intensity increases and open spaces are consumed, the ability to enjoy the outdoors and visually appreciate an uncluttered natural environment may become more difficult. The need for places of rest and relaxation and opportunities for outdoor exercise are paramount in promoting a higher quality of life.

B. Basis of Plan Elements

The Steering Committee provided direction related to the most appropriate ratio of parks space to projected population at build-out. The National Recreation and Park Association (NRPA) guidelines were adopted to provide guidance for future needs.

NRPA guidelines generally indicate that an ideal ratio of parks space to population is approximately 1 acre of park land per 100 persons (residents). Based on a forecast build-out population of 86,000 persons, parks needs at build-out will be roughly 860 acres.

Typically, parks are categorized by service area:

- A regional park serves an entire city and is approximately 200 acres in area.
- Community parks serve a population within a ½ mile radius (1 mile diameter service area) and are typically 20 acres in size.
- Neighborhood parks serve individual neighborhoods and range from ¼ to ½ acre in size.

It should be noted that adequate on-site parking should be provided with each Community Park and the Regional Park to ensure that adjacent land uses will not be impacted by off-site parking.

Park availability is highly dependent on location, topography, drainage, and other physical relationships. In order to plan for acquisition and maintenance of parks within general distances of need, Exhibit 4 divides the City into 6 sectors:

- 3 sectors to the east of SH 288 and 3 sectors to the west of SH 288; each designated as the north, central, or south sector.
- Starting on the northeast side of the City, Sector 1 is the northeast sector and following a counter-clockwise pattern; Sector 2 is the East Central, Sector 3 is the South East, Sector 4 is the South West, Sector 5 is the West Central, and Sector 6 is the North West.
- The varying number of community park locations within sectors is related to the sector land area.
- The proposed regional park in Sector 4 – South West should be located near potential single family uses that will support the need for buffering from higher intensity uses along SH 288. This site location should be incorporated with flood plain and floodway uses.
- Dividing the jurisdiction into sectors will facilitate the area-specific donation of future park land to respond to the Unified Development Code dedication requirement.

Co-location with civic facilities should be encouraged and locations near floodways and floodplains should be prioritized. This will enable larger undeveloped land areas to become open space catalysts.

Existing development in some sectors may over-ride the availability of additional future community park locations.

C. Relationship to Guiding Principles

The POSP supports the following Guiding Principles by:

- Quality of Life – Reflecting a diverse locational open space plan that meets the desired ratio of park space to build-out residents.
- Transportation – Reflecting multiple park locations planned to be situated proximate to users, resulting in a more efficient transportation utilization.
- Goods and Services – Providing park locations in areas that have less demand for city services, like flood plains and floodways.
- Safe Community – Providing for dispersed park locations, in appropriate locations proximate to users that will promote safety.
- Municipal Services – Providing for joint park locations with other city services to reduce the service cost for recreational facilities, providing co-location efficiencies such as parking, meeting space, and administration needs.

D. Recommended Actions

1. Prepare a parks and trails master plan that meets Texas Parks and Wildlife Department requirements for grant eligibility.
2. Prepare a city limit and ETJ-wide master pedestrian trail plan to incorporate with future right-of-way construction and off-road trails provided by private development. Emphasis should be placed on trail locations that connect neighborhoods and community parks to each other.
3. Adopt a policy to re-visit the Parks and Open Space Plan on a bi-annual basis with the purpose to determine if a more-detailed review is necessary. Incorporate new, updated information as an addendum to the most recently adopted Parks and Open Space Plan.
4. Utilize bayous as trail corridors.
5. Co-locate parks and detention facilities whenever possible.

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COLONY**



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PARKS AND OPEN SPACE MASTER PLAN

ADOPTED JUNE 15, 2020

VII. Drainage Plan

A. Purpose

Drainage infrastructure is a critical element in the growth and preservation of a city. The City of Iowa Colony, located within a coastal county, is naturally susceptible to extreme tropical weather conditions. With recent hurricanes and ongoing climate change, rainfall intensity has increased significantly, bringing extreme flooding to the area. Annual rainfall averages 51 inches per year, with heavier rainfall occurring during the months of June to October which is hurricane season.

Iowa Colony has one major waterway, Chocolate Bayou, which meanders along the east of the side of the City. The drainage pattern is mostly northwest to southeast traversing across SH 288. There are numerous secondary watercourses and tributaries that drain to Chocolate Bayou. Watercourses are mostly natural drainage but some have man-made improvements within recent developments.

Iowa Colony participates in the National Flood Insurance Program (NFIP). The NFIP is a federally sponsored program which makes flood insurance available to residents of communities that adopt and enforce floodplain management ordinances, and that have sound land use practices.

The regulatory floodplains in Iowa Colony were determined by FEMA as documented in the Flood Insurance Study for Brazoria County (Unincorporated Areas), June 5, 1989. The 100-year regulatory floodplains are shown on the FEMA Flood Insurance Rate Maps (FIRM) for Iowa Colony effective date December 1, 1981, and Brazoria County, effective date December 15, 1983. Approximately 21% of the city limit is located with the regulated floodplain based on the FIRM.

B. Basis of Plan Elements

Responsibility for providing drainage is divided among two drainage districts, various Municipal Utility Districts (MUDs), the City, and Brazoria County. The important relationship among the City of Iowa Colony, the two Drainage Districts, along with Brazoria County must be maintained for all entities to work effectively toward improving the quality of life for the community.

The Drainage Districts’ responsibility is to regulate, operate, and maintain the major waterways and tributaries within their respective drainage easements and rights-of-ways. The jurisdiction of Brazoria County Drainage District No. 4 (“BCDD4”) is along the northern part of the city. Brazoria County Drainage District No. 5 (“BCDD5”) jurisdictional oversight extends from Bullard Parkway (FCR 81) to the southern extent of the city and beyond into the City of Alvin. Most of the city limit drainage areas are located within BCDD5. The City currently has an inter-local agreement with BCDD5.

A County Master Drainage Plan was last prepared by Brazoria County in August of August 2002. This Master Drainage Plan was a county-wide plan aimed at many of the major watersheds and was developed for regional planning for Brazoria County. In addition, the plan provides hydraulic models of the drainage channels, watersheds and drainage criteria guidelines. The plan was adopted by all the Drainage Districts in the County. The contents of this plan, while helpful does not address local drainage areas and flooding within the City of Iowa Colony and its ETJ.

The development of regional detention/floodplain mitigation facilities are essential for Iowa Colony growth for the safety and welfare of the residents but also the economic impact to the community. The facilities should be strategically located along the tributaries of Chocolate Bayou and along both sides of State Highway 288. Each of the proposed facilities should be a minimum 100 acres to be effective in reducing floodplain area and to provide regional detention within the watershed.

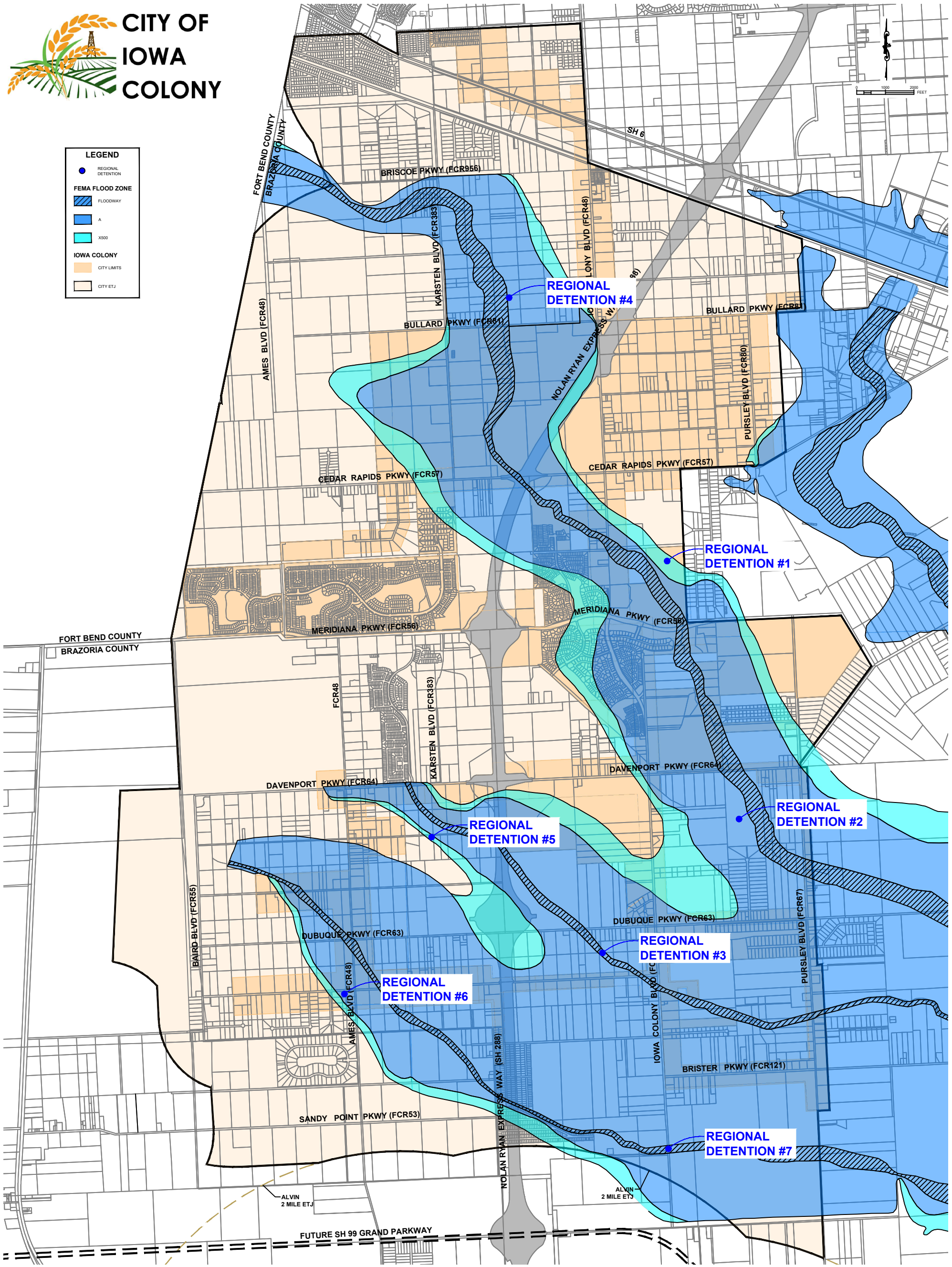
C. Relationship to Guiding Principles

Planning for Drainage infrastructure is critical to the safeguarding life and property, along with promoting the growth of the community. The City goal is to provide a functional comprehensive drainage system to mitigate and minimize flooding to residents and businesses, and supports the following Guiding Principles by:

- Quality of Life - Incorporating the of regional drainage facilities with open space allowing for a higher value developable land area and larger multi-use parkland development preserving the treasured rural atmosphere.
- Goods and Services – Providing a fully functional, comprehensive drainage system can contribute significantly to promoting the highest quality of commercial development.
- Safe Community - A functional comprehensive drainage system will mitigate potential drainage problems and alleviate flooding potential for safety of the community.
- Municipal Services - Providing adequate and comprehensive drainage system is among the most important services the City can provide for the protection of life and property.

D. Recommended Actions

1. Develop a comprehensive master drainage plan for the City.
2. Develop drainage capital improvement plan.
3. Update the Drainage Design Criteria and Standards manual.
4. Update flood damage control ordinance to reflect federally adopted rainfall data.
5. Coordinate regularly with local Drainage Districts regarding policies and projects.



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CITY OF IOWA COLONY
MASTER DRAINAGE PLAN

ADOPTED JUNE 15, 2020

VIII. Water and Wastewater Utility Plan

A. Purpose

The development of public utilities is the basic building block of any community. As the City of Iowa Colony continues to grow, a city-owned dedicated water distribution and wastewater collections system will provide quality facilities and infrastructure to serve its residents and businesses.

Planning for growth and implementing a well-thought-out plan for the future is critical in the maturation of a city. This goal allows the City to control its growth without depending on Municipal Utility Districts (MUDs) or Private Utility Companies to provide utilities services within the city limit.

As state laws become more restrictive of a city’s ability to annex land within its ETJ, providing water and wastewater services can incentivize developers to request annexation of their properties into the city limit.

B. Basis of Plan Elements

The City of Iowa Colony has experienced growth within the last decade. The master-planned developments of Meridiana, Sterling Lakes and Sierra Vista have provided not only an infusion of population but also diversification of the economic base.

As the City’s population grows, the need for well-planned and city-wide public infrastructure is paramount to providing a modern, readily expandable public utility system which meets the needs of current and future residents and private commercial development.

Currently Iowa Colony does not have infrastructure to provide water and wastewater services to its residences and businesses. City residents are currently served by the MUDs or Private Utility Companies.

These entities within the City includes:

- Brazoria County MUD No. 55 (Meridiana)
- Brazoria County MUD No. 31 (Sterling Lakes)
- Brazoria County MUD No. 39 (Wong Tract)
- Undine Private Utility (Magnolia Bend and several other CCNs within the city limits)
- Brazoria County MUD No. 32 (Sierra Vista – ETJ)
- Brazoria County MUD No. 53 (Sierra Vista West - ETJ)

The primary mechanism for the City to establish and grow a city-wide water and wastewater utilities will utilize existing MUD utility systems as the backbone of a future city-wide system. Via existing and future MUD utility agreements, the City has the right to acquire MUD systems at no cost to facilitate the creation of city-wide systems. The regulations governing existing private utility companies require that the owners of those systems be compensated if/when the City chooses to absorb those service areas.

The creation of a Public Water System (PWS) is governed by the rules of the Texas Commission on Environmental Quality. The first essential step the City must take to establish a PWS is preparation of a Comprehensive Master Water and Wastewater Plan. This Master Plan will outline guidelines and policies regarding how the City intends to develop the system, identify planning mechanisms to accommodate growth and new developments to ensure efficient utility network utilization, and estimate the need for adequate water supply and wastewater treatment capacities for a growing population.

For the city-wide water system, water plant facilities should be strategically located in areas to provide stable water flow and pressure to the community. This include establishment of interconnects between the existing MUD systems to provide for a redundant system in case of emergency or outage. The water plant facilities should incorporate existing groundwater wells but should be planned for future surface water conversion.

For the wastewater system, the plan for city-wide service starts with the existing MUD wastewater treatment plants (WWTP) that can be expanded to handle the ultimate wastewater flows from each service area. After the City assumes operation of the plants, wastewater collection lines can be extended beyond the MUD boundaries to serve other areas within the city limits. The utilization and expansion of the existing MUD WWTPs is preferred, as each is properly located to provide services to broader areas of the City.

Regional WWTP No. 1:

- Service Area 1 to include land located east of SH 288
- Expansion of existing Brazoria County MUD No. 55 WWTP
- Estimated Acreage for Regional WWTP No. 1:

Approximately 25 acres

Regional WWTP No. 2:

- Service Area 2 to include land located north of Meridiana Parkway and west of SH 288. Includes area north of SH6.
- Expansion of existing Brazoria County MUD No. 31 WWTP
- Estimated Acreage for Regional WWTP No. 2:

Approximately 20 acres

Regional WWTP No. 3:

- Service Area 3 to include land located south of Meridiana Parkway and west of SH 288.
- Expansion of existing Brazoria County MUD No. 53 WWTP
- Estimated Acreage for Regional WWTP No. 3:

Approximately 15 acres

C. Relationship to Guiding Principles

Adequate, efficient, and quality infrastructure is the most basic of services a municipality can provide. The Water and Wastewater Utility element relates to the following Guiding Principles:

- Goods and Services – Water and wastewater services are critical to the viability of commercial development.
- Safe Community – The benefits of quality infrastructure with access to a safe water supply cannot be overstated.
- Municipal Services – The proposed utility system and infrastructure will promote the health, safety, welfare of our community.

D. Recommended Actions

1. Develop a comprehensive water and wastewater master plan.
2. Develop a water and wastewater capital improvement plan.
3. Prepare are a water model for a city-wide regional water system.
4. Remain vigilant for and investigate future surface water supply alternatives.
5. Gradually transition ownership of MUD facilities to create a Public Water System from which the City can extend services to other parts of the City.

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CITY OF IOWA COLONY

MASTER UTILITY PLAN

ADOPTED JUNE 15, 2020

IX. Future Organizational Structure and Services

A. Purpose

As Iowa Colony’s population continues to increase, demand for City services will increase. And, as service demands increase, providing services levels that meet the citizens’ expectations will be important. There will be a need for additional staff.

Currently, the number of city employees is minimal. At the time of the preparation of this Comprehensive Plan there are only fourteen full time employees, most of whom are in the police department. This number will need to grow considerably over the next several years.

B. Basis of Plan Elements

The Organizational Chart and its proposed Structure shown below is intended to provide a basis for decision making with regard to adding employees as demand increases. It identifies the departments that will be needed to provide the services, and identifies and forecasts the employees needed within those departments in order to meet the projected service demands.

Creation of the various departments, and hiring of city employees will depend on which services are being demanded at what levels.

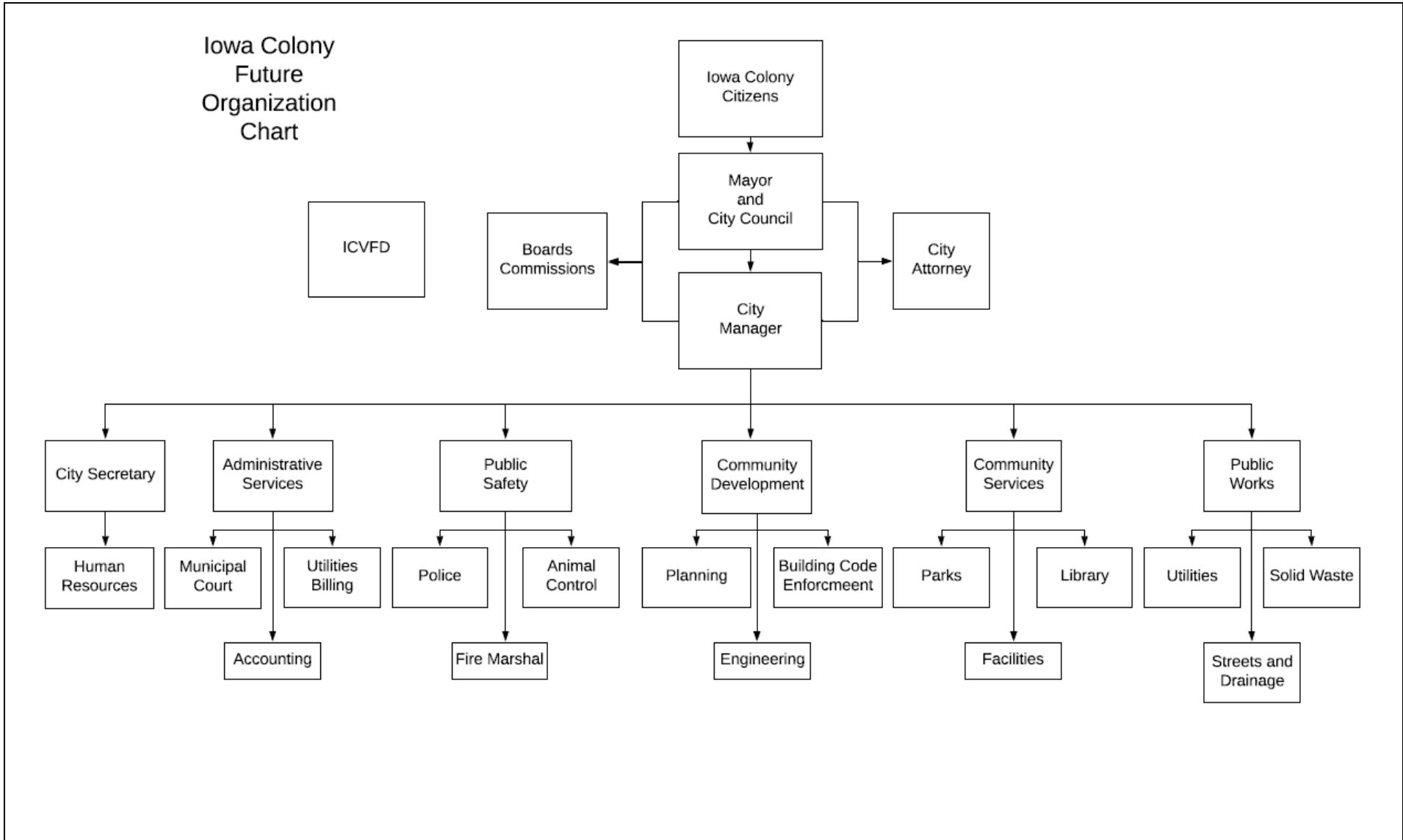
C. Relationship to Guiding Principles

City employees perform the routine, yet very necessary, tasks and duties that make a city government function in keeping with the follow Guiding Principles:

- Governance – Adequate, well-trained, staff can ensure efficiency, continuity, and enhanced service provision thereby allowing elected officials, boards and commission members to carry out their mandates effectively.
- Municipal services – City staff are the starting point for the provision of municipal services and infrastructure that promotes the health, safety, welfare and quality of life for our community.

D. Recommended Actions

1. Prepare a staffing plan keyed to growth milestones.
2. Implement the provisions of the City Charter, subject to the results of the May 2020 election.
3. Continue coordination with private entities for provision of a municipal broadband fiber network.
4. Secure city-wide trash collection service.



X. EVALUATION OF DEVELOPMENT PROPOSALS

A. Purpose

Implementation of the Comprehensive Plan is an incremental process over the span of many years. In most cases, land development within the City will be undertaken by private entities who will need to submit development applications to the City.

Those development applications will need to be evaluated for their compliance with the goals of the Comprehensive Plan and City regulations. Ensuring that project approvals are consistent with the goals of the Comprehensive Plan will move the City incrementally toward its ultimate goals.

Evaluation of development proposals can be largely subjective based on the City’s analysis of how well a project fulfills the City’s Comprehensive Plan or other adopted goals. Even though many of the evaluation factors are subjective, many of those factors can be objectively compared.

Translating Comprehensive Plan goals into daily plan review tasks can be difficult. The evaluation tool in this section is provided as an option that may be beneficial for City staff and consultants in evaluating certain development proposals. The use of this form is not intended to create any new regulatory process or approval requirements. The use of this tool is discretionary based on the complexity or significance of the individual proposal.

B. Use of Evaluation Form

The evaluation form can be used to evaluate the important aspects of a development proposal. The table is a tool to assist in organizing a systematic review, but the user should not be compelled to “fill in every box” if it is not relevant to a particular project.

The tool should only be used when staff and consultants determine that it will be useful. Simple and routine applications certainly do not need to be evaluated to this detail. Below is an explanation of how to use it.

Column A:
The topics/issue that should be evaluated are listed in column A. Topics relate to how well a given proposal helps implement the Comprehensive Plan.

Column B:
The benefits, advantages, or revenues produced by the proposal should be listed in column B. Some of these attributes may be quantifiable, while others may be more subjective requiring input from various departments or perspectives.

Column C:
The negative impacts, disadvantages, or costs attributable to the proposal should be listed in column C. Some of these attributes may be quantifiable, while others may be more subjective requiring input from various departments or perspectives.

Column D:
A relative comparison of the positive attributes (Column B) and the negative attributes (Column C) should be considered and documented in Column D.

- Topics that have a perceived overall positive benefit should be denoted with a plus sign (“+”).
- Topics with a perceived overall negative impact should be denoted with a minus sign (“-”).
- Topics that have no discernible positive or negative benefit (neutral) should be denoted with an (“N”).
- Topics that are not relevant to a particular project should be noted with “NA”.

After the table is completed, compare the number of “plusses and minuses”. A project with more plusses than minuses would be more likely to move the City toward achieving its goals. See Development Evaluation Form below.

C. DEVELOPMENT EVALUATION FORM

A	B	C	D
TOPIC/ISSUE	POSITIVE BENEFITS, ADVANTAGES, REVENUES	NEGATIVE IMPACTS, DISADVANTAGES, COSTS	OVERALL IMPACT
List topics or issues related to the proposal that need to be evaluated and considered	List/described benefits, advantages, revenues, or other positive aspects of the proposal	List/describe detrimental impacts, disadvantages, city costs, or other negative aspects of the proposal	“+” for overall positive “-” for overall negative “0” for overall neutral
Public Benefits and Impacts			
Comprehensive Plan Goals Achieved			
Consistent with Future Land Use Plan			
Consistent with Major Thoroughfare Plan			
Consistent with Civic Facilities Plan			
Consistent with Parks and Open Space Plan			
Consistent with Master Drainage Plan			
Consistent with Water and Wastewater Utility Plan			
Guiding Principles Supported			
Quality of Life			
Transportation			
Goods and Services			
Safe Community			
Municipal Services			
General Benefit Achieved			
Public Infrastructure			
City Facilities			
Market Demand Addressed			
Job Creation			
Project Specific Benefits			
Property tax base			
City Cost of Service			
TOTAL OVERALL IMPACT			

Recommendations Summary

Future Land Use Plan

1. Update the City of Iowa Colony zoning ordinance to match the goals of the comprehensive plan.
 - a. Height restrictions
 - b. Arterial setbacks to maintain open feel
 - c. Commercial Nodes
 - d. Incentives for lakes, parks, open space along major corridors similar to Meridiana Parkway
 - e. Fencing standards along major corridors to encourage open fencing instead of solid walls
 - f. Vegetation buffers between commercial and residential and between roadways and commercial areas
 - g. Incentives for clustered residential development to consolidate open spaces
2. Prepare guidelines for negotiating development agreements and PUDs/PDs to encourage implementation of elements of the Comprehensive Plan by private development.
3. Adopt a policy to re-visit the Future Land Use Plan on an annual basis with the purpose to determine if a more-detailed review is necessary. Incorporate new, updated information as an addendum to the most-recently adopted Future Land Use Plan.
4. Adopt a policy to review the Iowa Colony Comprehensive Plan at a minimum of every five years.
5. When the timing is appropriate, coordinate/exchange ETJ areas with the City of Alvin to provide a contiguous jurisdictional link for the City of Iowa Colony between SH 6 and the future Grand Parkway (SH 99).

Thoroughfare Plan

1. Adopt a policy to revisit the Thoroughfare Plan on an annual basis with the purpose to determine if a more-detailed update is necessary to incorporate new, updated information.
2. Adopt a policy to review on an annual basis the thoroughfare plans of adjacent cities to ensure coordination and minimize connection interruptions.
3. Adopt a long-term policy to submit regular Thoroughfare Plan updates to Brazoria County, the Texas Department of Transportation, and Houston-Galveston Area Council transportation committees.

Civic Facilities Plan

1. Seek out opportunities to partner with other entities to create distinct places that differentiate Iowa Colony from surrounding cities and provides residents with community gathering spaces .
2. Establish design guidelines for city-initiated projects (historic architecture, light poles, signal poles, street name poles and signs).
3. Prepare a concept plan for the city hall and park complex.
4. Prepare a detailed fire/EMS facility needs study in partnership with the emergency services district.

Parks and Open Space Plan

1. Prepare a parks and trails master plan that meets Texas Parks and Wildlife Department requirements for grant eligibility.
2. Prepare a city limit and ETJ-wide master pedestrian trail plan to incorporate with future right-of-way construction and off-road trails provided by private development. Emphasis should be placed on trail locations that connect neighborhoods and community parks to each other.
3. Adopt a policy to re-visit the Parks and Open Space Plan on a bi-annual basis with the purpose to determine if a more-detailed review is necessary. Incorporate new, updated information as an addendum to the most recently adopted Parks and Open Space Plan
4. Utilize bayous as trail corridors.
5. Co-locate parks and detention facilities whenever possible.

Drainage Plan

1. Develop a comprehensive master drainage plan for the City.
2. Develop drainage capital improvement plan
3. Update the Drainage Design Criteria and Standards manual.
4. Update flood damage control ordinance to reflect federally adopted rainfall data.
5. Coordinate regularly with local Drainage Districts regarding policies and projects.

Water and Wastewater Utility Plan

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5. Gradually transition ownership of MUD facilities to create a Public Water System from which the City can extend services to other parts of the City.

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