CITY OF TEXAS CITY
REGULAR CALLED CITY COMMISSION MEETING

AGENDA

WEDNESDAY, JULY 15, 2026 - 5:00 P.M.
DOYLE CONVENTION CENTER
2010 5th Ave. N.
Texas City, TX 77590

PLEASE NOTE: Public comments are generally limited to 3 minutes in length. If you would like to request to speak, please do so in advance of the meeting by filling out a Request To Address Commission form. All in attendance are required to remove hats and/or sunglasses (dark glasses) during meetings and to also silence all cell phones and electronic devices.

(1) ROLL CALL

(2) INVOCATION

(3) PLEDGE OF ALLEGIANCE

(4) PROCLAMATIONS AND PRESENTATIONS

(a)

Service Awards	Departments	Hire Date	Milestone
Amanda Rubach	Public Works	07/06/2016	10 years
Connie Hayley	Municipal Court	07/14/2006	20 years

(b) Receive information for consideration regarding an Appeal from the Planning Board denial of the Mister Car Wash Development Plan

(5) REPORTS

(a) Moore Memorial Library Report (Library)

(6) CONSENT AGENDA

(a) Approve City Commission Minutes for the July 1, 2026 meeting. (City Secretary)

(b) Consider and take action on Resolution No. 2026-077, submitting a resolution of support to Southeast Texas Housing Finance Corporation (SETH) for the single-family mortgage orientation program through the Texas Bond Review Board. (Legal)

(c) Consider and take action on Resolution No. 2026-078, authorizing the purchase of 25 new solar light fixtures from Wholesale Electric Supply (BuyBoard Contract 756-24) for the Texas City Dike. (Public Works)

(d) Consider and take action on Resolution No. 2026-080, appointing Matt Doyle to the Texas City Economic Development Corporation Board of Directors. (City Secretary)

(e) Consider and take action on Resolution No. 2026-081, appointing Tim Culp to the Planning Board. (City Secretary)

(f) Consider and take action on Resolution No. 2026-082, appointing Commissioner Chris Sharp to the Zoning Commission. (City Secretary)

(7) REGULAR ITEMS

(0) Consider and take action on Ordinance No. 2026-25, amending Ordinance No. 2023-43, Section 1, §90.012, Use of Unimproved/Unopened Right-of-Way. (Submitted by Commissioner Barbie Tucker and Commissioner Chris Sharp)

(a) Consider and take action on Resolution No. 2026-079, determining whether to affirm or reverse the Planning Board's decision on the Development Plan for Mister Car Wash. (Engineering)

(8) COMMISSIONERS' COMMENTS

(9) MAYOR'S COMMENTS

(10) ADJOURNMENT

NOTICE OF ANY SUBJECT APPEARING ON THIS AGENDA REGARDLESS OF HOW THE MATTER IS STATED MAY BE ACTED UPON BY THE CITY COMMISSION.

NOTICE: The City of Texas City will furnish free transportation to handicapped individuals via a 4-door sedan for anyone wishing to attend the City Commission meetings. Call 948-3111, City Secretary's Office before noon on Monday preceding the meeting to make arrangements.

I, THE UNDERSIGNED AUTHORITY, DO HEREBY CERTIFY THAT THIS NOTICE OF MEETING WAS POSTED ON THE BULLETIN BOARDS AT CITY HALL, 1801 9TH AVENUE NORTH, TEXAS CITY, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE GENERAL PUBLIC AND ON THE CITY'S WEBSITE ON JULY 9, 2026, PRIOR TO 5:00 P.M. AND REMAINED SO POSTED CONTINUOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF SAID MEETING.

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RHOMARI LEIGH, CITY SECRETARY

CITY COMMISSION REGULAR MTG **(4) (a)**

Meeting Date: 07/15/2026

July 2026 Service Awards

Submitted For: Jennifer Price, Human Resources

Submitted By: Susan Sensat, Human Resources

Department: Human Resources

Information

ACTION REQUEST

Recommend approval of service awards for the month of July

Service Awards	Departments	Hire Date	Milestone
Amanda Rubach	Public Works	07/06/2016	10 years
Connie Hayley	Municipal Court	07/14/2006	20 years

BACKGROUND (Brief Summary)

Service Award(s) for the following individuals(s) for the month of July is based on their years of service with the City.

RECOMMENDATION

Human Resources recommend approval of the July service awards.

Fiscal Impact

Funds Available Y/N: Y

Amount Requested: $150.00

Source of Funds: Employee Service Program in HR Budget

Account #: 101-106-52715

Fiscal Impact:

CITY COMMISSION REGULAR MTG **(4) (b)**

Meeting Date: 07/15/2026

Receive information for consideration regarding an Appeal from the Planning Board denial of the Mister Car Wash Development Plan

Submitted For: Curt Kelly, Transportation and Planning

Submitted By: Curt Kelly, Transportation and Planning

Department: Transportation and Planning

Information

ACTION REQUEST

Receive for consideration information on the Appeal from the Planning Board's decision denying approval of the Mister Car Wash Development Plan. On April 20, 2026, the Planning Board unanimously(5-0) denied approval of the development plan for Mister Car Wash. The applicant is appealing the Planning Board's denial. The action on the City Commission agenda for July 15, 2026, is to receive information regarding the Planning Board's decision and the applicant's request to reverse the decision. The action item to affirm or reverse the Planning Board's decision is presented as a regular agenda item for the July 15, 2026, City Commission meeting.

BACKGROUND (Brief Summary)

Background: The Appellant.Applicant is Ashley Astor, on behalf of prospective owner/developer, Mister Car Wash. The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of a modern, eco-friendly car wash facility designed to provide high-quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

Requested Action: On April 20, 2026 the Planning Board UNANIMOUSLY (5-0) denied approval of a development plan for Mister Car Wash at P3721 Gulf Freeway. The applicant is appealing that denial by the Planning Board.

References and authorities: The Crystal Lagoon District within Lago Mar was intentionally established in 2021 as one of the most highly restricted and curated development areas in Texas City. The purpose of these restrictions is to create a distinctive, memorable destination that attracts visitors, encourages longer stays, and enhances the overall image of Texas City.

The District is divided into seven subareas, each with its own specific list of permitted uses. These lists of permitted uses were crafted to ensure that development within each subarea contributes to the overarching vision of quality, placemaking, and architectural character. See Table 1.0 Permitted Uses on pages 3 – 6 of the PUD amendment.

The site is located in Subarea 1 Commercial, a stand-alone car wash is not listed as a Permitted Use for Sub-area 1 in Table 1.0. Stand-alone car wash is not listed as a Permitted

Use for any sub-area in the Crystal Lagoon District.

Section D1 on pg 3 of the Crystal Lagoon District PUD Amendment allows the Planning Board some leeway to consider whether any use that “is not expressly listed below and cannot be reasonably categorized as falling within the definition or common English interpretation of listed uses” may be suitable for the district based upon “the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest.”

The Crystal Lagoon District was added to the Lago Mar PUD by PUD amendment approved by the City Commission on November 3, 2021. The approval of the PUD amendment followed review and approval by the Planning Board and public hearings before the Zoning Commission and the City Commission.

The stated purpose of the Crystal Lagoon District is “envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City. The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and local amenity. Intended to create large areas of compatible and mutually supportive activities, the Crystal Lagoon District in Lago Mar will be appropriately landscaped and requires the allowed uses to demonstrate adherence to higher development performance standards listed below and in the Developer’s land use covenants and design guidelines.”

The Lago Mar PUD is “located at the gateway of the City” and was adopted to set “a tone for future development throughout the area." Pg 5 of the PUD. Intended to provide a “diverse selection of lots”, “wide range of housing prices”, “appropriate spectrum of non-residential land uses”, “quality residential development surrounded by amenities and open space”, “diversity of land uses essential for market assumption and velocity”. Pg 5 of the PUD. To “help ensure the character and quality of the community, and promote the efficient use of land, through land use controls, design standards and quality planning.” Pg 6 of the PUD. “Adherence to the PUD document, deed restrictions and design guidelines requiring cohesive design, landscaping, and signage will serve to give common sense of place and will unify the development on both sides of I45.” Pg 13.The PUD also describes the project as promoting “the integration and construction of lifestyle centers”, that “Entertainment will be a primary component of the commercial areas.” And that “A strong architectural theme will be promoted through deed restrictions and design guidelines. “Place makers” like clock towers, street furniture, public art, and designer streetlamps and signage will reinforce the theme.” Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. A stand-alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City’s District “E-2” (Freeway Commercial) for guidance in Sub-area 1 as follows: “Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and

will be similar to the City's District "E-2" (Freeway Commercial) zone."

Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.

A stand-alone car wash would typically be considered compliant with Section 160.035 District "E" (General Business) which enumerates in Subparagraph "(11) Car washes, self-service, full service or automated." The Crystal Lagoon District PUD Amendment did not reference District "E" (General Business) as guidance for interpreting permitted uses. It referenced the more restrictive, District "E-2". District "E-2" does not include District "E" (General Business) by reference.

The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB to be located at the southwest intersection of Lago Mar Blvd and the I-45 southbound frontage road will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Planning Board denial of Use: The planning board members thoroughly deliberated and discussed the requested approval before voting unanimously (5-0) to deny the development plan as a non-compliant use. The approved minutes of the April 20, 2026, show it was noted by the members that the restrictions on the permitted uses were known to the applicant and to the developer before either acquired the property. The original Lago Mar PUD was approved in 2007. The Crystal Lagoon District Amendment, which added additional restrictions, was approved by the City Commission in November 2021. The developer acquired the property in 2024 with full awareness of these restrictions.

Another consideration noted was the clear vision and purpose of the PUD which has been followed consistently throughout the development of Lago Mar. No justification for changing from the vision and purpose has been presented, and the decisions should remain consistent with the vision. Multiple members noted the proposed project was nice but did not fit the criteria for the Crystal Lagoon District. One member noted the Crystal Lagoon District as being similar to the north-east section of the Baybrook Mall which had restaurants and other establishments. He did not see a car wash being consistent with that type of area. Another member, a resident of Lago Mar, noted the small number who turned out for the MCW open house and that a similar number was voicing opposition on the neighborhood Facebook page. It was noted that neither source had enough input from the public to justify changing from the vision of the development so far.

It is very early in the buildout of the commercial subarea of the Crystal Lagoon District. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use follows the well-established precedence regarding the unique character and vibe of the District.

The decision of the Planning Board also affirms the substantial investments of the citizens of Texas City and residents of Lago Mar into the realization of the vision and purpose of the

Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission in 2021 was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

RECOMMENDATION

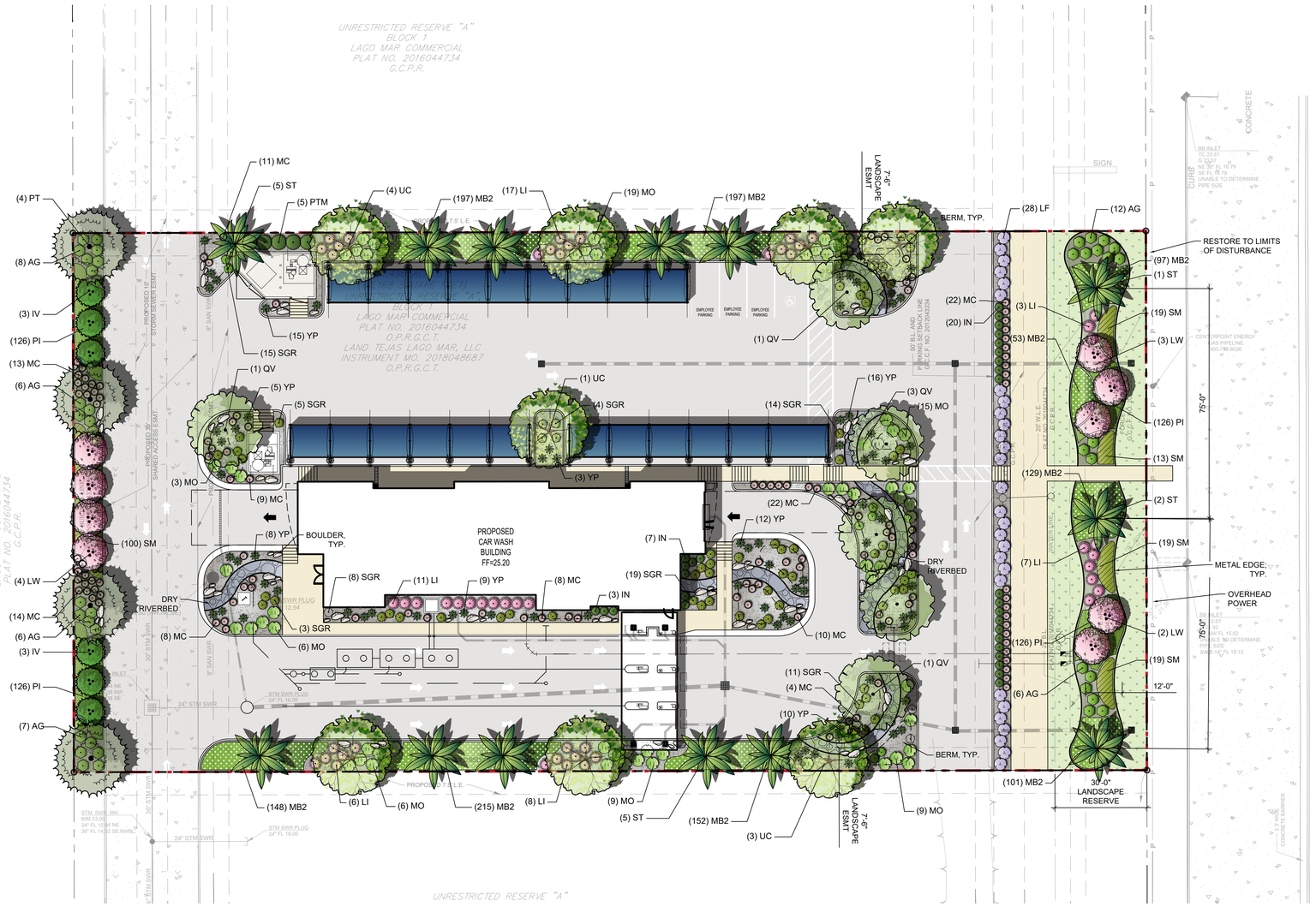
The City Commission can affirm the decision of the Planning Board, reverse the decision of the Planning Board or defer taking any action to request additional information.

Fiscal Impact

Funds Available Y/N: N/A
Amount Requested: N/A
Source of Funds: N/A
Account #: N/A
Fiscal Impact:
No fiscal impact

Attachments

Site Plan
Staff Report to City Commission
Staff Report to Planning Board
Planning Board Minutes - 4.20.26
Crystal Lagoon District PUD Amendment
Original Lago Mar PUD
Land Uses Map
Planning Board Agenda - 4.20.26
Vicinity Map
MCW Position Statement
MCW Overall Master Concept Plan



GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES. PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL SOLID SOD IN ALL RIGHT-OF-WAYS AND PARKWAYS (UNLESS NOT ALLOWED BY THE LOCAL JURISDICTION) AND SHALL PROVIDE WATERING AND MAINTENANCE UNTIL THE TURF IS ESTABLISHED AND HAS BEEN ACCEPTED BY OWNER.
6. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
7. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING, CURBS, WATER, STORM, OR SANITARY SEWER UTILITIES. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF NATIVE ROCK BASED MULCH (DO NOT USE DECOMPOSED GRANITE, LAVA ROCK, WHITE OR RED ROCK OR SMOOTH RIVER ROCK), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PROVIDE WEED BARRIER UNDER ALL ROCK AND GROUND COVER PER MISTER LANDSCAPE DESIGN GUIDELINES UNDER SECTION 3.4 MULCH SPECIFICATIONS

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PLANTING & IRRIGATION GUARANTEE

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL NEWLY INSTALLED AND EXISTING PLANTS SHALL SURVIVE FOR ONE YEAR AFTER FINAL OWNER ACCEPTANCE OF THE INSTALLATION WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR APPROPRIATE WATERING OF THE LANDSCAPE THROUGH INSTALLATION OF A PROPERLY DESIGNED IRRIGATION SYSTEM. THE OWNER SHALL APPROVE THE SYSTEM DESIGN BEFORE INSTALLATION OF PLANTS OR IRRIGATION.

NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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LANDSCAPE ARCHITECTURE
LAND PLANNING IRRIGATION DESIGN

LANDSCAPE CALCULATIONS

JURISDICTION:	TEXAS CITY, TX
ZONING:	PUD - LAGO MAR PLAN UNIT DEVELOPMENT
SITE AREA:	61,601 SF
LANDSCAPE AREA (L.A.):	18,163 SF (29.5%)
FRONT YARD LANDSCAPE AREA:	11,238 SF

160.088 LANDSCAPING REQUIREMENTS

TREES:	
REQUIRED:	36 TREES (1 PER 500 SF OF L.A.)
PROVIDED:	38 TREES

I-45 CORRIDOR LANDSCAPE REQUIREMENTS

MIN. 30' WIDE LANDSCAPE RESERVE	PROVIDED
PALMS REQUIRED:	3 PALMS (1 PER 75 LF)
PALMS PROVIDED:	3 PALMS
TREES REQUIRED:	5 TREES (2 PER 75 LF)
TREES PROVIDED:	5 TREES*

*ORNAMENTAL TREES USED DUE TO CONFLICT WITH OVERHEAD POWER LINES

MIN. 12' WIDE PLANTING BAND	PROVIDED AS REQUIRED
PARKING LOT SCREENING	MIN. 3' HT. EVERGREEN SCREEN PROVIDED BACK OF CURB

OFF STREET PARKING AREAS

MIN. ONE (3-IN CAL.) TREE PLANTED WITHIN 50' OF EACH PARKING SPACE
PROVIDED FOR PARKING SPACES AND VACUUM SPACES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SMALL TREES					
	IV	6	Ilex vomitoria Yaupon Holly	Cont. or B&B	3-5 canes, 6' ht.
	LW	9	Lagerstroemia indica `Whit II` Dynamite® Crape Myrtle	Cont. or B&B	3-5 canes, 30 gal.
SHADE TREES					
	PT	4	Pinus taeda Loblolly Pine	Cont. or B&B	3" cal., 10' ht.
	QV	7	Quercus virginiana Southern Live Oak	Cont. or B&B	3" cal., 10' ht.
	UC	7	Ulmus crassifolia Cedar Elm	Cont. or B&B	3" cal., 10' ht.
PALMS					
	ST	13	Sabal texana Texas Sabal Palm	Cont. or B&B	12' C.T., Matched, Booted

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SHRUBS					
	AG	45	Abelia x grandiflora Glossy Abelia	Cont.	3 gal.
	IN	30	Ilex vomitoria `Nana` Dwarf Yaupon	Cont.	36" ht.
	LI	52	Lagerstroemia indica `Monimp` Petite Red Imp™ Crape Myrtle	Cont.	3 gal.
	LF	28	Leucophyllum frutescens `compactum` Texas Sage	Cont.	36" ht.
	MC	121	Muhlenbergia capillaris Pink Muhly Grass	Cont.	1 gal.
	PTM	5	Philadelphus texensis Texas Mockorange	Cont.	36" ht.
	MO	67	Poliomintha longiflora Mexican Oregano	Cont.	3 gal.
	SGR	79	Salvia greggii 'Furmans Red` Autumn Sage	Cont.	3 gal.
	YP	78	Yucca pallida Twistleaf Yucca	Cont.	3 gal.
GROUNDCOVERS					
	PI	504	Phyla incisa Frog Fruit	Cont.	1 gal., 18" o.c.
PERENNIALS / ORNAMENTAL GRASSES					
	MB2	1,289	Melampodium leucanthum Blackfoot Daisy	Cont.	1 gal., 18" o.c.
	SM	170	Stipa tenuissima Mexican Feather Grass	Cont	1 gal., 24" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	NOTES
ROCK / STONE				
	STN		5/8" Black Star Gravel Stone Mulch	4" thick layer over landscape fabric
	DR		6"-12" Diam. Native Rock Dry Riverbed Rock	Buried 1/3 to 1/2 of ht over landscape fabric.
SOD/SEED				
	TRF		Cynodon d. x transvaalensis `DT-1` TifTuf™ Bermudagrass	sod
		26	42"-48" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		24	24"-30" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		26	12"-18" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	

NOTE: A LOCAL EQUIVALENT TO FIELDSTONE BOULDERS MAY BE USED WITH OWNER'S WRITTEN APPROVAL.

SANDLOT ENGINEERING
1415 NORTH LOOP WEST, STE. 825, HOUSTON, TX 77008
FIRM NUMBER F-20170

NO.	DATE	REVISION DESCRIPTION	BY

SANDLOT PROJECT NUMBER: **0123.0002**
CHECKED BY: SA
DRAWN BY: JS

MISTER CAR WASH - TX 2595 LAGO MAR
3721 GULF FREEWAY
TEXAS CITY, GALVESTON COUNTY, TX 77568

LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
SHARON M STACKHOUSE
3682
STATE OF TEXAS

3/11/2026

SHEET NO.
LP-1

Texas City
EST. 1911
ENGINEERING & PLANNING

STAFF REPORT

TO: City Commission – Regular Meeting July 15, 2026

FROM: Doug Kneupper, P.E, Consulting Engineer

DATE: July 6, 2026

RE: P3721 Gulf Freeway – Mr. Car Wash - Appeal of Development Plan denial by Planning Board for failure to meet the purpose and vision of the Crystal Lagoon District PUD Amendment – Mister Car Wash – P3721 Gulf Freeway

Background: The Appellant. Applicant is Ashley Astor, on behalf of prospective owner/developer, Mister Car Wash.

The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of a modern, eco-friendly car wash facility designed to provide high quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

Requested Action: On April 20, 2026 the Planning Board UNANIMOUSLY (5-0) denied approval of a development plan for Mister Car Wash at P3721 Gulf Freeway. The applicant is appealing that denial by the Planning Board.

References and authorities:

The Crystal Lagoon District within Lago Mar was intentionally established in 2021 as one of the most highly restricted and curated development areas in Texas City. The purpose of these restrictions is to create a distinctive, memorable destination that attracts visitors, encourages longer stays, and enhances the overall image of Texas City.

The District is divided into seven subareas, each with its own specific list of permitted uses. These lists of permitted uses were crafted to ensure that development within each subarea contributes to the overarching vision of quality, placemaking, and architectural character. See Table 1.0 Permitted Uses at pages 3 – 6 of the PUD amendment.

The site is located in Subarea 1 Commercial. Stand-alone car wash is not listed as a Permitted Use for Sub-area 1 in Table 1.0. Stand alone car wash is not listed as a Permitted Use for any sub-area in the Crystal Lagoon District.

Section D1 on pg 3 of the Crystal Lagoon District PUD Amendment allows the Planning Board some leeway to consider whether any use that "is not expressly listed below and cannot be reasonably categorized as falling within the definition or

common English interpretation of listed uses" may be suitable for the district based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

The Crystal Lagoon District was added to the Lago Mar PUD by PUD amendment approved by the City Commission on November 3, 2021. The approval of the PUD amendment followed review and approval by the Planning Board and public hearings before the Zoning Commission and the City Commission.

The stated purpose of the Crystal Lagoon District is "**envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City.** The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will **serve as a regional destination and local amenity. Intended to create large areas of compatible and mutually supportive activities the Crystal Lagoon District in Lago Mar will be appropriately landscaped and requires the allowed uses to demonstrate adherence to higher development performance standards** listed below and in the Developer's land use covenants and design guidelines."

The Lago Mar PUD is "**located at the gateway of the City**" and was adopted to set "a **tone for future development throughout the area**". Pg 5 of the PUD. Intended to provide a "diverse selection of lots", "wide range of housing prices", "appropriate spectrum of non-residential land uses", "quality residential development surrounded by amenities and open space", "diversity of land uses essential for market assumption and velocity". Pg 5 of the PUD. To "help ensure the character and quality of the community, and promote the efficient use of land, through land use controls, design standards and quality planning." Pg 6 of the PUD. "Adherence to the PUD document, deed restrictions and design guidelines requiring cohesive design, landscaping, and signage will serve to give common sense of place and will unify the development on both sides of I45." Pg 13.

The PUD also describes the project as promoting "the integration and construction of lifestyle centers", that "**Entertainment will be a primary component of the commercial areas.**" And that "**A strong architectural theme will be promoted through deed restrictions and design guidelines. "**Place makers" like clock towers, street furniture, public art, and designer streetlamps and signage will reinforce the theme.**"** Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. Stand-alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD

Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

- Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.
- A stand-alone car wash would typically be considered compliant with Section 160.035 District "E" (General Business) which enumerates in Subparagraph "(11) Car washes, self-service, full service or automated". The Crystal Lagoon District PUD Amendment did not reference District "E" (General Business) as guidance for interpreting permitted uses. It referenced the more restrictive, District "E-2". District "E-2" does not include District "E" (General Business) by reference.

The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB to be located at the southwest intersection of Lago Mar Blvd and the I-45 southbound frontage road will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Planning Board Denial of Use:

The Planning Board members thoroughly deliberated and discussed the requested approval before voting unanimously (5-0) to deny the development plan as a non-compliant use. The approved minutes of the April 20, 2026 meeting show it was noted by the members that the restrictions on the permitted uses were known to the applicant and to the developer before either acquired the property. The original Lago Mar PUD was approved in 2007. The Crystal Lagoon District Amendment which added additional restrictions was approved by the City Commission in November 2021. The developer acquired the property in 2024 with full awareness of these restrictions.

Another consideration noted was the clear vision and purpose of the PUD which has been followed consistently throughout the development of Lago Mar. No justification for changing from the vision and purpose has been presented and the

decisions should remain consistent with the vision. Multiple members noted the proposed project was nice but did not fit the criteria for the Crystal Lagoon District. One member noted the Crystal Lagoon District as being similar to the northeast section of the Baybrook Mall which had restaurants and other establishments. He did not see a car wash being consistent with that type of area. Another member, a resident of Lago Mar, noted the small number who turned out for the MCW open house and that a similar number was voicing opposition on the neighborhood Facebook page. It was noted that neither source had enough input from the public to justify changing from the vision of the development so far.

It is very early in the buildout of the commercial subarea of the Crystal Lagoon District. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use follows the well-established precedence regarding the unique character and vibe of the District.

The decision of the Planning Board also affirms the substantial investments of the citizens of Texas City and residents of Lago Mar into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission in 2021 was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

City Commission Action: The City Commission can affirm the decision of the Planning Board, reverse the decision of the Planning Board or defer taking any action to request additional information.

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ENGINEERING & PLANNING

STAFF REPORT

TO: Planning Board – Regular Meeting – April 20, 2026

FROM: Kim Golden, P.E., City Engineer

CC: Doug Kneupper, P.E, Consulting Engineer

DATE: April 16, 2026

RE: P3721 Gulf Freeway – Mr. Car Wash - Development Plan and Determination whether the proposed use meets the purpose and vision of the Crystal Lagoon District.

Background: The applicant is Ashley Astor, on behalf of prospective owner/developer, Mr. Car Wash. The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of modern, eco-friendly car wash facility designed to provide high quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

The site plan shows 22 vacuum stalls. Access to be shared with the adjacent Lot 4 from the I45 southbound frontage road.

Membership pricing for the closest existing installation of Mr Car Wash at Rankin Rd, Houston Tx is: For single exterior single was: Base - $10.00; Base Plus $14.00; Platinum $22.00; Titanium $26.00. For unlimited wash club Base - $22.99/mo; Platinum - $32.99/month; Titanium - $39.99/month. It has been represented the Texas City installation would have similar pricing. Details of the packages can be found at https://mistercarwash.com/store/rankin-road/?utm_source=google&utm_medium=organic&utm_campaign=gbp. The applicant advised promotions are regularly offered for new customers and members.

If the Development Plan is approved the anticipate timeline is 2 months to prepare construction documents; 3 to 4 months for permitting; 7 months for construction after the internal roads in the development are completed for access. Estimated grand opening: 2027-2028 dependent on overall development progress.

Requested Action: The prospective owner/developer seeks approval of a Development Plan for a stand-alone car wash. The use as a stand-alone car wash is not listed as a Permitted Use for the Commercial Subarea in the Crystal Lagoon District. Therefore, the Planning Board must first make a determination that the proposed use as a stand-alone car wash is consistent with the Permitted Uses for the Crystal Lagoon District before considering the Development Plan.

street furniture, public art, and designer streetlamps and signage will reinforce the theme." Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. Stand alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

- Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.
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The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB to be located at the southwest intersection of Lago Mar Blvd and the I-45 southbound frontage road will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Discussion and Staff Recommendation re Proposed Use: The proposed Mr. Car Wash project, if approved, will be the first use which is not listed in the Permitted Use table for the Crystal Lagoon District. In January 2026, the Planning Board previously denied an application for a retail tire shop (Mavis Tire) at P3713 Gulf

Freeway as a non-compliant use. The Planning Board must consider whether the proposed use may be suitable for the District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

It is very early in the buildout of the commercial subarea. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use will establish a precedence regarding the unique character and vibe of the District.

The citizens of Texas City and residents of Lago Mar have made substantial investments into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

Consideration of these factors would tend not to support an interpretation that the use as a stand-alone car wash is consistent with the purpose and vision of the Crystal Lagoon District and PUD Amendment. **For these reasons, staff do not recommend approval of the proposed use as compliant with the Lago Mar PUD.**

Discussion and Staff Recommendation re Development Plan: The Planning Board should consider separately whether the proposed use as a stand-alone car wash is suitable for the Crystal Lagoon District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest." If the Planning Board determines the use is suitable, it will then consider approval of the proposed Development Plan. This section of the memo addresses the Development Plan.

The Final Plat for this location was approved by the Planning Board on October 6, 2025, but has not yet been recorded because the infrastructure for water, sewer, streets and drainage have not yet been constructed. Infrastructure plans have been

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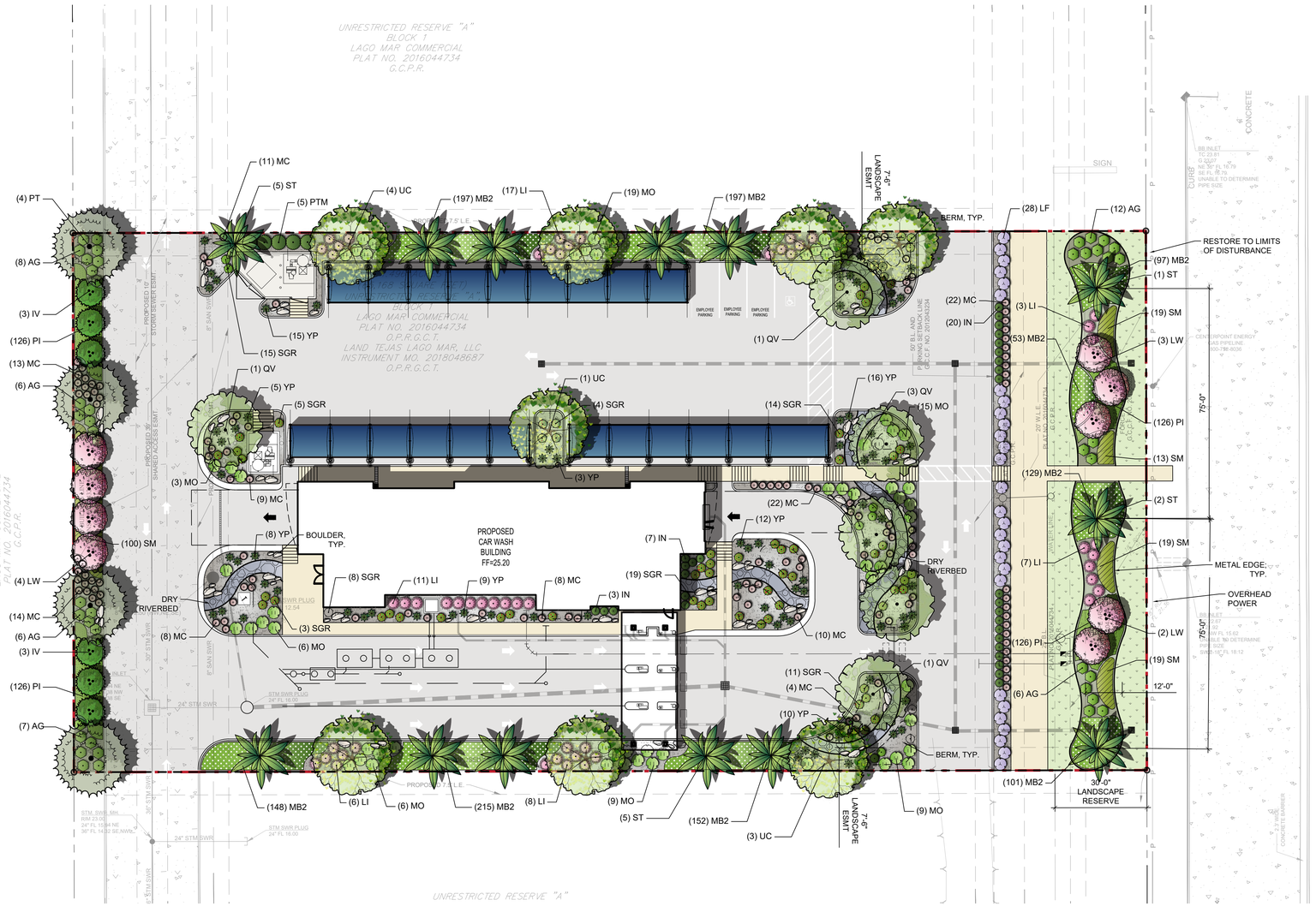
approved by the City, and construction is in progress. Completion of the construction of the infrastructure is expected in summer 2026. Upon inspection, testing and acceptance of the infrastructure by the City, the Final Plat can be recorded and a building permit issued.

The Applicant has addressed all comments regarding the site plan. The plans provide for the landscaping area along the I-45 frontage road and for connectivity to the green bolt through the commercial area. Building elevations showing compliance with the requirements of the Gateway Overlay District have also been provided.

Recommendation: If the Planning Board determines the proposed use as a stand-alone car wash is not compliant with the Crystal Lagoon District PUD Amendment, the Planning Board should deny the Development Plan.

If the Planning Board finds the proposed use compliant with the Crystal Lagoon District PUD Amendment approval of the Development Plan should be conditioned upon the restriction that no building permit can be issued until the Final Plat is recorded.



GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES. PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL SOLID SOD IN ALL RIGHT-OF-WAYS AND PARKWAYS (UNLESS NOT ALLOWED BY THE LOCAL JURISDICTION) AND SHALL PROVIDE WATERING AND MAINTENANCE UNTIL THE TURF IS ESTABLISHED AND HAS BEEN ACCEPTED BY OWNER.
6. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
7. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING, CURBS, WATER, STORM, OR SANITARY SEWER UTILITIES. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF NATIVE ROCK BASED MULCH (DO NOT USE DECOMPOSED GRANITE, LAVA ROCK, WHITE OR RED ROCK OR SMOOTH RIVER ROCK), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PROVIDE WEED BARRIER UNDER ALL ROCK AND GROUND COVER PER MISTER LANDSCAPE DESIGN GUIDELINES UNDER SECTION 3.4 MULCH SPECIFICATIONS

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PLANTING & IRRIGATION GUARANTEE

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL NEWLY INSTALLED AND EXISTING PLANTS SHALL SURVIVE FOR ONE YEAR AFTER FINAL OWNER ACCEPTANCE OF THE INSTALLATION WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR APPROPRIATE WATERING OF THE LANDSCAPE THROUGH INSTALLATION OF A PROPERLY DESIGNED IRRIGATION SYSTEM. THE OWNER SHALL APPROVE THE SYSTEM DESIGN BEFORE INSTALLATION OF PLANTS OR IRRIGATION.

NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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LANDSCAPE ARCHITECTURE
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LANDSCAPE CALCULATIONS

JURISDICTION:	TEXAS CITY, TX
ZONING:	PUD - LAGO MAR PLAN UNIT DEVELOPMENT
SITE AREA:	61,601 SF
LANDSCAPE AREA (L.A.):	18,163 SF (29.5%)
FRONT YARD LANDSCAPE AREA:	11,238 SF

160.088 LANDSCAPING REQUIREMENTS

TREES:	
REQUIRED:	36 TREES (1 PER 500 SF OF L.A.)
PROVIDED:	38 TREES

I-45 CORRIDOR LANDSCAPE REQUIREMENTS

MIN. 30' WIDE LANDSCAPE RESERVE	PROVIDED
PALMS REQUIRED:	3 PALMS (1 PER 75 LF)
PALMS PROVIDED:	3 PALMS
TREES REQUIRED:	5 TREES (2 PER 75 LF)
TREES PROVIDED:	5 TREES*

*ORNAMENTAL TREES USED DUE TO CONFLICT WITH OVERHEAD POWER LINES

MIN. 12' WIDE PLANTING BAND	PROVIDED AS REQUIRED
PARKING LOT SCREENING	MIN. 3' HT. EVERGREEN SCREEN PROVIDED BACK OF CURB

OFF STREET PARKING AREAS

MIN. ONE (3-IN CAL.) TREE PLANTED WITHIN 50' OF EACH PARKING SPACE
PROVIDED FOR PARKING SPACES AND VACUUM SPACES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SMALL TREES					
	IV	6	Ilex vomitoria Yaupon Holly	Cont. or B&B	3-5 canes, 6' ht.
	LW	9	Lagerstroemia indica `Whit II` Dynamite® Crape Myrtle	Cont. or B&B	3-5 canes, 30 gal.
SHADE TREES					
	PT	4	Pinus taeda Loblolly Pine	Cont. or B&B	3" cal., 10' ht.
	QV	7	Quercus virginiana Southern Live Oak	Cont. or B&B	3" cal., 10' ht.
	UC	7	Ulmus crassifolia Cedar Elm	Cont. or B&B	3" cal., 10' ht.
PALMS					
	ST	13	Sabal texana Texas Sabal Palm	Cont. or B&B	12' C.T., Matched, Booted

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SHRUBS					
	AG	45	Abelia x grandiflora Glossy Abelia	Cont.	3 gal.
	IN	30	Ilex vomitoria `Nana` Dwarf Yaupon	Cont.	36" ht.
	LI	52	Lagerstroemia indica `Monimp` Petite Red Imp™ Crape Myrtle	Cont.	3 gal.
	LF	28	Leucophyllum frutescens `compactum` Texas Sage	Cont.	36" ht.
	MC	121	Muhlenbergia capillaris Pink Muhly Grass	Cont.	1 gal.
	PTM	5	Philadelphus texensis Texas Mockorange	Cont.	36" ht.
	MO	67	Poliomintha longiflora Mexican Oregano	Cont.	3 gal.
	SGR	79	Salvia greggii 'Furmans Red` Autumn Sage	Cont.	3 gal.
	YP	78	Yucca pallida Twistleaf Yucca	Cont.	3 gal.
GROUNDCOVERS					
	PI	504	Phyla incisa Frog Fruit	Cont.	1 gal., 18" o.c.
PERENNIALS / ORNAMENTAL GRASSES					
	MB2	1,289	Melampodium leucanthum Blackfoot Daisy	Cont.	1 gal., 18" o.c.
	SM	170	Stipa tenuissima Mexican Feather Grass	Cont	1 gal., 24" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	NOTES
ROCK / STONE				
	STN		5/8" Black Star Gravel Stone Mulch	4" thick layer over landscape fabric
	DR		6"-12" Diam. Native Rock Dry Riverbed Rock	Buried 1/3 to 1/2 of ht over landscape fabric.
SOD/SEED				
	TRF		Cynodon d. x transvaalensis `DT-1` TifTuf™ Bermudagrass	sod
		26	42"-48" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		24	24"-30" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		26	12"-18" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	

NOTE: A LOCAL EQUIVALENT TO FIELDSTONE BOULDERS MAY BE USED WITH OWNER'S WRITTEN APPROVAL.

SANDLOT ENGINEERING
1415 NORTH LOOP WEST, STE. 825, HOUSTON, TX 77008
FIRM NUMBER F-20170

NO.	DATE	REVISION DESCRIPTION	BY

SANDLOT PROJECT NUMBER: **0123.0002**
CHECKED BY: SA
DRAWN BY: JS

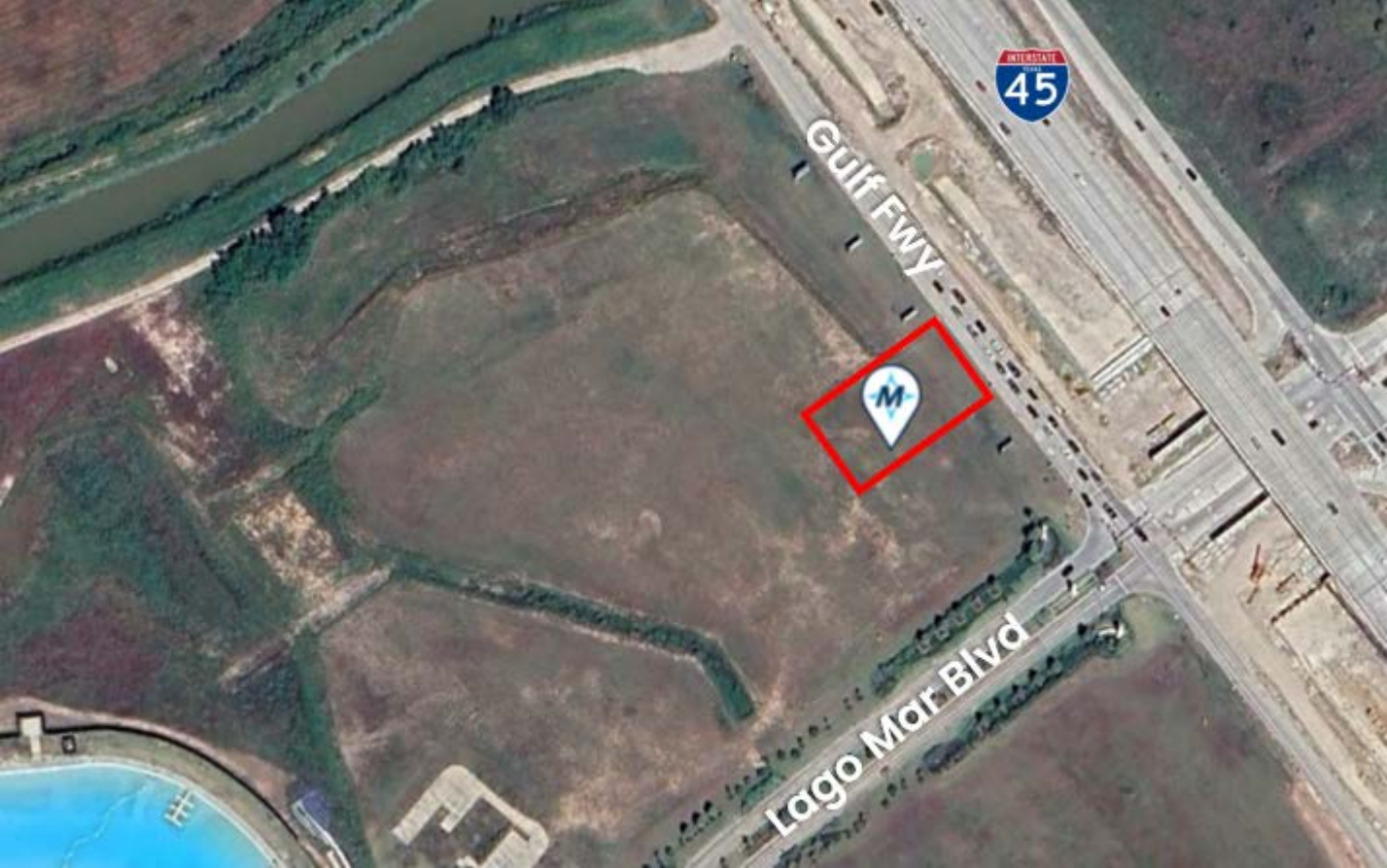
MISTER CAR WASH - TX 2595 LAGO MAR
3721 GULF FREEWAY
TEXAS CITY, GALVESTON COUNTY, TX 77568

LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
SHARON M STACKHOUSE
3682
STATE OF TEXAS

3/11/2026

SHEET NO.
LP-1


Gulf Fwy
45
Lago Mar Blvd

Mr. Car Wash
P3721 Gulf Fwy
Gulf Fwy
Gulf Freeway Frontage Rd
Beacon Pl Blvd
Central Park Rd
Lake Coleman
Lago Mar Blvd
Starboard Reach Dr
Lagoonfest Texas
Temporarily closed
Center Court Pizza & Brew - Lago Mar
Crystal View at Lago Mar - A Wan...
Crystal View Blvd
Galveston County Water Company Canal
Riviera Cv Dr
Lago Mar by CastleRock Communities
Golden Isle Dr
Rosemary Rd
Lago Mar by Pulte Homes
Secret Lagoon Ln
Blue Fort Dr
Red Pebble Ln
Playa Cove Ln
DR HORTON
Boterra at Lago Mar
Braids Take Down Service by Dee
DeMontrond Chevrolet
DeMontrond RV
Dickinson Junior High
Smart Living at Texas City
Sagecrest Ln
34th Ave N
N
Layers
Google Maps

To: City of Texas City - Planning Board
Attn: Kim Golden, City Engineer

From: Ashley Astor, Development Project Manager
Mister Car Wash

Date: March 13th, 2026

Subj: Mister Car Wash – 3721 Gulf Freeway - Texas City, TX
Consideration of Stand-Alone Express Car Wash within the
Crystal Lagoon District of the *Lago Mar Plan Unit Development*

Property Owner
First Hartford Realty Corp.
9121 Elizabeth Rd
Suite 105
Houston, TX 77055

Property Developer/Applicant
CWP Asset Corp.
Ashley Astor, Development Project Manager
3650 Annapolis Lane North
Suite 190
Plymouth, MN 55447
aastor@mistercarwash.com
Phone: (952) 715-8565

Applicant Interest

Dear Texas City Planning Board & Staff,

On behalf of Mister Car Wash, this letter is being submitted to provide additional context and rationale regarding the Site Plan Application request to develop a ±4,900sf stand-alone express car wash on a 1.50ac lot within the *Crystal Lagoon District* of the *Lago Mar Plan Unit Development ("PUD")* located at 3721 Gulf Freeway, Texas City, TX. Mister Car Wash appreciates staff's review of the application and hope these clarifications help demonstrate that the proposed use is appropriate, consistent with the intent of the PUD, and compatible with surrounding development.

The Mister Car Wash Development team has been working closely with the City of Texas City staff to advance this proposal for a new, modern express tunnel car wash. In advance of the Planning Board meeting, Mister Car Wash intends to host a community outreach meeting to further introduce the project, educate the community on the store's operations, and encourage community feedback and support. The proposed development meets all applicable City Code requirements for site compliance. In addition, Mister Car Wash has had close collaboration with the project's landscape partners to design a site plan that incorporates high-quality materials and enhanced landscaping to create an attractive and visually cohesive environment that complements the Lago Mar community and is in conformance with the *Crystal Lagoon District Lago Mar Plan Unit Development Developer's land use covenants and design guidelines*.

Crystal Lagoon District Lago Mar Plan Unit Development Consideration

While a stand-alone car wash is not listed as a by-right permitted use within the PUD, the PUD permits an ***automotive service station*** with an ***accessory car wash*** component. The Texas City Code defines this use as: *"A place or establishment where gasoline, oil, grease or motor vehicle accessories are sold, supplied or dispensed to the retail motor vehicle trade, and where the minor repair or washing of motor vehicles incidental to such gasoline service station is performed."* This definition confirms that a car wash use is considered acceptable within the PUD when associated with a higher-intensity automotive service station. From a planning and impact-analysis perspective, the proposed express car wash is significantly less intense than several uses already permitted within the PUD, such as a motel, night club, tobacco shop, etc. Noise levels, lighting impacts, and overall site activity for a modern stand-alone express car wash are significantly lower than those associated with fast-food restaurants, drive-thru uses, or service stations—uses that are permitted outright.

Because the PUD permits a car wash only when accessory to an automotive service station, an inherently more intensive land use, it is reasonable to conclude that a stand-alone express car wash aligns with, and in fact reduces, the impacts anticipated by the PUD. An accessory car wash attached to a gas station introduces several secondary impacts that do not exist with a primary-use express car wash, including fuel delivery traffic, late-night or 24-hour convenience store activity, increased on-site loitering, and heightened security concerns associated with fueling operations. By contrast, a stand-alone modern express car wash operates with a more limited and controlled activity profile, resulting in fewer overall site impacts than the automotive service station use that the PUD already contemplates.

The tract the Mister Car Wash parcel is located on is encumbered by private deed restrictions associated with the planned H-E-B grocery store. These restrictions expressly prohibit the development of *"convenience stores".* Although a convenience store is not, by definition, a *"gas station",* modern fueling facilities almost universally integrate a convenience store component as their primary commercial function. Under the *City of Texas City Development Code*, an *"auto-service station"* effectively operates as a gas station with a car wash as an accessory use. Because these private covenants cannot be modified by Mister Car Wash nor the City, the site cannot support a gas station or similar use that relies on a convenience store component. As a result, the only practical way to accommodate the car-wash function contemplated within the PUD is through a stand-alone express wash. This approach delivers the intended service without triggering the prohibited uses, and it does so with significantly fewer operational impacts than an auto-service station. Accordingly, a stand-alone express wash represents the most feasible, compliant, and lowest-impact means of implementing the PUD's envisioned car-wash use on this tract.

A grocery (H-E-B) anchored center is the type of commercial environment where convenience services such as express car washes perform well without conflict. If Mister Car Wash were required to locate elsewhere, the PUD could lose out on a complementary service-oriented user; the shopping center could lose valuable trip synergy; the pad site may remain vacant for an extended period until the owner finds a new non-deed restricted, permittable use; and the anchor tenant could lose a compatible service that supports the center's overall vitality.

Furthermore, any denial must be based on quantifiable land-use impacts, rather than a preference for the use to locate elsewhere in the city. The purpose of the Crystal Lagoon District Lago Mar PUD is to *permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity. The intent is to create large areas of compatible and mutually supportive activities with appropriate landscaping, by requiring the allowed uses to demonstrate adherence to higher development performance standards*. Mister Car Wash's proposal fulfills each of these objectives. The proposed use does not compete with H-E-B or any deed-restricted categories; it activates a parcel otherwise constrained by private covenants; it generates customer traffic that benefits surrounding tenants; and it aligns with the architectural standards and commercial character established for the PUD.

Mister Car Wash meets and exceeds all measurable standards of the PUD's *Developer's land use covenants and design guidelines* and the Texas City land use code. The company has also worked diligently with its landscape partners to enhance buffering, increase native plantings, and provide a robust, aesthetically refined landscape design that exceeds minimum requirements and ensures compatibility with surrounding development in the Lago Mar community.

Mister Car Wash Overview

Founded in Houston in 1969, Mister Car Wash has grown from a single local operation into the largest car wash operator in North America, with more than 540 locations across 21 states and over 30 sites within the Houston market. This long-standing regional presence reflects the company's proven ability to thrive in diverse community settings while delivering consistent, high-quality customer experience.

Mister Car Wash has an established track record of successfully operating in Houston's most affluent communities, including River Oaks, West University Place, Bellaire, Memorial, and Katy. These areas are characterized by high household incomes, multi-vehicle families, and a strong preference for convenient, quality-driven services, conditions that align closely with Mister Car Wash's operating model. Residents in these neighborhoods frequently own newer or luxury vehicles and value services that help maintain them. Mister's membership-based Unlimited Wash Club supports this lifestyle by offering convenience, consistent service, and routine visits that contribute to predictable and steady traffic within commercial centers.

The Mister brand is anchored in core values centered on quality, friendliness, and creating memorable experiences. The company lives its mission of Inspiring People to Shine through a culture defined by We Care. We Work Hard. We Have Fun. This philosophy informs every level of the organization and contributes to Mister's strong reputation as both a service provider and employer.

People, culture, and community investment are central to the company's identity. Mister Car Wash places significant emphasis on recruitment, retention, and professional development, supported by best-in-class training programs and ongoing employee investment. Approximately 90% of the company's General Managers are promoted internally, with average compensation packages exceeding $100,000 annually. Beyond its internal workforce investment, Mister actively partners with thousands of local organizations across the country, supporting education, youth programs, and community initiatives.

Environmental responsibility is another cornerstone of Mister's operations. The company partners with Project WET to promote water conservation and incorporates sustainability practices into all new-build facilities. These practices include utilizing more than 50% reclaimed or recycled water during the wash process, using proprietary phosphate and dye-free cleaning products, and deploying advanced reclamation systems that ensure water discharged back into municipal systems is clean and responsibly treated.

Operationally, Mister Car Wash facilities are designed for both efficiency and customer satisfaction. Most customers participate in the Unlimited Wash Club membership, which enables streamlined, RFID-based entry and reduces queuing onsite. A typical express wash operates with approximately 15 team members, with 3–4 employees on-site during operating hours, supported by regional maintenance staff overseeing two to three locations each. By keeping maintenance in-house, Mister maintains over 99% operational uptime. Additionally, Mister utilizes proprietary wash chemistry developed by an inhouse R&D team at its Tucson headquarters, ensuring consistent, high-performance results across all locations. On a portfolio-wide basis, the company reinvests the equivalent of approximately $150,000 per location each year to maintain clean, bright, and well-maintained facilities

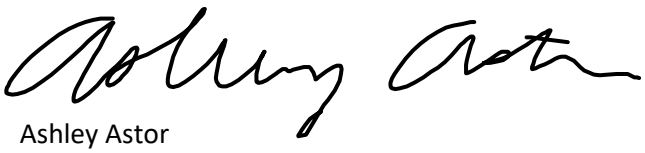
Conclusion

As the largest car wash operator in the United States, Mister Car Wash offers both long-term stability and strong brand recognition, making it a reliable tenant that enhances mixed-use retail environments within high-quality, master-planned communities such as Lago Mar. Mister Car Wash is committed to delivering a high-quality project that aligns with the intent of the PUD, fully complies with all zoning requirements, and contributes positively to the commercial character of the Lago Mar development. Considering the PUD's existing allowance for car washes as an accessory use, the added limitations imposed by private deed restrictions, and the low-impact operational profile of a modern express wash facility, Mister Car Wash believes this request is reasonable, appropriate, and fully consistent with the overall purpose and expectations of the PUD.

Mister Car Wash appreciates the Planning Board's time and consideration and welcomes the opportunity to meet with staff or provide any additional materials that may assist in finalizing this review.

Please contact me via my cell or email, listed below, with any questions.

Sincerely,



Ashley Astor
Development Project Manager
Mister Car Wash
aastor@mistercarwash.com
C: (952) 715-8565

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NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

LSA

March 2026

NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

Submitted to:

Ashley Astor
CWP West Corp., a Delaware corporation
3650 Annapolis Lane N, Suite 190
Plymouth, MN 55447

Prepared by:

LSA
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Project No. 20262806

LSA

March 2026

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APPENDICES

A: SOUNDPLAN NOISE MODEL PRINTOUTS

LIST OF ABBREVIATIONS AND ACRONYMS

City	City of Texas City
dB	decibel(s)
dBA	A-weighted decibel(s)
I-45	Interstate 45
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
project	Lago Mar (2595) Mister Car Wash Project

INTRODUCTION

This noise impact analysis evaluates the potential noise impacts and noise reduction measures associated with the proposed Lago Mar (2595) Mister Car Wash Project (project) in Texas City, Texas. Since Texas City does not have specific noise level standards within the municipal code, this report utilized the City of Houston's Municipal Code noise level requirements for a project-specific noise impact analysis by examining the impacts of the proposed uses on the project site to surrounding uses and identifies whether any noise reduction measures to reduce project noise impacts would be necessary.

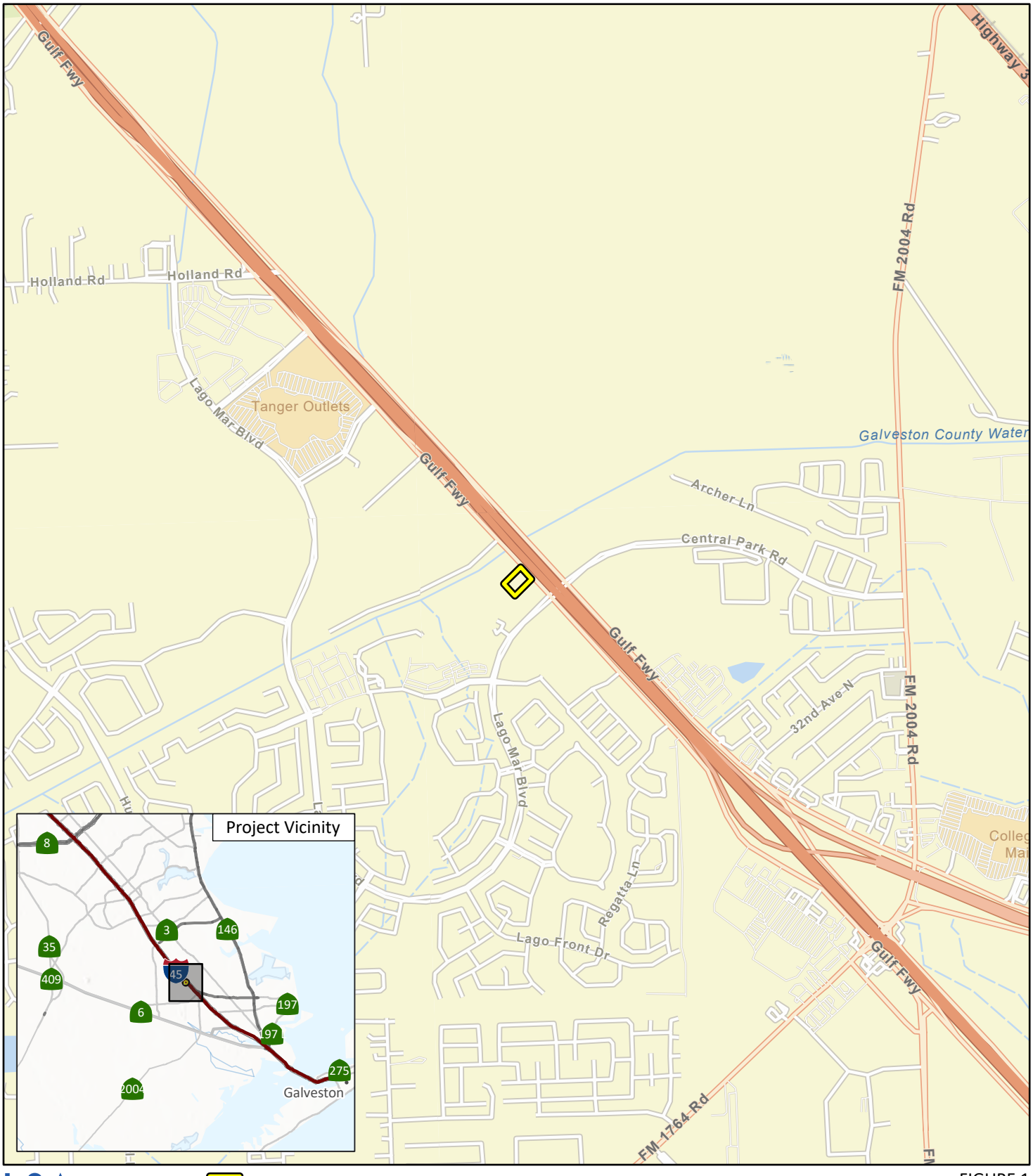
PROJECT LOCATION AND DESCRIPTION

The proposed project is located west of the intersection of Lago Mar Boulevard and Gulf Freeway Frontage Road in Texas City, Texas. The project location map and site plan are presented on Figures 1 and 2, respectively.

EXISTING LAND USES IN THE PROJECT AREA

The project site is primarily surrounded by residential uses. The areas adjacent to the project site include the following uses relative to true north:

- **Northeast:** Existing Gulf Freeway Frontage Road followed by Interstate 45 (I-45);
- **Southeast:** Existing vacant land that is planned commercial followed by residential uses;
- **Northwest:** Existing vacant land that is planned commercial; and
- **Southwest:** Existing vacant land which is zoned commercial followed by the existing Crystal Lagoon District.



LSA

Project Site

FIGURE 1

N

0 1000 2000
FEET

2595 Lago Mar - Noise Impact Analysis

Project Location

SOURCE: Esri Street Map (2026)

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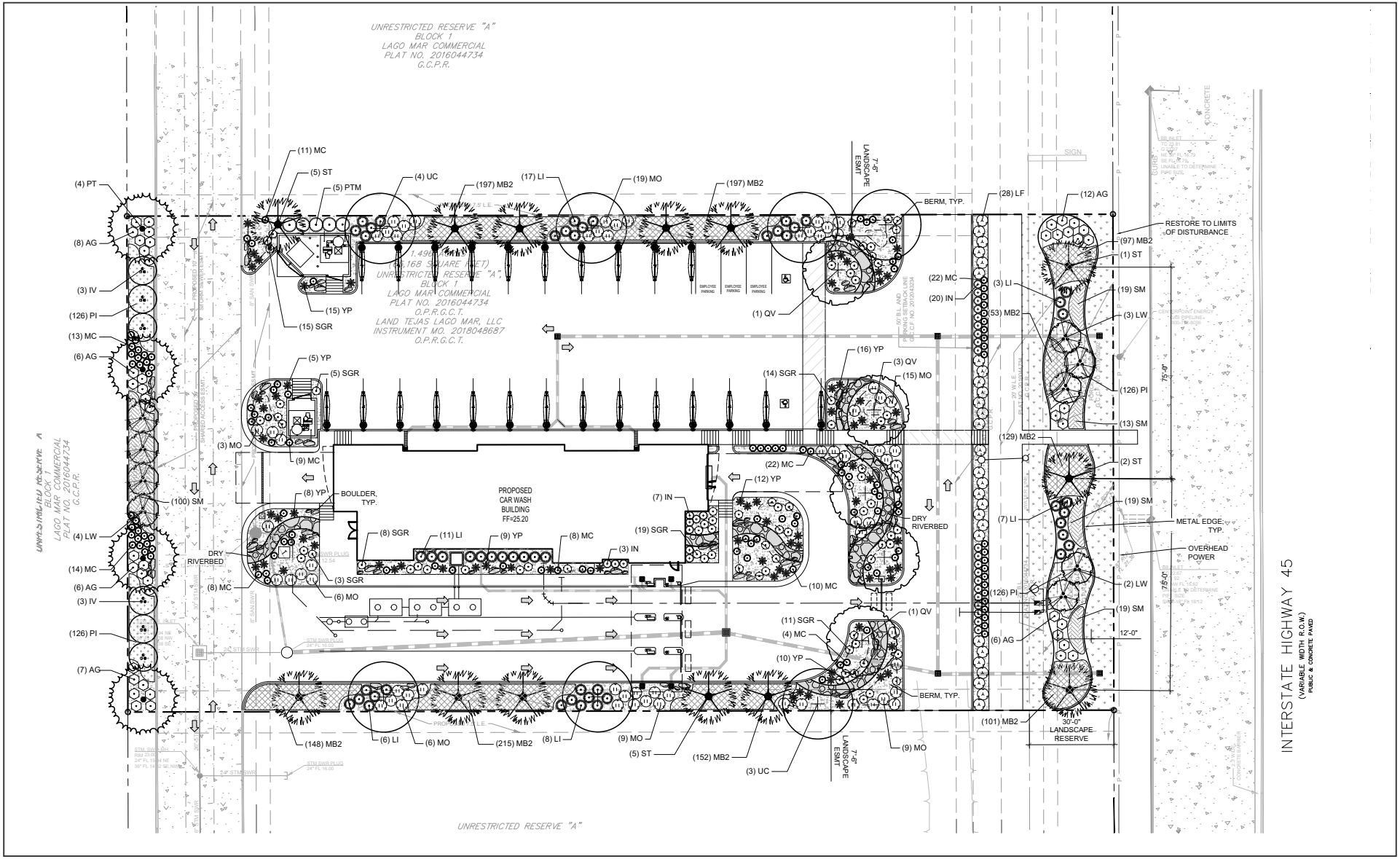

FIGURE 2

LSA

0 30 60
FEET

SOURCE: Sandlot Engineering

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Lago Mar TX MCW

Site Plan

NOISE FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound wave combined with the reception characteristics of the human ear. Sound intensity refers to the power carried by sound waves per unit area in a direction perpendicular to that area. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound pressure level and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound pressure level is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike linear units (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the sound's loudness. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels generate from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. Additionally, an increase of more than 5 dBA is typically considered readily perceptible in an exterior environment. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. It is usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Source 1 : *Technical Noise Supplement* (Caltrans 2013)
Source 2: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
Caltrans = California Department of Transportation
FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 ft		
	— 100 —	
Gas lawn mower at 3 ft		
	— 90 —	
Diesel truck at 50 ft at 50 mph		Food blender at 3 ft
	— 80 —	Garbage disposal at 3 ft
Noisy urban area, daytime		
Gas lawn mower, 100 ft	— 70 —	Vacuum cleaner at 10 ft
Commercial area		Normal speech at 3 ft
Heavy traffic at 300 ft	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	

Source : *Technical Noise Supplement* (Caltrans 2013).
Caltrans = California Department of Transportation
dBA = A-weighted decibels
ft = feet
mph = miles per hour

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

City of Houston Noise Ordinance

Since the City of Texas City does not include specific noise level standards in the Municipal code, the City of Houston's Municipal code is utilized in this report. The City of Houston addresses noise in Chapter 30: Noise and Sound Level Regulation. Section 30-5, Maximum permissible sound levels, states the following under (a):

"In addition to the violations established in other sections of this chapter, it is unlawful for any person to make, assist in making, permit, continue, cause to be made or continued, or permit the continuance of any sound beyond the property lines of the property on which the sound is being generated that exceeds the applicable dB(A) level listed below for the property on which the sound is received when measured from the property line of the residential or nonresidential property receiving the sound towards the source of the sound:

(1) Residential property:

a. 65 dB(A) during daytime hours.

b. 58 dB(A) during nighttime hours.

(2) Nonresidential property: 68 dB(A) at all times."

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

This section describes the existing noise environment in the project site vicinity. In Texas City, vehicle traffic is the primary source of noise. Other significant local noise sources include nearby commercial operations, construction noise, and mechanical equipment noise.

To determine the effect of existing and future noise levels in the vicinity of the project site generated by road traffic on I-45, a 3-D noise model, SoundPLAN, was used to incorporate the existing topography, traffic volumes, and traffic vehicle distribution. Traffic volumes were obtained from the Texas Department of Transportation traffic counts (TxDOT). The existing (2024) Average Annual Daily Traffic (AADT) on I-45 in the vicinity of the project site is approximately 90,747. The results show that typical daytime traffic noise levels at the project site would range from 72.5 dBA L_{eq} at the southwest property line to 78.0 dBA L_{eq} at the northeast property line of the project site. A printout of the SoundPLAN traffic noise model is presented in Figure 1 of Appendix A.

POTENTIAL PROJECT IMPACTS

LONG-TERM OPERATIONAL NOISE ASSESSMENT

The proposed car wash operations could affect existing and future off-site sensitive land uses. The two main stationary sources of noise include noise generated by the car wash tunnel and vacuum equipment. Operations of the car wash are expected to occur within the daytime hours of 7:00 a.m. to 10:00 p.m. No operations would occur during nighttime hours. The following provides a detailed noise analysis and discussion of each stationary noise source.

Car Wash Operations

The project would construct a drive-through car wash with a total of 24 vacuum stations, which would generate operational noise.

The vacuum stations are powered by equipment located west of the vacuum stations as shown on Figure 2. Based on reference noise specifications from noise measurements conducted by LSA at a similar Mister Car Wash (LSA 2025), the turbine used for this project would generate a noise level of 68.1 dBA at 10 feet (ft), and each of the vacuum stations would generate a noise level of 64.9 at 2 ft. For the purposes of this noise analysis, both vacuum equipment locations were assumed to be in operation simultaneously.

Based on reference noise level measurements gathered at a similar Mister Car Wash, noise levels at the car wash tunnel exit are 86.6 dBA L_{eq} at a distance of 25 ft. Additionally, noise levels at the car wash tunnel entrance are 79.7 dBA L_{eq} at a distance of 25 ft.

To determine the effect of future noise levels generated by the proposed project on noise-sensitive uses, SoundPLAN was used to incorporate the site topography, proposed buildings, road traffic, and stationary noise sources.

Cumulative Unmitigated Impact Assessment

Because existing daytime traffic noise levels exceed the applicable stationary noise standards, in order to determine if the proposed project operations would cause a noise impact, as assessment of operational noise levels as compared to traffic noise levels was completed. As shown in Figure 2 of Appendix A, the project would not cause a noise level increase of more than 5 dBA as compared to traffic noise levels beyond the project property line in all directions, which is the threshold for a readily perceptible noise level increase. For all areas showing no color, these areas indicate that project activities are less than 5 dBA above traffic or traffic noise is greater than project operational noise levels.

Therefore, operations from the project would not generate a perceptible impact and no reduction measures would be required.

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September.

City of Houston. 2026. *Code of Ordinances*. January 8.

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual. FTA Report 0123*. Office of Planning and Environment. September.

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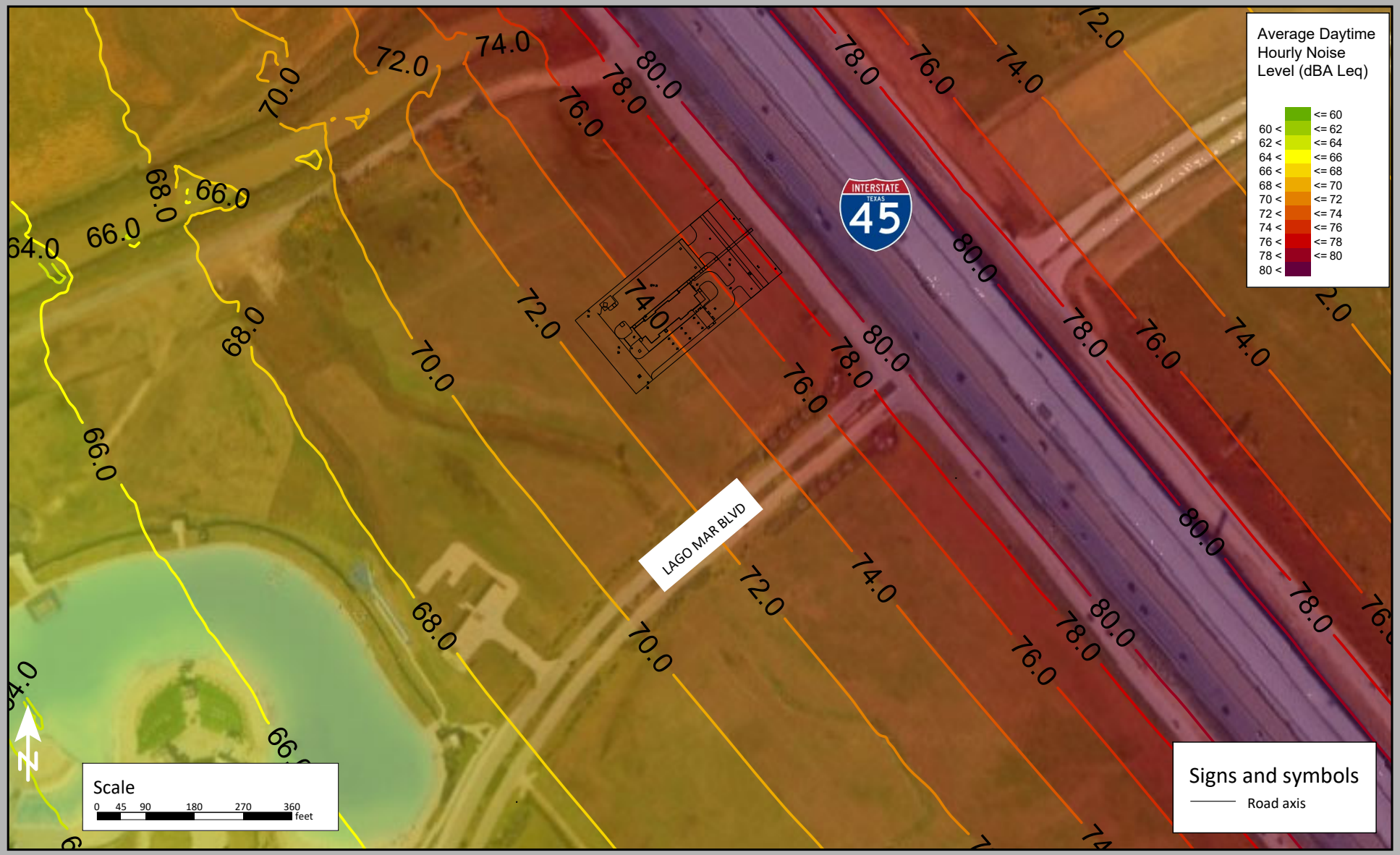
APPENDIX A

SOUNDPLAN NOISE MODEL PRINTOUTS

2595 Lago Mar TX MCW

Project No. 20262806

Figure 1: Existing I-45 Traffic Noise Levels



2595 Lago Mar TX MCW

Project No. 20262806

Figure 2: Project Operational vs Traffic Noise Levels

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PLANNING BOARD MINUTES
April 20, 2026

The Planning Board of the City of Texas City met in a regular meeting on Monday, April 20, 2026, at 5:00 p.m. Staff members present: Kimberly Golden, P.E. (City Engineer, Secretary), Casey Bennett (Chief Building Official), David Kinchen (Deputy Building Official), Lauren Atkinson (Plans Examiner), Veronica Carreon (Planning & Zoning Technician), Curt Kelly (E&P Administrator), Jack Haralson (Public Works Director), and DJ Hutchinson (Project Administrator). Guests were Jonathan Bellock, Chris Campbell, Ashley Astor, Clarence Blackerbyed, Tammy Webb, Christian Johns, John Rudloff, Cody Blanchard, and Caitlin King. Mayor Dedrick Johnson joined the meeting after it started.

Chairman Dickey Campbell indicated a quorum was present and called the meeting to order.

(1) ROLL CALL

The following members answered roll call: Commissioner Jami Clark, Co-Chairman Perry O'Brien, Chairman Dickey Campbell, Commissioner Thelma Bowie, and Alternate David Zacherl.

(2) PUBLIC COMMENTS

Chairman Dickey Campbell acknowledged the request by Ashley Astor to provide public comments regarding the matter on the agenda concerning Mister Car Wash.

Ashley Astor, Project Manager for Development, Mister Car Wash spoke about the alignment of land uses permitted by the Crystal Lagoon District PUD with the proposed project for Mister Car Wash, emphasizing that the core issue is whether the proposal aligns with the aesthetic and performance standards of Lago Mar and meets the land use criteria. Ms. Astor believes it does align. She indicated that while a standalone car wash isn't listed as a permitted use in the PUD, the PUD explicitly allows an automotive service station that includes an accessory car wash. Ms. Astor referred to Texas City's Ordinance 160.006 to define an automotive service station.

In her opinion, a service station has more significant impacts than what is being proposed, including fuel deliveries, extended hours of operation, increased lighting, and security concerns. On the other hand, a contemporary express car wash offers quick and predictable visits, does not sell fuel or operates late at night, and functions entirely within a controlled, enclosed environment. From a planning standpoint, this suggests a lower-impact option of a use that is already permitted by the PUD, rather than an expansion or alteration of it.

It is also important to analyze the comparisons made regarding car washes. She noted that the accessory car wash at Buc-ee's received approval in 2023 but has not begun construction. Additionally, she stressed that Buc-ee's acts as a highway-focused travel center, and any car wash associated with it is secondary to the primary high-intensity use that results in substantial traffic and longer customer wait times.

HEB car washes generally operate as a single-in-bay automatic wash. They serve as a convenience for grocery shoppers and are not intended to function as independent commercial operations. Neither Buc-ee's nor HEB employs a membership-based model for their car washes since this is not their main business focus. Mister Car Wash, on the other hand, operates as a professionally managed standalone establishment, maintaining full site control and long-term ownership.

The property is subject to private deed restrictions linked to HEB, which bans convenience stores. As modern automotive service stations depend on convenience stores as their primary function, this use is not viable. Since neither the City nor Mister Car Wash can modify this restriction, an express standalone car wash becomes the only feasible solution to deliver the car wash function envisioned for this location.

Chairman Campbell acknowledged the request by Chris Campbell to provide public comments regarding the matter on the agenda concerning Mister Car Wash.

Chris Campbell, Director of Development & Engineering, Mister Car Wash, stated his focus would be on the operational impacts related to the presence of a Mister Car Wash (MCW) facility. From an operational perspective, understandable concerns exist regarding traffic, noise, and the overall intensity associated with a car wash, but the data and experience with the MCW model are important. MCW primarily operates on a monthly subscription model. Most customers are local, with many being repeat users rather than regional traffic; their visits are short, usually taking about 3 to 5 minutes, with no prolonged dwell times or event-driven spikes. The access to the site is meticulously planned and reviewed; there is no direct access from the frontage road. City staff evaluated the circulation as part of the overall development to guarantee that traffic flows safely and efficiently. MCW also proactively consulted with sound experts to assess the site. Considering the existing background noise from I-45, the analysis indicates that MCW operations do not cause a noticeable increase above the current noise levels.

The MCW wash tunnel is entirely enclosed, with vacuum equipment shielded up to 8 feet with concrete masonry unit walls, and all lighting is down shielded to minimize impact, designed to stay on-site. Operations are restricted to reasonable daytime hours, typically from 7 a.m. to 7 p.m. This use is well-regulated. Moreover, MCW went further by engaging the community for feedback. Last week, on Thursday, he and Ashley Astor conducted a community open house that approximately 20 Lago Mar residents attended, who asked many insightful questions. Out of those, 10 residents voiced their support, one requested further information, and two opposed the project. Ashley provided those comment cards to the staff.

The concerns raised about traffic, noise, lighting, and safety mirror those addressed in the city staff report, the technical studies, and the operational controls outlined tonight. Together, these elements reinforce that this proposal should be viewed as a low-impact, well-managed commercial operation.

Finally, regarding Mister Car Wash, the company. It was established in Houston in 1969 and has expanded to become the largest car wash operator in the U.S., with over 550 locations, including around 40 in the greater Houston area. MCW successfully operates in communities like River Oaks, West University Place, Memorial, Katy, and Pearland, all of which have high standards for design, quality, property upkeep, and operational discipline. MCW is not a transient user or speculative developer; it is a long-term owner and operator, and its business relies on being a good neighbor and maintaining clean, well-managed facilities year after year. In closing, he believes this proposal aligns with the intentions of the Lago Mar PUD; it meets all municipal and PUD requirements, activates a site currently restricted by private governance, and provides essential convenience services with manageable impacts. They respectfully ask for your support and approval. Ashley, our engineer, the landowner, and he are available to answer any questions.

Chairman Campbell acknowledged the request by Jonathan Bellock to provide public comments regarding the matter on the agenda concerning Mister Car Wash.

Jonathan Bellock, **First Hartford (FH) Realty Corporation**, represents the main developer for the Lago Mar Commercial Project. FH has over 40 acres in total, having sold around 15 acres to HEB, and is planning a retail shopping center in conjunction with that. FH has faced some challenges recently, one of which continues to arise and has caused a delay in the Mister Car Wash development.

This issue pertains to the Lago Mar Crystal Lagoon Overlay District, which regulates the uses for this particular tract. He's sent several emails discussing this in detail but would like to review some of the uses listed as permitted and explain why they present a challenge for this specific site. There are six acres of highway frontage that is ideal for standalone uses. This includes restaurants, car washes, and various other types of facilities typically found near grocery stores. FH wants to support the community with diverse offerings for local residents, avoiding clustering to the same kinds of businesses. Some of

the permitted uses listed include multifamily housing, and clearly, a wedding venue is not suitable for a highway-facing location. Other items on the list include an outdoor stage, parking garage, auditorium, gas station, antique shop, art gallery, catering service, farmers' market, hotels, hobby studio, meat market, music store, tanning studio, nightclub, tobacco shop, and more.

The issue is that this overlay district conflicts with the objective of establishing a neighborhood shopping center, and Mister Car Wash exemplifies this challenge. FH aims to include restaurants, automotive services, car washes, medical facilities, and various other business types, avoiding an overabundance of any one category. Too many of the same types of business can lead to conflicts down the line; they often do not perform optimally and may eventually shift to something else, which FH seeks to prevent. Therefore, he is here to address this issue and hopes to navigate it effectively in this context. As they look to develop something appealing and sustainable, one comment raised was about the demand for a car wash in Texas City.

HEB has another location right here on SH-146 near the expressway, and there are five car washes within a 1.3-mile radius. The closest car wash to their location is 6.3 miles away, and reaching it requires crossing two major highways. Thus, he would contend that if there is enough demand for a new store, a car wash could also be justified in that vicinity. The vision and purpose of the Crystal Lagoon were meant to create a distinctive boardwalk environment as a destination. He recognizes that and is eager to support it in the best way possible. However, a six-acre highway frontage tract next to a grocery store may not be appropriate for some of the listed uses, such as a wedding venue, multifamily housing, or a parking garage. Those simply do not mesh well with the location. That's all he wanted to highlight, both for Mister Car Wash and as part of the broader development vision. FH is striving to introduce great options in a neighborhood shopping center that will endure over time and supports Mister Car Wash's efforts in contributing to that goal. Thank you.

(3) APPROVAL OF MINUTES- April 6, 2026

Minutes were not available, so this item was passed over until the next meeting.

(4) REGULAR AGENDA

a. Consider and take action on the requested location for EZ Burgers Mobile Food Truck. Located at 230 Dike Road (Lee's Bait & Tackle), Texas City.

Ms. Golden stated the Board's responsibility regarding mobile food trucks involves evaluating the suggested location and assessing it against the criteria outlined in the ordinance. The actual permitting process is handled by the police department. This particular site is located on Dike Road, situated between Lee's Bait and Tackle Shop and the levee. A two-year lease has been established with Lee's Bait Shop, with options for extension. Lee's has agreed to allow usage of their parking lot and restroom facilities, and there will be trash receptacles provided.

When examining the criteria and the ordinance, the first aspect to consider is the site's location and its impact on nearby businesses. While there is another restaurant, their menu differs significantly. Additionally, this food truck offers a different option compared to traditional restaurants, likely to attract visitors to the Dike and keep them on-site. The duration of the permission in the lease is also a relevant criteria which is met by the two-year lease with the possibility of an extension. Regarding the number of similar food trucks operating in the area, there are currently no other approved food trucks located in the area, nor have any applications been submitted.

The mobile food unit's appearance and quality of construction are quite appealing; it's a well-designed trailer. Any additional requirements related to parking, landscaping, and seating have been addressed in the agreement with Lee's Bait and Tackle Shop. Consequently, staff have reviewed everything, and Ms. Golden believes they meet the criteria established in the policy and considered in the ordinance, so staff have no objections to granting approval.

Chairman Campbell asked if there were any other questions, there were not.

a. **A motion was made by Co-Chairman Perry O'Brien/ Commissioner Thelma Bowie to approve the requested location for EZ Burgers Mobile Food Truck. Located at 230 Dike Road (Lee's Bait & Tackle), Texas City.**

All other members present voted aye.

Motion carried 5-0.

b. **Consider and take action on the Development Plan for White Tree Defense Co. to operate a small scale, appointment-based Federal Firearms License (FFL) transfer business. Located at 7500 FM 1765, Texas City.**

Ms. Golden stated that the proposed site is vacant and will be used for local firearms transfers between federally licensed dealers and individual customers. The transfers will occur in a controlled, secure indoor environment and will be by appointment only, minimizing traffic impact. The application is submitted for site approval, and all necessary regulations will be adhered to. There are no objections to the proposal.

Chairman Campbell stated that he thought that the site was Galveston Limousine. Mr. Christian Johns, the Applicant, stated that the main side is, but there is an office space that is unused.

Commissioner Thelma Bowie asked if it was by appointment only. Mr. Johns explained that if an individual purchases a new firearm online, they can ship it to him, and the purchaser can legally receive it from the business. But if it is a person selling to another person, he is not needed for that transaction.

Chairman Campbell asked if there were any other questions, there were not.

A motion was made by Commissioner Jami Clark/Co-Chairman Perry O'Brien to approve the Development Plan for White Tree Defense Co. to operate a small scale, appointment-based Federal Firearms License (FFL) transfer business. Located at 7500 FM 1765, Texas City.

All other members present voted aye.

Motion carried 5-0.

c. **Consider and take action on the Development Plan for the new Municipal Complex. Located at 1801 9th Avenue North, Texas City.**

Ms. Golden explained that this is the site of the existing, obsolete, 71-year-old City Hall, which is scheduled to be demolished and replaced with two new state-of-the-art municipal buildings. One of the buildings will be two stories tall and positioned at the site of the existing City Hall. This two-story structure will include additional space for what is currently in City Hall, and the Municipal Court will relocate there. Additionally, the Texas City Economic Development District staff will have its offices in this new building, along with the Office of Community Development. These offices, together with the existing City Hall functions, will occupy the two-story structure. The mayor's suite, as well as Human Resources, Purchasing, Finance, Communications, and the Innovation and Technology Departments will also be included.

Furthermore, there will be a second building, shown on the site plan, which will serve as the Emergency Operations Center (EOC). Presently, the EOC is located in leased space at the Gulf Coast Transit District terminal on Magnolia Avenue. The new EOC will be constructed on city-owned property and designed as a durable structure to withstand floods and hurricanes, ensuring continuity of operations. Both buildings will be elevated relative to their current level, and the EOC will be raised a few extra feet to enhance flood resilience. The existing parking lots will be replaced with concrete, and the rear lot will be enclosed with secure fencing. The number of parking spaces will increase due to the anticipated

influx of visitors and the greater public use of the courtroom.

The site plan will maintain the existing locations of driveways without creating new ones and will refurbishing the driveways, such as the one off of Palmer, which currently suffers from flooding issues. The fountain and centennial monument will be preserved, along with the memorial rose garden. Special measures will also be taken to protect existing trees and minimize the removal of any. The landscaping will feature a variety of native plants that thrive in the area. A hard surface will also be added for the fire lane, and it is expected to resemble grass while being durable.

The project is on schedule to begin construction this summer, with hopes to finish by next summer.

Co-Chairman Perry O'Brien asked if the contract had been awarded. Mr. Jack Haralson stated the City has contracted with a Construction Manager at Risk (CMAR) to build the project.

Alternate Member David Zacherl asked whether the building will have room to accommodate increased personnel over the next 15 to 20 years, and whether the court will relocate to the new complex. Ms. Golden stated the projections were based on staffing needs through 2035, and the courtroom will serve as a multi-use space for court and City Commission meetings. Alternate Member Zacherl noted the relocation of Municipal Court will free up space for the Texas City Police Department in the existing facility.

Chairman Campbell asked if there were any other questions, there were no more questions.

A motion was made by Alternate Member David Zacherl /Commissioner Jami Clark to approve the Development Plan for the new Municipal Complex. Located at 1801 9th Avenue North, Texas City

All other members present voted aye.

Motion carried 5-0.

d. Consider and take action on the Development Plan for Mr. Car Wash Located North of Lago Mar Blvd and west of the I-45 southbound frontage road at P3721 Gulf Fwy (Lot 3 of Lago Mar Commercial Replat No. 6), Texas City.

Ms. Golden explained that the Crystal Lagoon District within Lago Mar was intentionally established in 2021 as one of the most highly restricted and curated development areas in Texas City. The purpose of these restrictions is to create a distinctive, memorable destination that attracts visitors, encourages longer stays, and enhances the overall image of Texas City. The District is divided into seven subareas, each with its own specific list of permitted uses. These lists of permitted uses were crafted to ensure that development within each subarea contributes to the overarching vision of quality, placemaking, and architectural character.

The lot under consideration lies within Subarea 1, the Commercial Subarea. While this subarea contains the broadest range of potential uses, it is still governed by a curated and intentional use list. Nearby development activity on adjacent lots includes pending site plan review for a Chase Bank, a likely fast-food establishment, additional commercial pads, and a prospective Longhorn Steakhouse. These uses align with the District's intent to create a high-quality, destination-oriented commercial environment.

The other aspect mentioned in the specific PUD Amendment concerning PUD, is the authority granted to you all as the Planning Board, allowing you to evaluate uses not listed and determine if they are appropriate. Ms. Astor did an excellent job outlining the criteria for what does not fit, emphasizing that it does not align with the vision for this district. This isn't focused on impact; instead, it's about whether it contributes to the intended vision. Ultimately, this area was meant to be a highly curated, appealing destination.

When you review some of the excerpts Ms. Golden has gathered from the PUD, it emphasizes architectural elements and aims to create a memorable place that people want to visit—an area that

reflects placemaking, which in turn enhances the city. Keep in mind that Lago Mar has always aimed to be a distinctive feature for Texas City, intending to reshape its image since the early 2000s. Moreover, the Crystal Lagoon District aligns perfectly with that vision. There is nothing surprising or new about this.

It is important to note that the applicant, Mister Car Wash, was informed early in the pre-development process about the heightened restrictions associated with the Crystal Lagoon District. The question before the Board is not an impact-based analysis, but a determination of whether the proposed use "fits" within the established vision and development framework for this particular subarea, as allowed under the PUD's evaluation authority.

For context, only a small portion of the I-45 frontage falls within the Crystal Lagoon District (the gray-shaded area). The adjacent pink commercial areas are general commercial zones under the larger PUD, where a broader range of typical business uses is allowed. The proposed car wash use could be considered appropriate within those general commercial areas but must be evaluated for compatibility within the more restrictive Crystal Lagoon frontage.

Finally, should the Board choose to deny the Development Plan, the Applicant has the right to appeal that decision to the City Commission. The request must be in writing and submitted within 10 days of the meeting at which they received the denial.

To ensure a clear record, staff recommends that the Board treat this as two distinct questions:

1. Whether the proposed use is consistent with and fits the vision of the Crystal Lagoon District PUD for Subarea 1; and
2. Whether to approve or deny the Development Plan based on that determination regarding the use.

Chairman Campbell asked when the Lago Mar TIRZ was created and when did the Developer acquire the property. Ms. Golden explained that the original PUD was in 2006 or 2007, and the amendment was in 2021. The Developer acquired the property in 2024 and was made aware of the restrictions.

Co-Chairman O'Brien stated that his perspective is this: there has been a considerable amount of contemplation, a clear vision, and numerous expectations established from the outset. We have previously encountered items that failed to meet compliance, and he was among the first to reject them due to non-compliance. He doesn't wish to alter the vision without specific justifications for doing so. What he heard today was highly professional, and it was an outstanding effort. However, it does not change his belief that this does not meet compliance. This is the framework you have created. There are additional areas where that is applicable, yes. So that's his feedback. He has yet to see anything that persuades him this is a viable destination, which was the original purpose of that area. It was intended to be a place worth visiting. This was the same thing that the Board ran into with the tire shop. There are a lot of places the car wash can go, just not the Crystal Lagoon area. He stated he saw it as a promising project, but it's simply not located in an ideal area.

Commissioner Bowie stated that she attended their presentation. They managed to persuade many people, which was their goal. However, there was also an informal survey conducted on Facebook when this first came up for the residents of Lago Mar. The results showed a similar number of people opposed as reflected in your findings. Therefore, she believes reaching out to the community was a very positive approach, but she had hoped they would have garnered more participation than they did, as the survey does not accurately represent 4,000 homes, if you understand what she means. She truly thinks it looks appealing, but if it doesn't align, it can't go.

Alternate Zacherl stated that he sees the area we're discussing as similar to the northeast corner of Baybrook Mall, where the restaurants and other establishments are located. He stated he was not sure that having a car wash in the center of that type of area would be ideal and therefore, he does not see it as aligning with the vision for the area.

Commissioner Clark stated that she likes the design but agrees it doesn't fit the PUD.

Chairman Campbell asked if there were any questions for staff or the representative. There were no questions.

1. Chairman Campbell called for the vote on whether the proposed use is consistent and fits the vision of the PUD.

A motion was made by Co-Chairman Perry O'Brien/Commissioner Thelma Bowie deciding the proposed use by Mister Car Wash did not meet the requirements of the Crystal Lagoon District PUD because it does not meet the vision and objective of the District.

All members present voted aye [to deny the proposed use].

Motion carried 5-0.

2. Chairman Campbell called for the vote on whether to approve or deny the development plan based on the fact that it does not meet the vision of the PUD.

A motion was made by Co-Chairman Perry O'Brien/Alternate David Zacherl to deny the Development Plan for Mister Car Wash because the proposed use does not meet the vision and objective of the Crystal Lagoon District. Located north of Lago Mar Blvd and west of the I-45 southbound frontage road at P3721 Gulf Fwy (Lot 3 of Lago Mar Commercial Replat No. 6), Texas City.

All members present voted aye [to deny the Development Plan because the proposed use does not meet the vision and objective of the Crystal Lagoon District PUD].

Motion carried 5-0.

(5) GENERAL UPDATES

Ms. Golden mentioned to the Board that starting in August, the meetings will be held in the Alamo Room at the Nessler Center until the renovations are completed in the current location.

Chairman Campbell asked if there were any other items or questions which there we not.

(6) OTHER BUSINESS (Any conceptual development proposal requesting to come before the Planning Board)

None

(7) MOTION TO ADJOURN

A motion was made by Commissioner Thelma Bowie/Commissioner Jami Clark to adjourn. All members present voted aye.

Kimberly Golden, Secretary Date

Minutes approved by the Planning Board at its meeting held on May 4, 2026.

EXHIBIT B

Crystal Lagoon District
Lago Mar Plan Unit Development
Partial Amendment no. 1

A. Contents. This PUD amendment includes the following sections:

- B. General Provisions
- C. Land Uses
- D. Development Regulations
- E. General Conditions

B. General Provisions.

1. The PUD approved herein will be constructed, developed, and maintained in compliance with this ordinance and other applicable ordinances of the City. If any provision or regulation of any City ordinance applicable in the Lago Mar PUD, Mixed Use District is not contained in this ordinance, all the regulations contained in the Development Code applicable to the Lago Mar PUD, Mixed Use District in effect on the effective date of this ordinance will apply to this partial amendment as though written herein, except to the extent the City regulation or provision conflicts with a provision of this ordinance.

2. Areas in the PUD outside the Crystal Lagoon District will be constructed, developed, and maintained in compliance with the Approved Lago Mar PUD, the Master Plan, Exhibit B-3, *Lago Mar Single Family West Master Plan* and other applicable ordinances of the City.

3. Screening walls: where residential lots are platted adjacent to major roadways a minimum 8' tall masonry wall shall be built along the back or side lot line adjacent to major thoroughfares such as, Lago Mar Boulevard, and Hughes Road and internal collector streets such as, Lago Crossing, Crystal View Boulevard, Lago Front Drive and Sea Breeze Drive, and as shown on Exhibit B-4: *Lago Mar Fence Exhibit.*

4. Except as otherwise provided herein, the words used in this PUD Amendment have the meaning established by the Development Code. In this ordinance:

   Open Space means the portion of all land contained within the Crystal Lagoon District that is the Crystal Lagoon including the water, beach areas, paved plazas, walkways, club buildings and amenity areas adjacent to the Crystal Lagoon and all other areas not covered by buildings, parking lots, driveways, improved pedestrian areas (outside of publicly accessible plazas), or other impermeable material.

Approved PUD means the Planned Unit Development district created by ordinance, dated 12/18/06.

5. The following exhibits are attached to and made part of this PUD amendment:

Exhibit A:	*Location Map*
Exhibit B:	*PUD Amendment*
Exhibit B-1:	*General Development Plan-Crystal Lagoon District*
Exhibit B-2:	*GreenboLT Trail Plan*
Exhibit B-3:	*Lago Mar Single Family West Master Plan*
Exhibit B-4:	*Lago Mar Fence Exhibit*

6. As shown on Exhibit A, *Location Map*, the PUD amendment encompasses 121.52 acres, west of Interstate 45, south of the GCWA canal.

C. Purpose of the District:

The proposed Crystal Lagoon District in Lago Mar is envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City. The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity. Intended to create large areas of compatible and mutually supportive activities the Crystal Lagoon District in Lago Mar will be appropriately landscaped, and requires the allowed uses to demonstrate adherence to higher development performance standards listed below and in the Developer's land use covenants and design guidelines.

Sub-Areas

The District is divided into seven (7) sub-areas:

1. Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that will orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District E-2, Freeway Commercial zone.
2. Sub-area 2: Boardwalk. Sub-area 2 is intended to allow commercial retail, entertainment venues and other high activity destination use, including restaurants, bars and mobile vendors that will orient to the Crystal Lagoon and its beach areas.
3. Sub-area 3: Beach Club. The beach club area will feature a club house, including restaurants and bars, multi-purpose venue, rental bungalows, wedding and meeting center and beach concessions.
4. Sub-area 4: Hotel / Townhouse. Sub-area 4 will feature boutique style hotel uses and townhouses.
5. Sub-area 5: Condo / Multi-Family. Sub-area 6 will include high-density, maximum six-story residential units.

6. Sub-area 6: Townhome. Sub-area 6 is located on the west side of the District and is a transitional use, transitioning from the more intense water recreational uses adjacent to the Crystal Lagoon to the single family lots farther away from the lagoon. Uses will be mid-density residential, permitting attached and detached single-family residential use.
7. Sub-area7: Lagoon and Beach. Sub-area 7 includes the resident HOA club building, the Crystal Lagoon and its beach and lawn areas. Uses will be primarily recreation, but will also include entertainment venues, and mobile vendors.

D. Land Uses.

1. Permitted land uses are listed below in Table 1.0: *Permitted Uses*. Any use that is not expressly listed below and cannot be reasonably categorized as falling within the definition or common English interpretation of listed use, may be considered by Texas City Planning Board as a Conditional Use or Specific Use. When considering the suitability of an unlisted use, Texas City Planning Board shall have regard to the permissibility of similar land uses, the vision and objectives of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest.

2. Permitted land uses may be mixed horizontally or vertically on a single property in accordance with the Table 1.0: *Permitted Uses*.

3. Permitted Uses: The following table presents the permitted uses within the Crystal Lagoon District. Certain land uses are permitted when developed under specific conditions as established in the Notes section of the Table 1.0: *Permitted Uses*.

Table 1.0 – Permitted Uses:

Land Uses Permitted	1.Comm.	2.Boardwalk	3.Beach Club	4.Hotel/ Townhouse	5.Condo/ MF	6.Townhouse	7.Lagoon/Beach	Notes
Residential Land Uses								
Dwelling, Multifamily/ Condominium	X				X			Note 1
Dwelling, Single-Family Attached				X	X	X		
Dwelling, Single Family Detached				X		X		
Public and Civil Land Uses								
Wedding Venue	X	X	X	X			X	
Outdoor Stage, Performance Venue	X	X	X				X	

Community Center/ HOA amenities and club buildings							X	
Parking Garage	X	X	X					
Recreation and Entertainment								
Amusement and Recreational Services	X	X	X	X			X	
Other Spectator Sports, incl. rental concessions	X	X	X	X			X	
Other Reservation Services	X	X	X	X			X	
Auditorium/ Indoor performance Venue	X	X	X	X				
Performance Venue, Outdoor	X	X	X	X			X	
Membership Sports and Recreation Club	X	X	X	X			X	
Medical Land Uses								
Clinic	X							
Medical, Dental & Optical Retail Sales	X	X						
Medical, Dental Office	X	X						
Optician Shop	X	X						
Motor Vehicle/Transportation								
Auto Service Station	X							
Bicycle Sales, Repairs & Hire	X							
Recreational Vehicle Rental	X							
Recreation Vehicle and Boat Sales	X	X						
Professional Services								
Accessory Banking	X	X						Note 2
Bank, Savings and Loan Association, Financial Institution	X	X						
Office, Business	X	X						
Office, Professional	X	X						
Office, Real Estate Development Tract or Field Office	X	X						

Commercial, Retail, Personal Services								
Antique Shop	X	X						
Apparel Alteration and Retail or Tailor Shop	X	X						
Art Gallery	X	X						
Arts, Crafts and Hobby Shop	X	X						
Bakery, Retail Confectionery	X	X	X	X				Note 3
Barbershop, Beauty Salon, other Personal Shop	X	X						
Catering Service	X	X						
Convenience Store, without Fuel Sales	X							
Convenience Store, with Fuel Sales	X							Note 10
Department Store	X							Note 5
Farmers' Market, Outdoor	X	X					X	
Furniture, Fixture & Appliance Store	X	X						
Gift Shop including Florist	X	X						
Grocery Store	X	X						
Grocery Store, with Fuel Sales	X							Note 10
Health Club	X	X						
Hobby Studio, Private	X	X						
Hotel, Motel	X			X				Note 11
Kiosk	X	X	X				X	
Laundry, Dry Cleaning Pickup & Receiving Station	X	X						Note 6
Liquor Store, Packaging Sales	X	X						
Meat Market (includes Seafood)	X							
Mobile Food Unit	X	X	X	X			X	
Music Store	X	X						
Office Supply Store	X	X						
Pet Shop	X	X						

Pharmacy	X							
Restaurant	X	X	X	X				
Restaurant, Drive-in/Drive-thru	X							
Restaurant, Refreshment Stand (temporary or Seasonal)	X	X	X	X				
Tanning Studio	X	X						
Tavern, Bars & Nightclubs	X	X	X	X				Note 7
Tobacco Shop	X	X						
Manufacturing and Industrial								
Art & Craft Production	X							
Craft Brewery, Distillery or Winery	X	X	X					Note 9
Accessory Use								
Accessory Building	X	x	x	x	x	x	X	Note 12

Notes: Uses within the PD must be developed in compliance with the following conditions:

1. Condominium / Multi Family uses within the Commercial Sub-area 1 is limited to vertically integrated units with residential units located above retail.
2. Functions Closely Related to Banking excludes check cashing, credit access businesses, and motor vehicle title loans (as defined in Chapter 393 of the Texas Financial Code).

3. Subject to a maximum of 10,000 square feet gross leasable area per establishment.

4. Subject to a maximum of 20,000 square feet gross leasable area per establishment.

5. Subject to a maximum of 35,000 square feet of gross leasable area per establishment.

6. For Laundry, Dry Cleaning Pickup & Receiving Station, rear doors must be screened by masonry screening walls that are a minimum 6 feet in height.

7. Conditions for Tavern, Bars & Nightclubs - Drinking Places other than Micro-Brewery or BrewPub):

   (a) Use not permitted within 300 feet of any Single-Family Lot Line.
   (b) No Drinking Place shall be greater than 12,500 square feet per establishment.

8. Limited to office with no outdoor storage on site or overnight parking.

9. Conditions for Micro-Brewery, Brewpub:

   (a) Use not permitted within 300 feet of any existing Single Family Lot Line.
   (b) No Micro-Brewery or Brewpub shall be greater than 15,000 square feet per establishment.

10. Conditions for Gasoline Sales:

    (a) Recessed lighting under the pump station canopy and in fixtures throughout the site.
    (b) There shall be no outdoor speakers, except those required by law at pump stations.
    (c) Fueling canopy columns shall be 100% of the following two materials; brick and/or stone.
    (d) Canopy roofs over the pump dispensers shall have a pitched roof.
    (e) Minimum landscaping buffering to include:
        i. Hedges of at least three feet in height at time of planting screening the entire parking lot perimeter.
        ii. Trees of at least three inches in diameter and eight feet in height at the time of planting for every 50 feet of parking lot perimeter, except street trees.

11. Conditions for Hotel/Motel:

    (a) Entrance through exterior doors must be secured and accessible only to guests and employees;
    (b) Hotel management must be on-site 24 hours each day;
    (d) Prohibit overnight parking of trucks with more than two axles and recreational vehicles in the hotel's parking lot and parking garage, erect signs in compliance with Chapter 2308 of the Texas Occupations Code stating those vehicles will be towed from the hotel property;

(e) Delivery service areas must be screened from the view of any right-of-way or residential area by masonry walls.

(f) Must comply with City of Texas City zoning ordinance for District E-2.

12. Accessory uses, include uses which are subordinate to and incidental to the principal uses, including:

(a) Private garage;
(b) Swimming pool;
(c) One storage building per residence, not exceeding 225 square feet in floor area or 12 feet in height;
(d) Registered family home;
(e) Home occupation;
(f) Cabana, pavilion or roofed area;
(g) Meeting, party and/or social rooms; and
(h) Tennis courts and other recreational facilities, as an accessory to the principal use.
(i) Paved automobile parking lots incidental to the principal use

D. **Development Regulations** – Land within the boundaries of the Crystal Lagoon District, PUD amendment as shown on Exhibit B-1 *General Development Plan-Crystal Lagoon District*, shall be developed in accordance with the following development regulations:

1. Townhouse Residential:

a.	The total number of units shall not exceed.	275 units
	The maximum permitted density	17 units per acre
b.	The minimum lot area	1,300 sq. ft.
c.	The minimum lot width	20 feet
d.	The minimum lot depth	65 feet
e.	The minimum front yard setback	20 feet / 10 feet if vehicular access is from a rear alley/shared driveway.
f.	The minimum rear yard setback	10 feet / 3 feet if vehicular access is from a rear alley.
g.	The minimum side yard setback	0 feet between units; 6 feet at the end of each building complex
h.	The minimum side yard of corner lots	10 feet on street side/ 5’ if siding on “T” type or “L” Type turnaround (see below)
i.	The maximum lot coverage by structures	80 percent
j.	The maximum lot coverage by structures, driveways and parking	85 percent

k.	The maximum height.	40 feet

A. ▲Inidcates Driveway Access

B. 1,300 SF Minimum Lot Area

C. 20′ Minimum Lot Width

D. 65′ Minimum Lot Depth

E. 20′/ 10′ Minimum Front Yard Setback

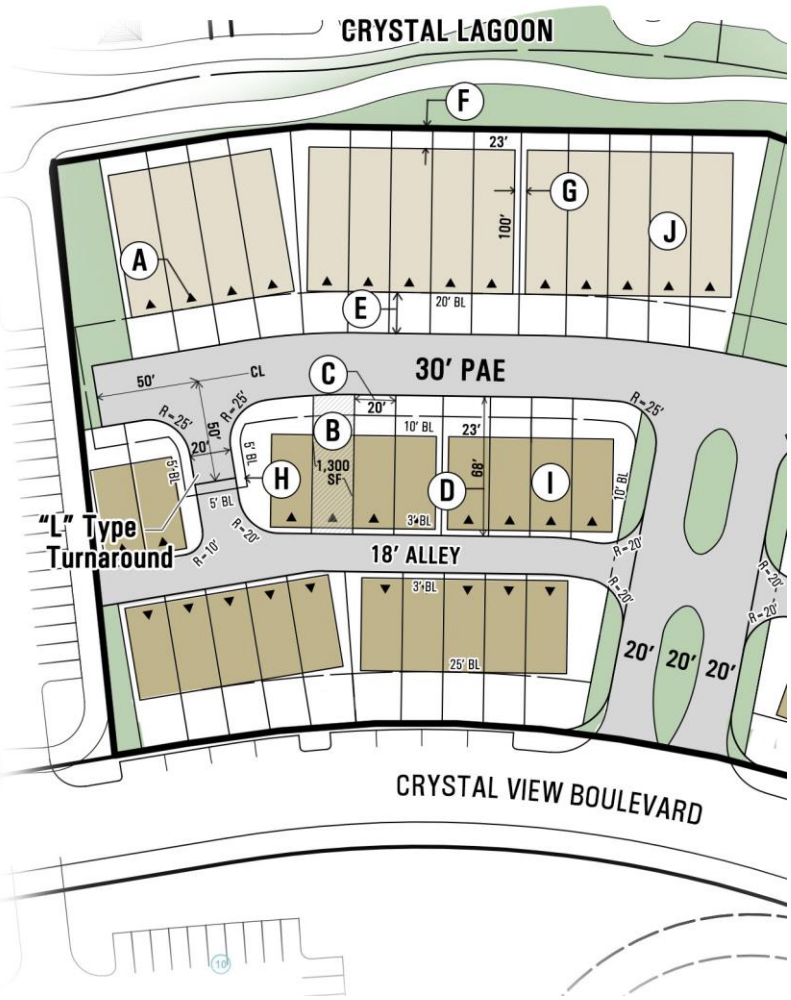
F. 10′ Minimum Rear Yard Setback

G. 0′/ 6′ Between Units/ Buildings

H. 10′ Side Yard Setback/ 5′ Side Yard Setback Siding "T" or "L" Type Turnaround

I. 70% Maximum Lot Coverage

J. 85% Maximum Permeable Lot Covereage



l. Lot access: Access to lots may be from either a public or private street, or from a permanent access easement (PAE). Lots may take driveway access from a private alley provided the lots also have adequate minimum frontage on either a public or private street, or from a permanent access easement.

i. The minimum right-of-way required for permanent access easement is 30 feet. The right-of-way width of a permanent access easement is coterminous with the pavement width and the terms are used interchangeably. The width shall be measured from edge to edge across the surface of the pavement.

ii. Sidewalks are not required adjacent or along a permanent access easement.

iii. Intersections along permanent access easements shall be spaced a minimum of 65 feet apart and shall not intersect at less than an 80-degree angle.

iv. When a permanent access easement intersects with another permanent access easement at a 90-degree angle, the permanent access easement shall provide a 25-foot radius at the intersection.

v. When a permanent access easement intersects with another permanent access easement at an angle of between 80 and 90 degrees each acute angle shall have a 25-foot radius at the intersection.

vi. A permanent access easement may not be a direct straight-line extension of a public street.

vii. Curves along a permanent access easement may have any centerline radius except that the centerline radius of a reverse curve shall not be less than 65 feet. Reverse curves shall be separated by a tangent of not less than 25 feet.

viii. Dead end permanent access easements shall not exceed 100 feet or must provide an “L” type, or “T” type turn around.

ix. The minimum right-of-way requirement for a private alley is 18’. The right-of-way width of a private alley is coterminous with the pavement width and the terms are used interchangeably. The width shall be measured from edge to edge across the surface of the pavement.

x. When a private alley intersects with a permanent access easement, or public street the alley shall provide a 20’ radius at the intersection.

xi. When a private alley intersects with another private alley the minimum radius shall be 10’.

xii. An alley may not be a direct straight-line extension of a public street.

xiii. Dead end alleys may not exceed 100’

m. Parking for Townhouse Residential Use.

i. Each subdivision providing for a townhouse residential use shall provide at least two off-street parking spaces per dwelling unit on each lot.

ii. Each subdivision plat providing for a townhouse residential use on a permanent access easement with six or more dwelling units shall provide one additional parking space for every six dwelling units. Each additional guest parking space shall conform to the following requirements:

a. The guest parking space shall be placed within the boundaries of the subdivision plat, unless the guest parking space abuts a continuous curb along a public or private street that is adjacent to or within the plat boundary and that is not a major thoroughfare;

b. For a subdivision plat where the lots abut a permanent access easement and take vehicular access only from a private alley, a guest parking space may be included within the permanent access easement;

c. The guest parking space shall not be placed within a lot;

d. The guest parking space shall not be placed where parking is prohibited by law; and

e. The guest parking space shall be accessible to all residents of each dwelling unit of the subdivision plat.

2. Condominium/Multi-Family Residential:

a.	The total number of units shall not exceed.	350 units
b.	The maximum Residential Density	N/A
c.	The minimum lot width	80 feet
d.	The minimum lot depth	100 feet
e.	The minimum front yard setback	25 feet from public street
f.	The minimum rear yard setback	20 feet
g.	The minimum side yard setback	20 feet
h.	The minimum distance between structures	20 feet
i.	The maximum lot coverage by structures	75 percent
j.	The maximum lot coverage by structures, driveways and parking	87.5 percent
k.	The maximum height.	75 feet or 6 stories (see l.)

l. Ornamental features, including but not limited to the following elements may be constructed up to 15 feet above the maximum height allowed:

- Chimneys,
- Ornamental tower spires,

- Cooling towers,
- Elevator bulkheads,
- Roof gables,
- Parapet walls, and
- Mechanical equipment.

m. Multi-family developments larger than 1 acre are required to have more than one point of access to the development from public streets adjacent to the boundaries of the development.

n. Except as otherwise provided in this section, each multi-family residential development shall provide paved pedestrian access to the Crystal Lagoon amenity.

3. Commercial and non-residential uses:

a.	The minimum lot area	None
b.	The minimum lot width	None
c.	The minimum lot depth	None
d.	The minimum front yard setback	50 feet from Interstate 45, 25 feet from any other public or private street.
e.	The minimum rear yard setback	30 feet if adjacent to any Residential Zone
f.	The minimum side yard setback	50 feet from Interstate 45, 25 feet from any other public street, 30 feet if adjacent to any Residential Zone.
g.	The minimum distance between detached structures	12 feet
h.	The maximum lot coverage by structures	65 percent
i.	The maximum lot coverage by structures, driveways and parking	90 percent
j.	The Maximum height.	No requirement

k. Parking requirements. All development within the Crystal Lagoon District will meet or exceed the minimum parking requirements specified in the City's Zoning Ordinance, Section 160.081. In calculating the required number of parking spaces for each land use, the Director may give credit for shared parking utilizing the Shared Parking criteria published by the Urban Land Institute. The Director shall determine and establish the parking requirements for each building in the PUD as part of the building permit issued for each building, in accordance with the requirements of the section.

l. Screening requirements. A minimum building setback of 50 feet will be provided adjacent to Interstate 45. A 30-foot wide landscape reserve will

parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hardwood or other decorative trees with a 4" caliper trunk, and a 12- foot wide planting band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub.
In order to promote a pedestrian oriented development in the Crystal Lagoon District, uses will be encouraged to be vertically or horizontally integrated, and as such, screening or buffering between uses will not be required.

m. Landscape requirements. All development within the Crystal Lagoon District will exceed the minimum landscape requirements specified in the City's Zoning Ordinance, Section 160.088 and shall meet the landscape requirements specified in the developer's commercial deed restrictions and development covenants. In addition, all parking lots shall have at least one tree planted within 50 feet of each parking space and the minimum size of parking lot trees shall be 3-inch caliper and 10 feet high or a reasonable substitute.

n. Open Space. The Crystal Lagoon will be provided for open space. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

o. Freeway Frontage Road Access. Driveways to Interstate 45 shall be located in accordance with the most recent version of the *Access Management Manual,* as administered by the Texas Department of Transportation, (TXDOT). The total number of driveways and their location may be limited due to the location of freeway access ramps and other denial of access criteria. In addition, all development tracts oriented to the freeway with less than 400 feet of frontage shall be required to provide a joint use private access easement between adjacent tracts fronting the freeway to minimize the total number of access points along the freeway and to facilitate traffic flow between the tracts.

p. Signage. Excluding project entry signs identifying the Lago Mar Development, tracts in Lago Mar are limited to building signs and monument signs and must otherwise comply with the City's Sign Ordinance, Chapter 155.

E. GreenboLT and Pedestrian Circulation Regulations – As shown on Exhibit B-2, *GreenboLT, Trail Plan*, in addition to sidewalks required by the City's current regulations, a 12' wide multi-use trail for use by electric (only) golf carts and other vehicles, like scooters, Segway scooters, etc. may be provided along one side only of Lago Mar Boulevard and/or other collector streets in lieu of the standard sidewalks on both sides of the street.

F. **Building Regulations** – Buildings within the Crystal Lagoon District shall be developed in accordance with the following regulations:

1. Building façade design criteria:

   (a) Building facades shall include offsets, or changes in building materials, colors and textures, or other methods to break up the horizontal and vertical building planes.
   (b) Building facades shall incorporate architectural details that create shade and cast shadows to provide visual relief.
   (c) Facades greater than 100 feet in length that face Crystal View Drive or Lago Mar Boulevard shall incorporate offsets having a minimum depth of at least 2 feet, and extending at least 20% of the length of the façade.
   (d) No uninterrupted length of a façade shall exceed 100 feet.

2. Building façade finishes:

   (a) Primary Finish means an exterior finish consisting of brick, stone (natural, cast, or cultured-textured), stucco and glass.
   (b) Secondary Finish means an exterior finish consisting of wood, ceramic tiles, concrete masonry units (indented, hammered, or split face concrete), and fiber cement siding.
   (c) Primary Finishes shall comprise at least 70% of each facade. The remaining portion of an exterior wall that is not constructed of a Primary Finish must be constructed of a Secondary Finish. No single primary building finish material shall cover more than 80% of the front of any building.
   (d) Secondary Finishes shall comprise no more than 30% of the façade for any building.
   (e) Use of architectural metals is limited to canopies, parapet walls, roof systems, and miscellaneous trim work, and such use shall meet the durability standards of the Development Code.
   (f) The Director may approve alternative Primary or Secondary Finishes not specified herein if the Director determines that the alternative finish is substantially equal to or better than a specified Primary or Secondary Finish in quality, durability, and appearance and the use thereof will not violate any provision of this article.
   (g) The following building materials shall not be used for a Primary or Secondary Finish:
      (i) Vinyl siding, wood fiber hardboard siding, oriented strand board siding, plastic or fiberglass panels.
      (ii) Unfired or underfired clay, sand, or shale brick.
      (iii) Smooth or untextured concrete surfaces.
      (iv) Exterior Insulated Finish Systems (E.I.F.S.)

3. Building façade features:

(a) Canopies shall be provided at all building entrances facing Lago Mar Boulevard or Crystal View Drive. Canopies may be structural extensions of the building or constructed of fabric attached to the building. An individual canopy shall cover a ground area of at least 20 square feet.
(b) The front façade (the side of the building facing the street or internal access easement) of the first floor of a retail building, within 50 feet of the Lago Mar Boulevard or Crystal View Drive, shall be at least 60% transparent to permit visibility between the building occupants and outdoor pedestrians and motor vehicle drivers.
(c) Ground floor façades for retail buildings that face Lago Mar Boulevard or Crystal View Drive shall have storefronts, canopies, arcades, display windows, entry areas, awnings or other features along at least 50% of their horizontal length.
(d) The Director may approve alternative canopy or façade treatments not specified herein if the Director determines that the alternative canopy or façade treatment is substantially equal to or better than a specified requirement in quality, durability, and appearance and the use thereof will not violate any provision of this article.

4. All façades of an individual building and the façades of multiple buildings within a single reserve shall be of similar architectural design, color and materials where facing or siding to a public street or pedestrian walkway.

5. Screening walls, wing walls, columns, and similar building extensions and supports shall be of complementary architectural design, color and materials as the building or structure to which they are attached.

6. Building canopies:
(a) Canopies shall be provided at all street facing building entrances intended for pedestrians.
(b) Canopies may be structural extensions of the building or constructed of fabric attached to the building.
(c) An individual canopy shall cover a ground area of at least 20 square feet.

(d) The Director may approve alternative canopy or façade treatments not specified herein if the Director determines that the alternative canopy or façade treatment is substantially equal to or better than a specified requirement in quality, durability, and appearance and the use thereof will not violate any provision of this article.

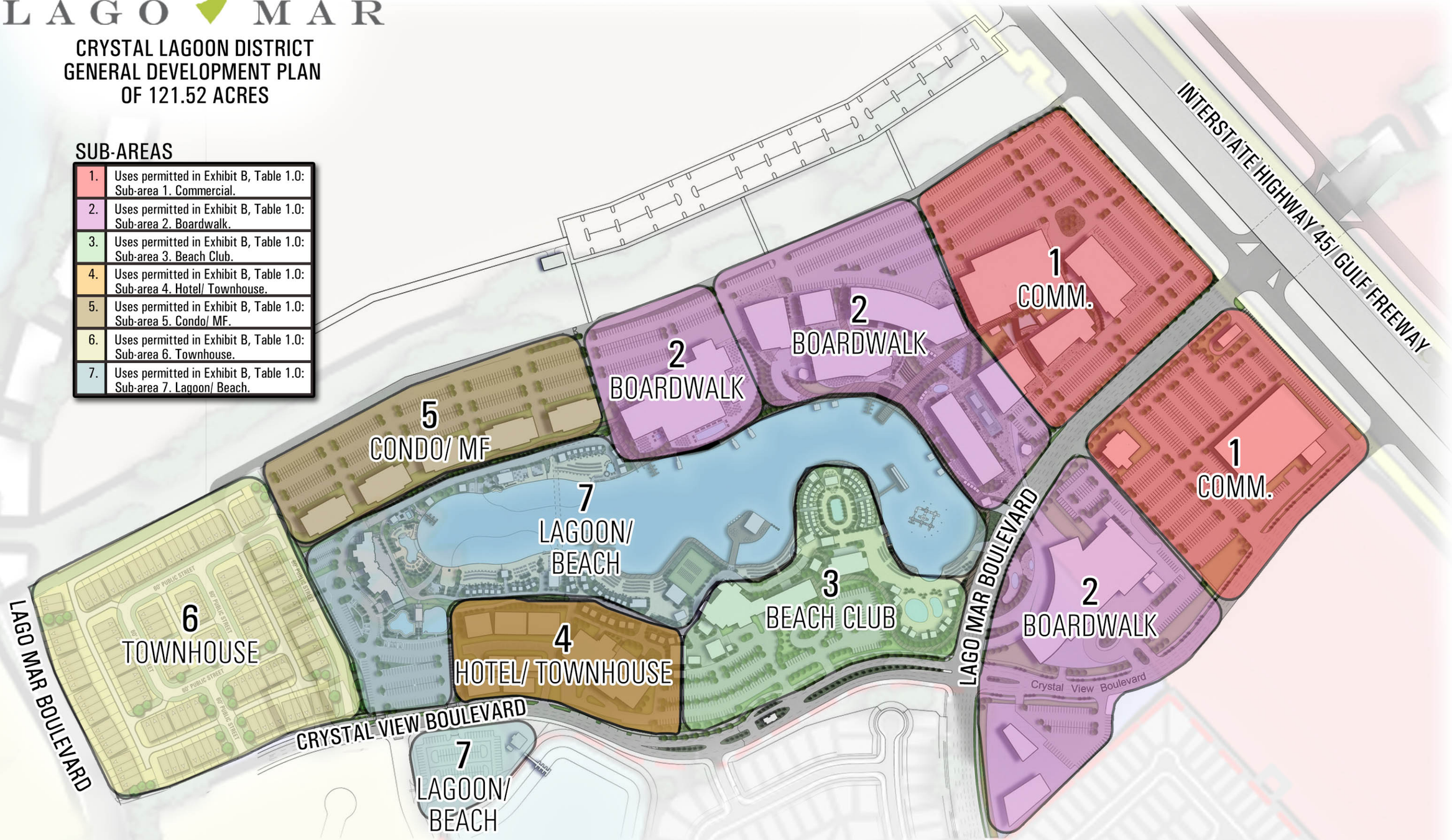
LAGO MAR

CRYSTAL LAGOON DISTRICT GENERAL DEVELOPMENT PLAN OF 121.52 ACRES

EXHIBIT B-1

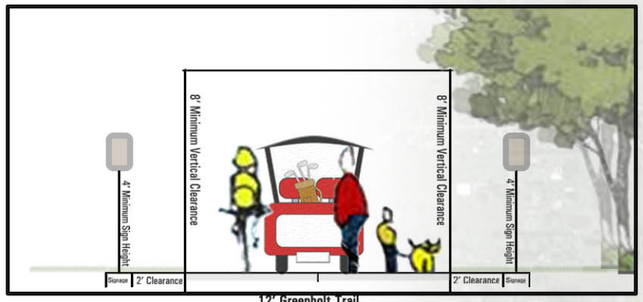
SUB-AREAS

1.	Uses permitted in Exhibit B, Table 1.0: Sub-area 1. Commercial.
2.	Uses permitted in Exhibit B, Table 1.0: Sub-area 2. Boardwalk.
3.	Uses permitted in Exhibit B, Table 1.0: Sub-area 3. Beach Club.
4.	Uses permitted in Exhibit B, Table 1.0: Sub-area 4. Hotel/ Townhouse.
5.	Uses permitted in Exhibit B, Table 1.0: Sub-area 5. Condo/ MF.
6.	Uses permitted in Exhibit B, Table 1.0: Sub-area 6. Townhouse.
7.	Uses permitted in Exhibit B, Table 1.0: Sub-area 7. Lagoon/ Beach.

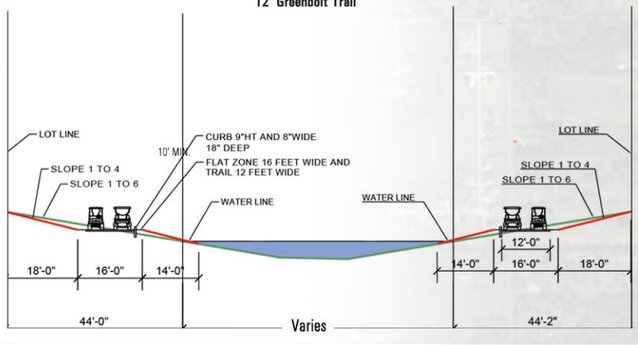


LAGO MAR

GREENBOLT TRAIL

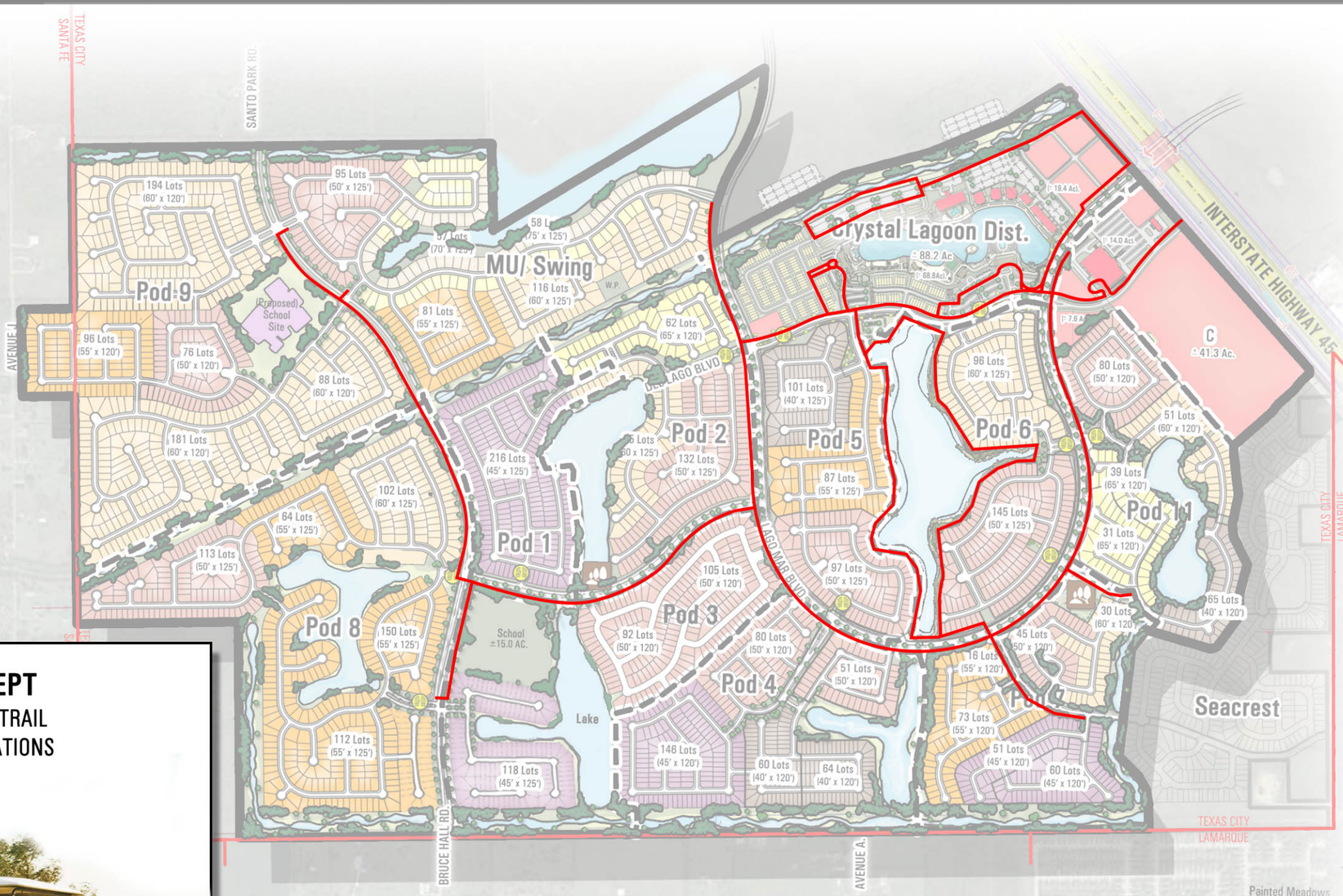


12' Greenbolt Trail



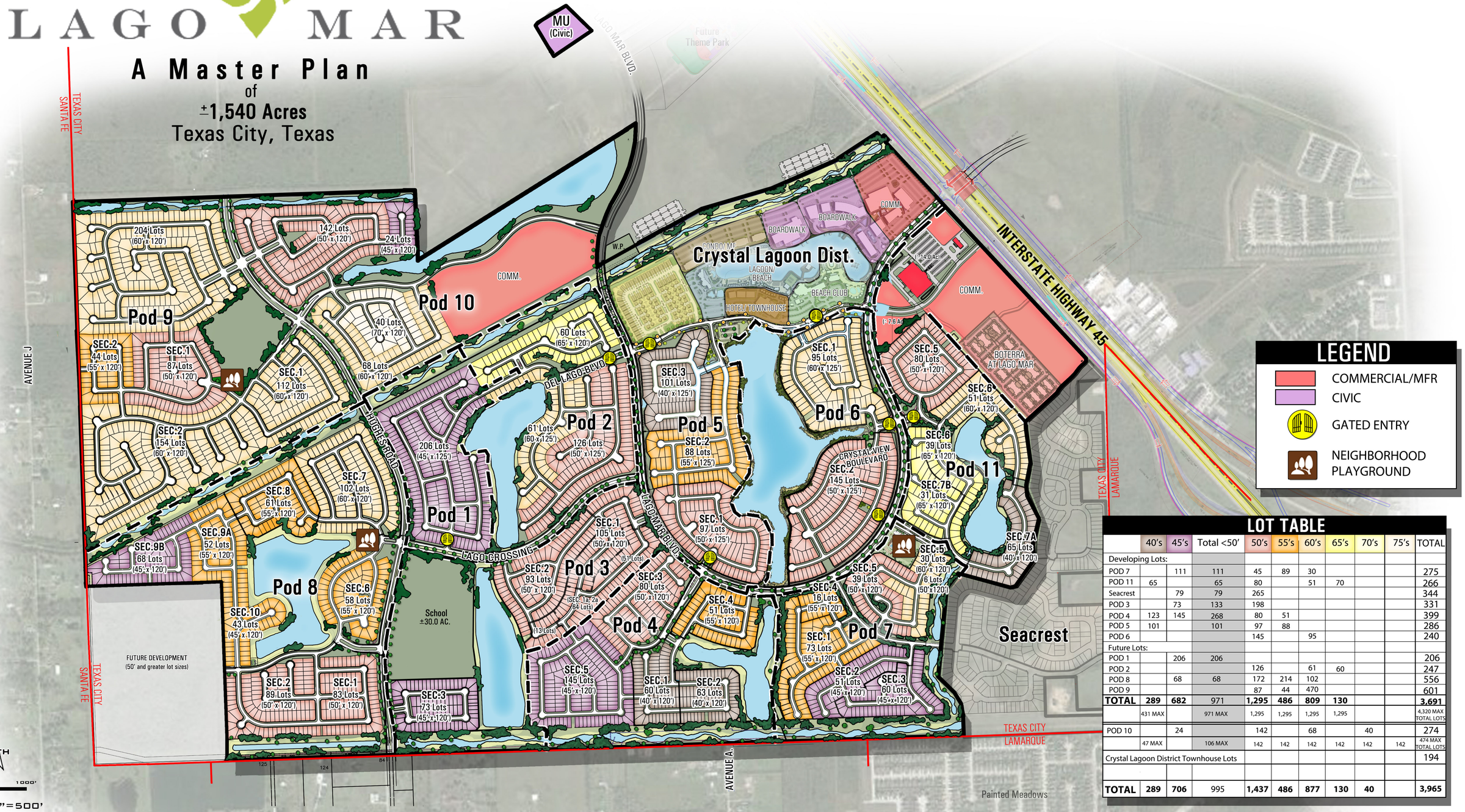
INDICATES GREENBOLT TRAIL CONCEPT

ADDITIONAL TRIAL SEGMENTS MAY BE ADDED OR TRAIL LOCATIONS, INTERSECTIONS, AND CROSSING LOCATIONS MAY BE RELOCATED.



LAGO MAR

A Master Plan
of
±1,540 Acres
Texas City, Texas



LEGEND

- COMMERCIAL/MFR
- CIVIC
- GATED ENTRY
- NEIGHBORHOOD PLAYGROUND

LOT TABLE

	40's	45's	Total <50'	50's	55's	60's	65's	70's	75's	TOTAL
Developing Lots:										
POD 7		111	111	45	89	30				275
POD 11	65		65	80		51	70			266
Seacrest		79	79	265						344
POD 3		73	133	198						331
POD 4	123	145	268	80	51					399
POD 5	101		101	97	88					286
POD 6				145		95				240
Future Lots:										
POD 1		206	206							206
POD 2				126		61	60			247
POD 8		68	68	172	214	102				556
POD 9				87	44	470				601
TOTAL	**289**	**682**	971	**1,295**	**486**	**809**	**130**			**3,691**
	431 MAX		971 MAX	1,295	1,295	1,295	1,295			4,320 MAX TOTAL LOTS
POD 10		24		142		68		40		274
	47 MAX		106 MAX	142	142	142	142	142	142	474 MAX TOTAL LOTS
Crystal Lagoon District Townhouse Lots										194
TOTAL	**289**	**706**	995	**1,437**	**486**	**877**	**130**	**40**		**3,965**

NORTH

0' 250' 500' 1000'

SCALE: 1"=500'
DATE: 06.17.2021

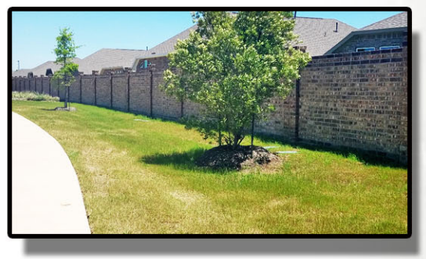
THIS PLAN WAS PREPARED USING REASONABLY RELIABLE SOURCES AND IS SUBJECT TO CHANGE PENDING A DETAILED BOUNDARY SURVEY. THIS PLAN HAS NOT BEEN REVIEWED BY ANY GOVERNMENTAL AGENCY. ADDITIONAL STREETS AND/OR DRAINAGE PROVISIONS MAY BE REQUIRED. THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES OR LAND USES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

LAGO MAR

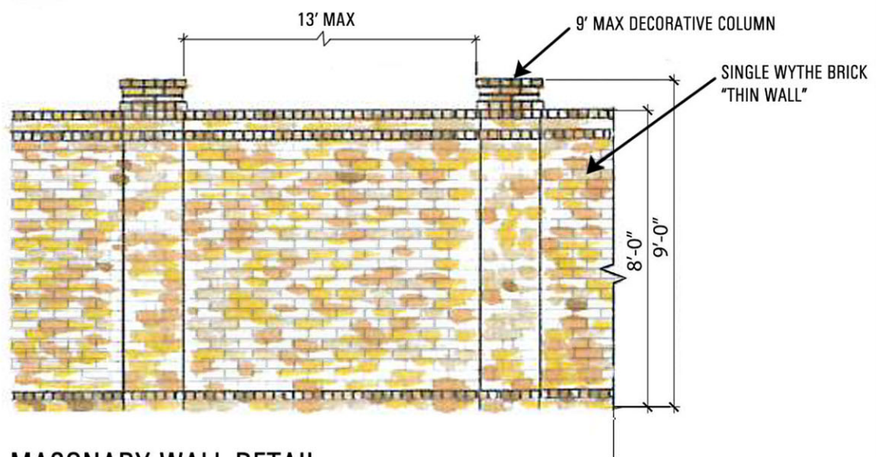
FENCE EXHIBIT

EXHIBIT B-4

PHOTOGRAPHIC EXAMPLES



INDICATES REQUIRED 8' WALL



MASONARY WALL DETAIL

LAGO MAR

Proposed Planned Unit Development

City of Texas City

DATE: 12/18/06

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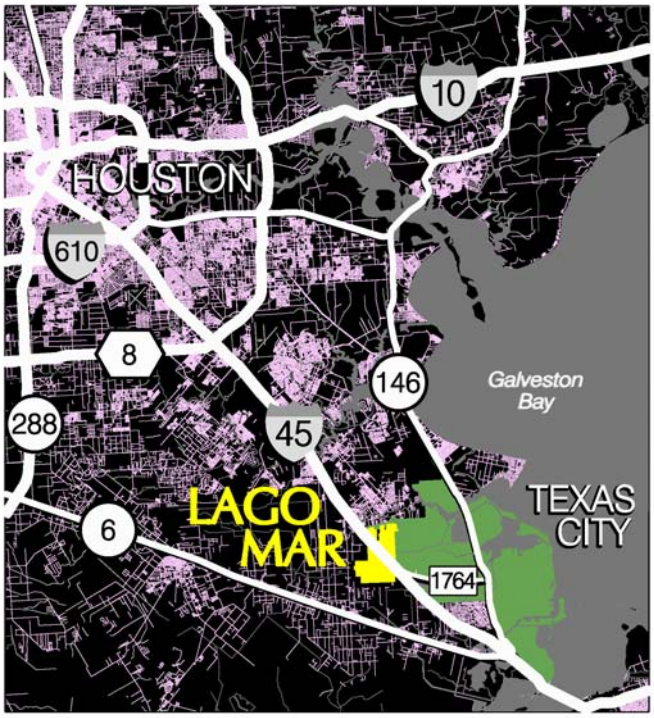
PLAN UNIT DEVELOPMENT

This Plan Unit Development is an important opportunity for the City of Texas City to participate in the strategic planning of a major master-planned community located at the gateway to the City setting a tone for all future development in the area. The Plan is intended to align elements of the Comprehensive Plan with the goals and objectives of a major master-planned development. The quality and cohesiveness of this development should set a standard of the type of development the City desires to promote within the City and it's ETJ.



1. Project Description

The developer desires to construct a community with a wide range of housing prices, a diverse selection of lots, and an appropriate spectrum of non-residential land uses to support a quality residential development surrounded by amenities and open space. Lago Mar is a proposed master-planned community of approximately 3,334 acres, consisting of residential, civic and commercial uses; including facilities such as schools, churches, day care, medical, office, fire, EMS, police stations, parks, lakes, trails, and significant open space, and landscape features and waterscape.

The Planned Unit Development will provide a high quality community through the employment of a harmonious mix of land uses and facilitate a diversity of land uses essential for market assumption and velocity.

The PUD Plan ordinance will establish a comprehensive land use plan and zoning regulations to guide future improvements. It will help ensure the character and quality of

the community, and promote the efficient use of land, through land use controls, design standards, and quality planning.

Up to six Municipal Utility Districts, (M.U.D.'s) will be created to finance necessary public infrastructure including water, sewer and drainage facilities. (See Figure 1.)

In addition the developer and the landowner have also requested that the City create a Tax Increment Re-Investment Zone (T.I.R.Z.) to finance additional public works and improvements to support the development of the project. (See Figure 2.)

LAGO MAR
PROPOSED MUD BOUNDARY

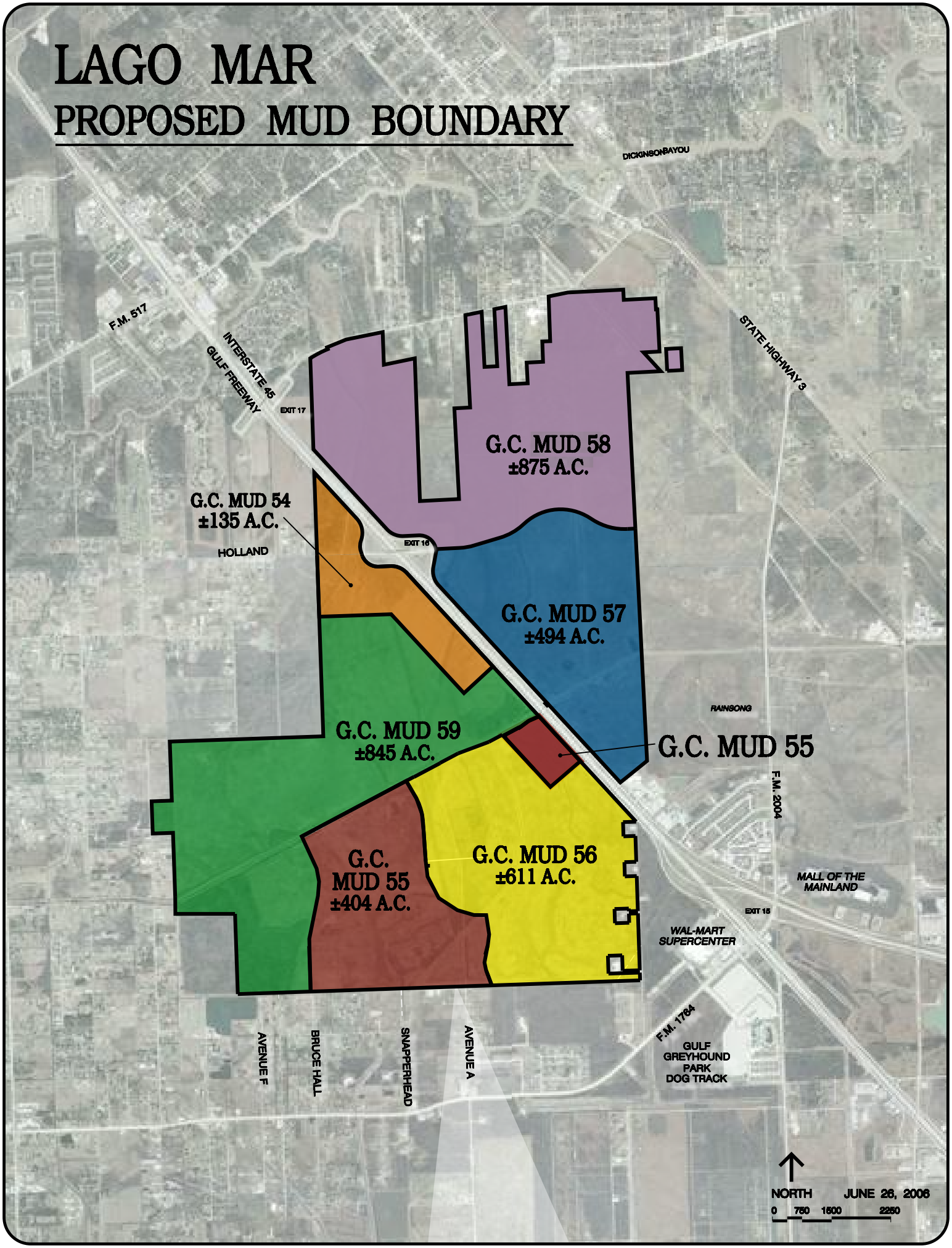


FIGURE 1.

LAGO MAR T.I.R.Z.

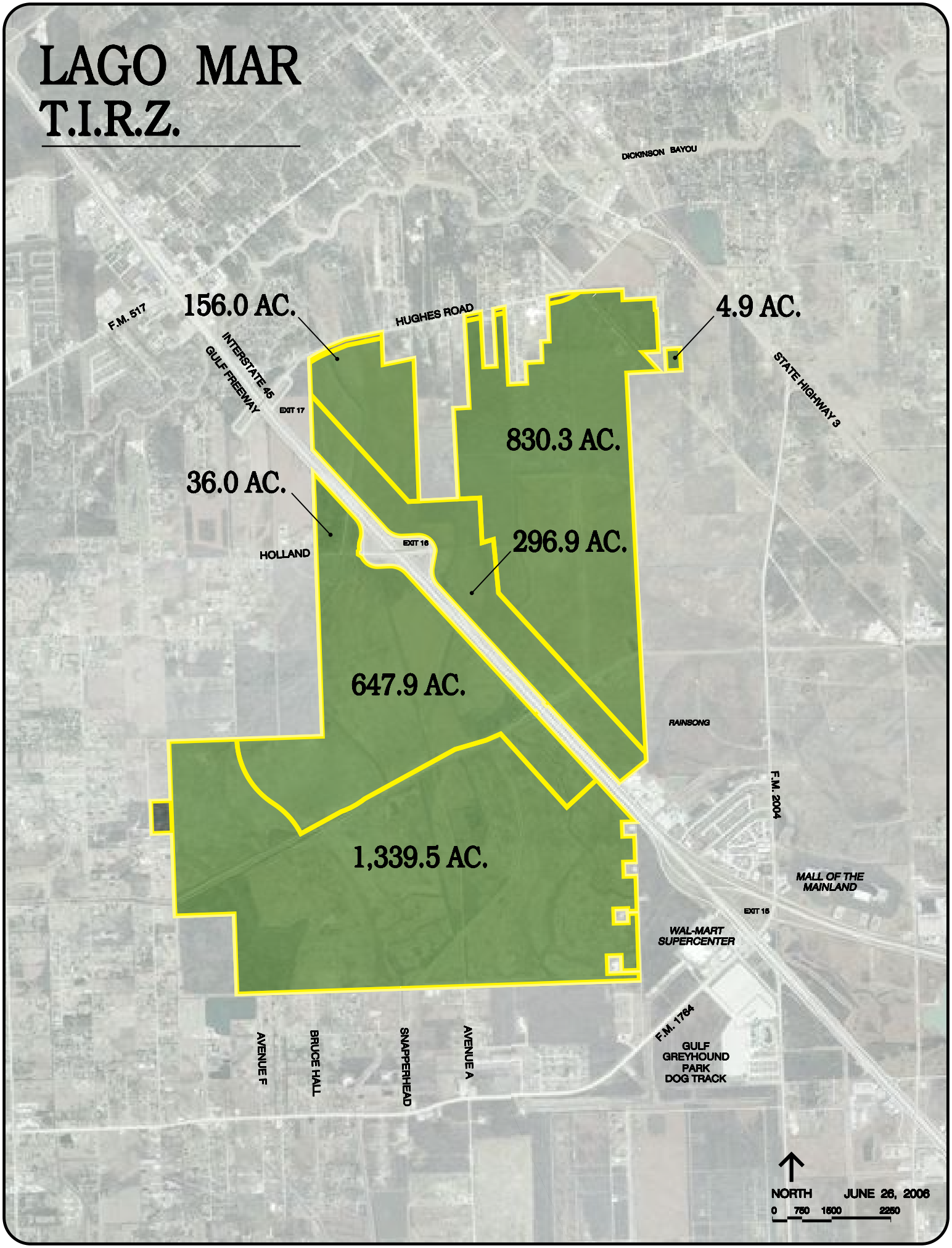


FIGURE 2.

2. Existing Conditions

The property is irregular in shape and includes several non-contiguous parcels. The total area of the site is 3,333.8 acres but is divided by Interstate 45 resulting in 1,300.7 acres east of the interstate and 2,033.1 acres west of I.H. 45. The site is generally located south of Hughes Road, north of F.M. 1764, west of F.M. 2004 and east of F.M. 646. Except for 9.6 acres on the west side of the tract that is located in the unincorporated portions of Galveston County and approximately 12.6 acres fronting on Hughes Road that is located in the City of Dickinson the site is located within the corporate limits of the City of Texas City.

Figure #4 – Texas City Limit

Interstate 45 divides the property resulting in approximately 2.3 miles of freeway frontage on the west side of Interstate 45, (southbound) and approximately 2.1 miles of frontage on the eastside of Interstate 45, (northbound). Holland Road, an east/west major thoroughfare will be constructed across the middle of the site extending from its existing interchange with Interstate 45. Hughes Road bounds the site on the north and although numerous out tracts fragment the northern boundary the site has approximately 3,200 feet of frontage on the existing major thoroughfare.

The property is currently vacant and unimproved, consisting of coastal plain used for cattle grazing. The terrain is flat with elevations ranging between 18 and 22 feet. Except for the southwest corner of the property, which is heavily wooded, the site has only scattered trees located along fencerows and along drainage canals.

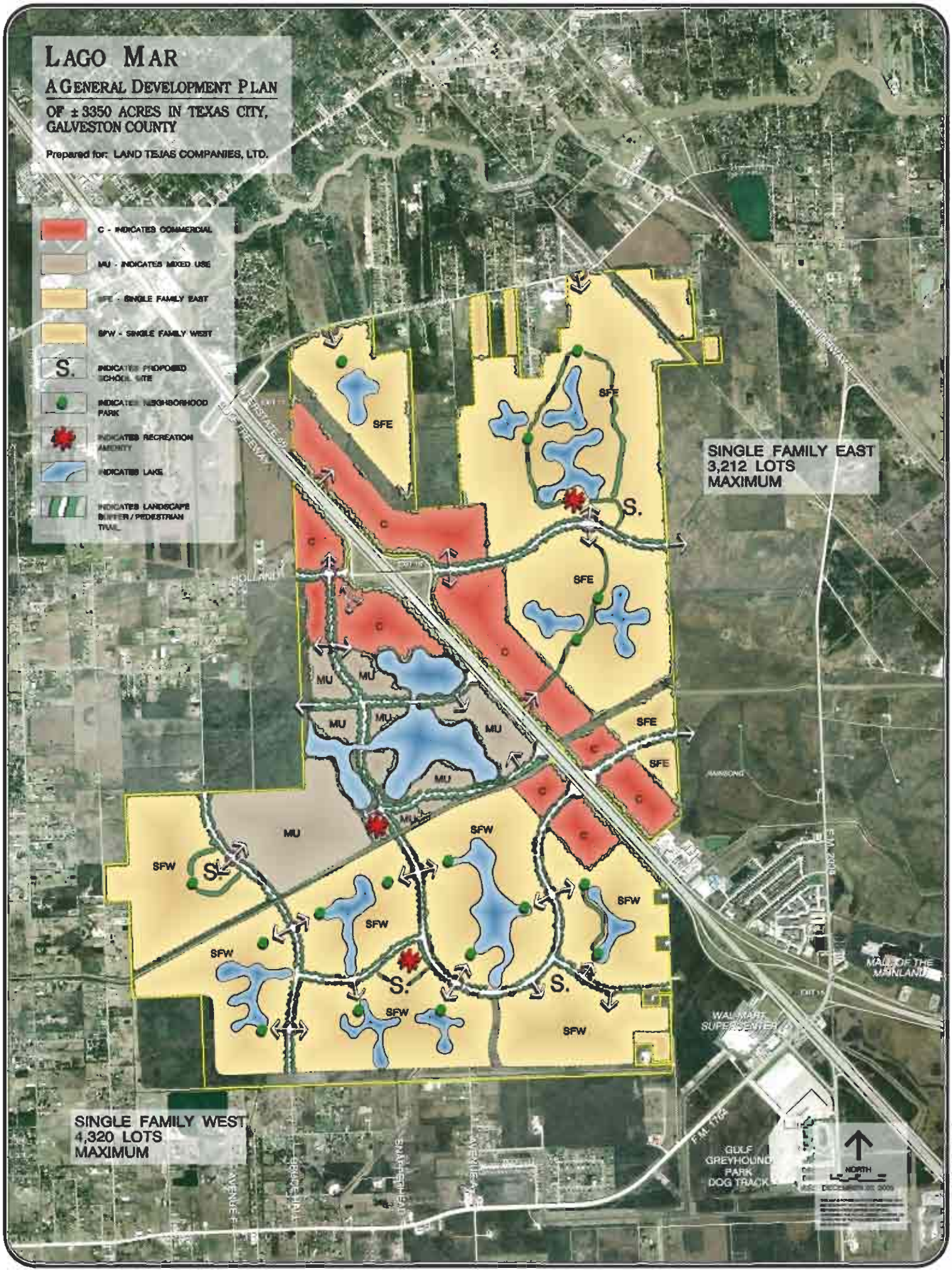
LAGO MAR
EXISTING CONDITIONS
4.86
ACRES
1300.59
ACRES
2037.08
ACRES

FIGURE 5.

The Gulf Coast Water Authority fresh water canal crosses east/west through the site and divides the drainage flows on the site. Storm water north of the canal will drain into Dickinson Bayou, located north of the site, through Metzler Gully and Galveston County Drainage District Number 2. Storm water south of the canal will drain into Highland Bayou located in Galveston County Drainage District Number 1, south of the site.

In addition to the G.C.W.A. canal the site is encumbered with a total of six existing easements that run through the site. In the far northeast corner, the Galveston Houston Railway Electric Company has a 100' easement that cuts off a small part of the corner tract as it runs from the southeast to the northwest. Running in a Northeast to Southwesterly direction, the Coastal Transmission Corporation Pipeline has a 30' easement through the northern part of the tract. Also, the Pan American Gas Company and Houston Pipeline Company have almost parallel easements that runs along the center of the tract in a Southeast to Northwesterly direction. The Pan American Gas Company Pipeline has a 20' easement and the Houston Pipeline Company, a 30' easement.

Detailed studies are currently being preformed to identify and properly manage all existing natural amenities that might exist on the site, including jurisdictional wetlands. It is the developer's intention to utilize the natural amenities in the plan for Lago Mar. Additionally, the developer will look for opportunities to incorporate into the open space plan other existing site encumbrances such as pipeline corridors and the G.C.W.A. canal for use as pedestrian corridors or green belts.


LAGO MAR
A GENERAL DEVELOPMENT PLAN
OF ± 3350 ACRES IN TEXAS CITY, GALVESTON COUNTY
Prepared for: LAND TEJAS COMPANIES, LTD.
C - INDICATES COMMERCIAL
MU - INDICATES MIXED USE
SFE - SINGLE FAMILY EAST
SFW - SINGLE FAMILY WEST
S. INDICATES PROPOSED SCHOOL SITE
INDICATES NEIGHBORHOOD PARK
INDICATES RECREATION AMENITY
INDICATES LAKE
INDICATES LANDSCAPE BUFFER / PEDESTRIAN TRAIL
SINGLE FAMILY EAST
3,212 LOTS
MAXIMUM
SINGLE FAMILY WEST
4,320 LOTS
MAXIMUM
SFE
SFW
MU
C
S.
HOLLAND
WAL-MART SUPERCENTER
MALL OF THE MAINLAND
GULF GREYHOUND PARK DOG TRACK
NORTH

3. Proposed Land Use

The proposed General Development Plan, Figure 6, presents a mixed use, master-planned community with low density residential offering a wide range of attractive and affordable housing in well-defined neighborhoods.

Lago Mar will feature a large lake, centrally located within the development, visible from Interstate 45 and surrounded by a variety of land uses, including commercial, office, residential, civic and recreation. Adherence to the P.U.D. document, deed restrictions and design guidelines requiring cohesive design, landscape, and signage will serve to give common sense of place and will unify the development on both sides of Interstate 45. Much of the frontage on Interstate 45 will be developed into commercial uses. The project will accommodate market demands for individual pad sites and big-box users, but will also promote the integration and construction of life style centers. Entertainment will be a primary component of the commercial areas. Lakes will be afforded frontage on I-45 to offer views to the development and promote Lago Mar as a destination. Additional areas will be developed for alternative residential uses, and incorporated into the mixed-use areas.

A strong architectural theme will be promoted through deed restrictions and design guidelines. "Place makers" like clock towers, street furniture, public art, and designer street lamps and signage will reinforce the theme.

Early implementation of a landscape plan along the frontage of Interstate 45 will create identity for the project and the City of Texas City. (See Figures 7a and 7b.) A minimum building and parking setback of 50 feet will be provided adjacent to Interstate 45, exceeding the City's requirements within the "Gateway Overlay District". Within the 50' wide setback a 30-foot wide landscape planting reserve will parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hardwood or other decorative trees with a 4" caliber trunk, and a 12-foot wide planting band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub. At various locations along the interstate the landscape buffer will be augmented with a number of landscape features. (See Figure 7c) Landscape features will include a variety of project monuments and freeway frontage will be reserved for the large lake amenity in order to vary the look and experience of driving along the freeway.

The residential development will be divided into separate villages, each with unique identity, signage and marketing characteristics. Figure 8. is an illustration of the type of residential development that is anticipated on the west side of Interstate 45. The plan represents the diversity of lot sizes and the lot mix that is anticipated throughout Lago Mar in similar ratio and mix.

We anticipate that many of the residential villages will be gated with private streets and most will feature wet bottom detention lakes as an amenity. Recreation sites will be provided and a pedestrian trail/greenbelt will interconnect the neighborhood cells with the recreation sites and amenity areas. On each side of the major roads will be a landscape reserve and setback sufficient for a curvilinear, meandering pathway and landscape features like benches, plazas, landscape screening and buffers. Strategically located throughout the community will be various recreational reserves.

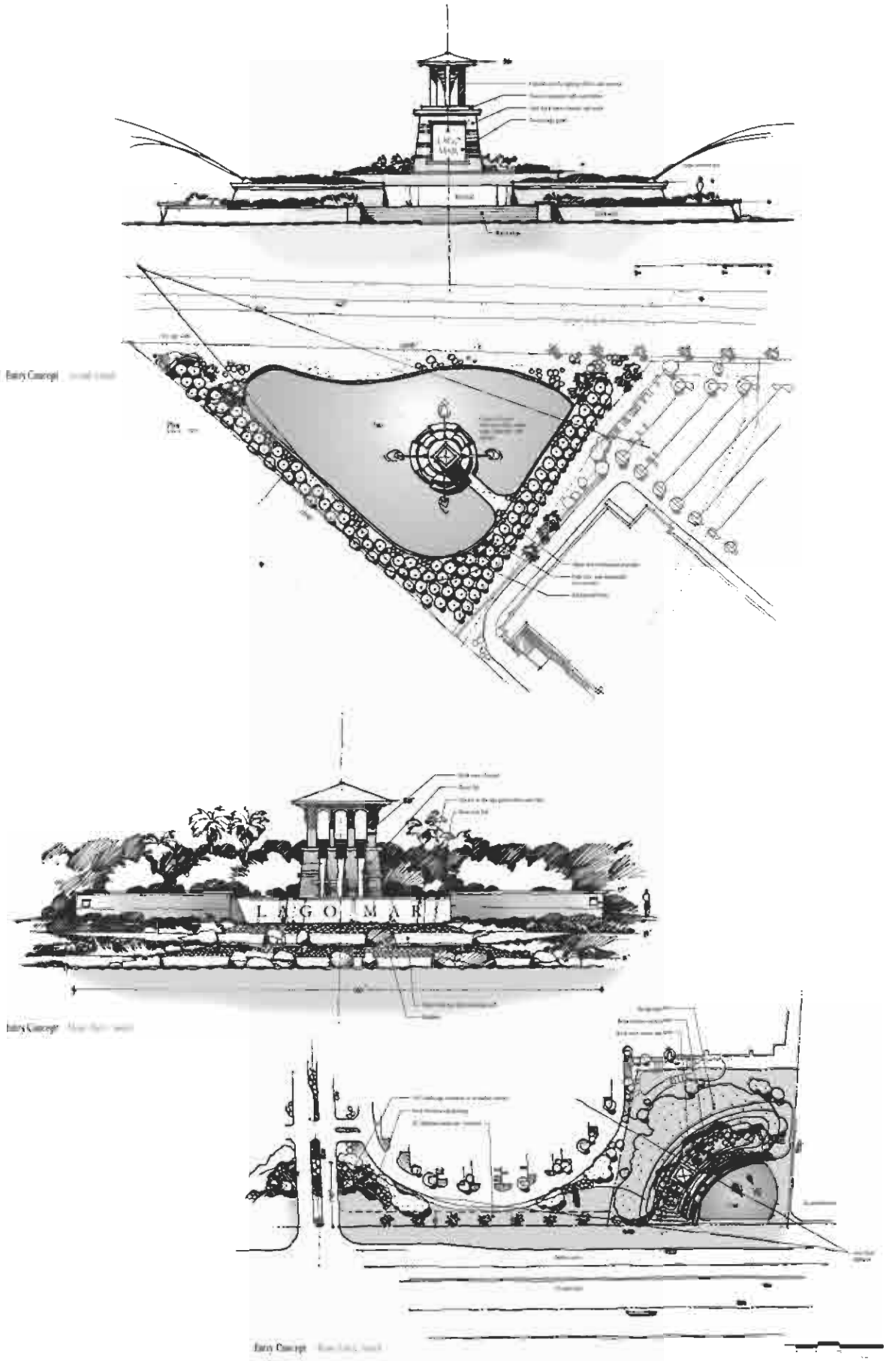
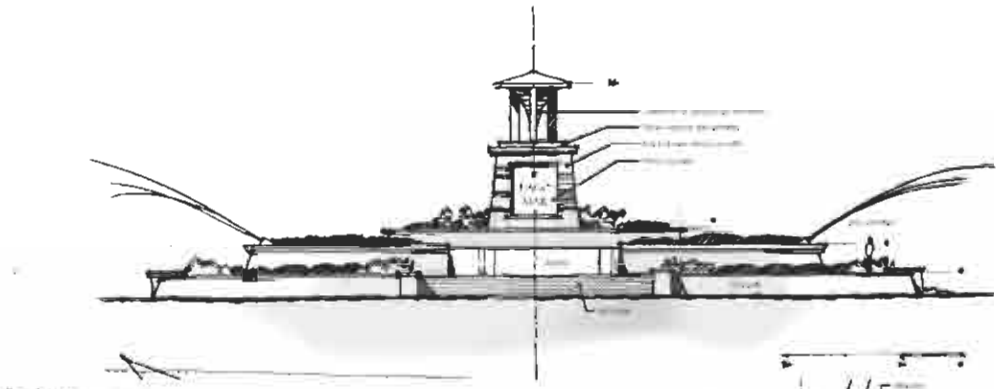
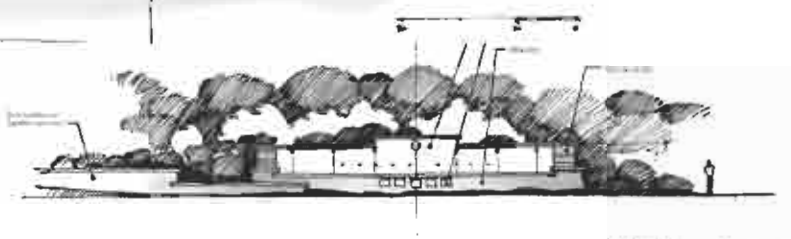
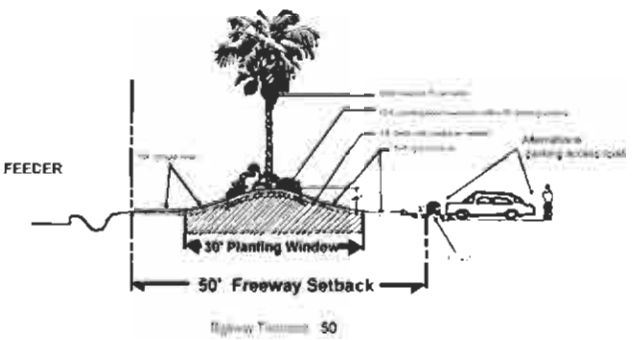


FIGURE 7a.

THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND NOTHING PRESENTED ON THIS PLAN SHALL OBLIGATE THE LAND TEJAS COMPANIES, L.P. OR ANY OTHER ENTITY. PUBLIC OR PRIVATE TO CONSTRUCT FACILITIES AS SHOWN.







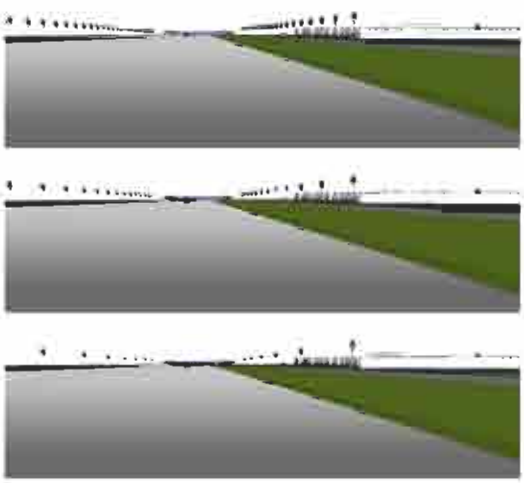
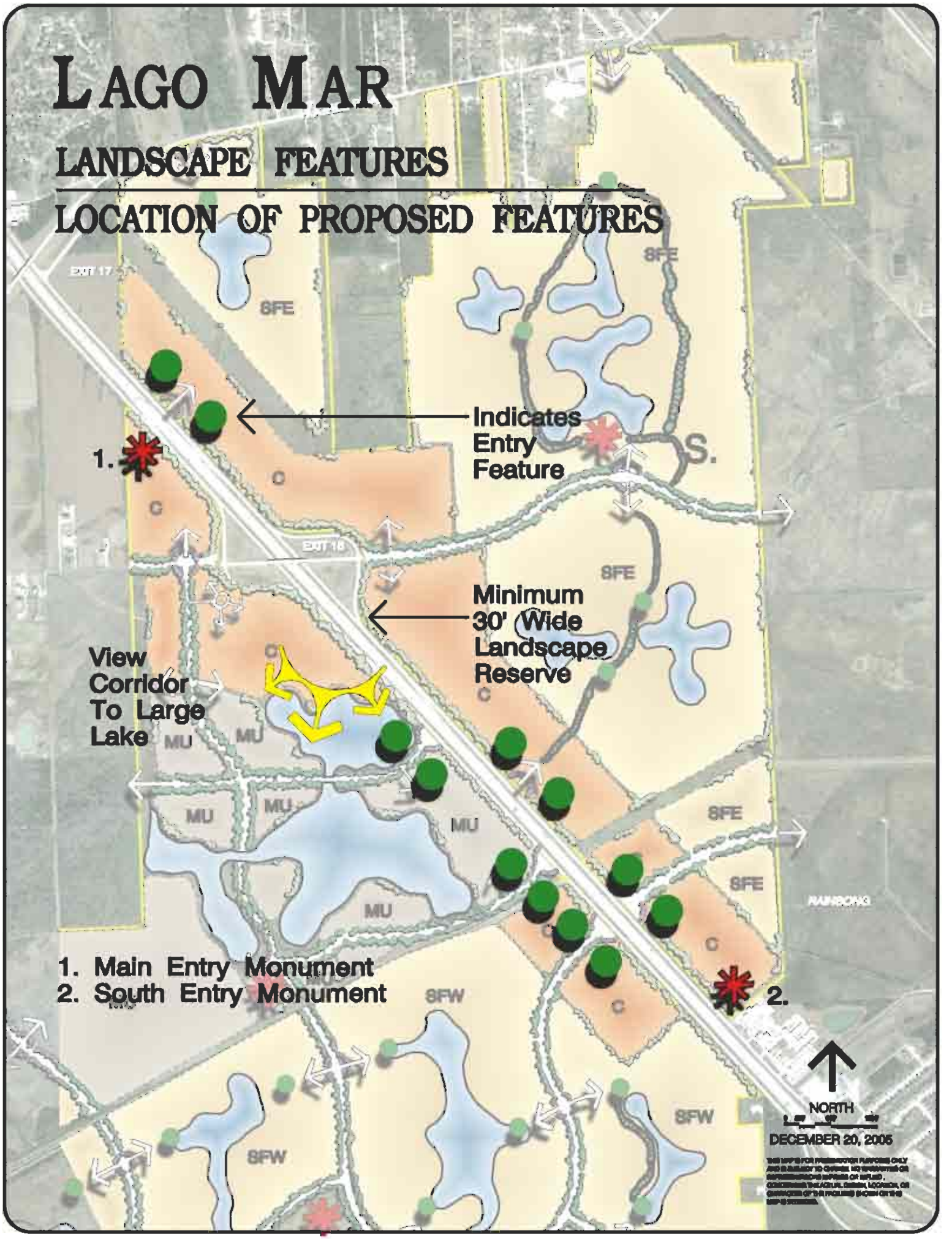


FIGURE 7b.

THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND NOTHING PRESENTED ON THIS PLAN SHALL OBLIGATE LAND TEJAS COMPANIES, L.P. OR ANY OTHER ENTITY, PUBLIC OR PRIVATE TO CONSTRUCT FACILITIES AS SHOWN


LAGO MAR
LANDSCAPE FEATURES
LOCATION OF PROPOSED FEATURES
EXIT 17
EXIT 18
SFE
SFW
C
MU
S.
1.
2.
Indicates Entry Feature
Minimum 30' Wide Landscape Reserve
View Corridor To Large Lake
1. Main Entry Monument
2. South Entry Monument
NORTH
DECEMBER 20, 2005

LAGO MAR

A SCHEMATIC PLAN

OF SINGLE FAMILY RESIDENTIAL WEST
1,349.2 ACRES IN TEXAS CITY, TEXAS

LOT SIZE	QTY.	%
40'	352	8%
40' VAR	442	11%
45'	133	3.5%
50'	1129	27%
55'	374	9%
60'	901	22%
65'	581	14%
70'	96	2%
75'	115	3.5%

TOTAL LOTS 4123

3.2 D.U./AC.

NORTH 12-20-05

0 200 400 1000

Prepared by Vernon G. Henry & Associates, Inc.
Planning Consultants and Landscape Architects

A large lake will be located near the main project entry and an adjacent recreation area will include a club building providing a meeting place for the community in addition to dressing rooms for a swimming pool. This area will also include a playground and picnic facilities. Centrally located in the community will be additional large recreational areas designed for more active sports including athletic fields for soccer, football, softball and baseball. A basketball pavilion, volleyball courts and additional playground equipment will be provided. A separate area will be established for the construction of a "splash pad" water park and additional swimming pool. The athletic fields will be located adjacent to the proposed school site to create additional synergy for the site.

On-site storm water detention will be provided throughout the project utilizing permanent lakes as additional recreational amenities and open space features.

Table 1 below illustrates the composition of land uses proposed for the development.

Table 1: Composition of Land Usage

Land Use	Acres within total site	Mix within total site	Acres within Texas City P.U.D	Mix within Texas City P.U.D.
Single Family Residential	1,805.0	54.0%	1,782.8	54.0%
Commercial	468.8	14.0%	468.8	14.0%
Mixed Use	250.0	7.5%	250.0	7.5%
Schools	63.0	2.0%	63.0	2.0%
Open Space	165.0	5.0%	165.0	5.0%
Pipeline and Drill Sites	80.0	2.5%	80.0	2.5%
Thoroughfare Right-of-way	27.0	1.0%	27.0	1.0%
Storm Water Detention and Drainage	475.0	14.0%	475.0	14.0%
TOTAL	**3,333.8**	**100%**	**3,321.2**	**100%**

Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts. No less than 5 percent of the total area shall be set-aside as common landscape areas, and does not include utility or pipeline easements,

drainage easements, or the water surface area within detention basins. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

The Planned Unit Development will be divided into four land use zones.

1. Single Family Residential East
2. Single Family Residential West
3. Mixed Use
4. Commercial

Table 2 below illustrates the total areas within each zone.

Table 2: Land Use Zones – Area Calculations

Land Use	Acres within total site	Percentage of total site	Acres within Texas City P.U.D	Percentage within Texas City P.U.D.
Single Family Residential East	1,003.8	30.0%	991.2	30%
Single Family Residential West	1,349.2	40.0%	1,339.5	40.0%
Mixed Use	458.2	14.0%	458.2	14.0%
Commercial	522.6	16.0%	522.6	16.0%
TOTAL	**3,333.8**	**100%**	**3,311.5**	**100%**

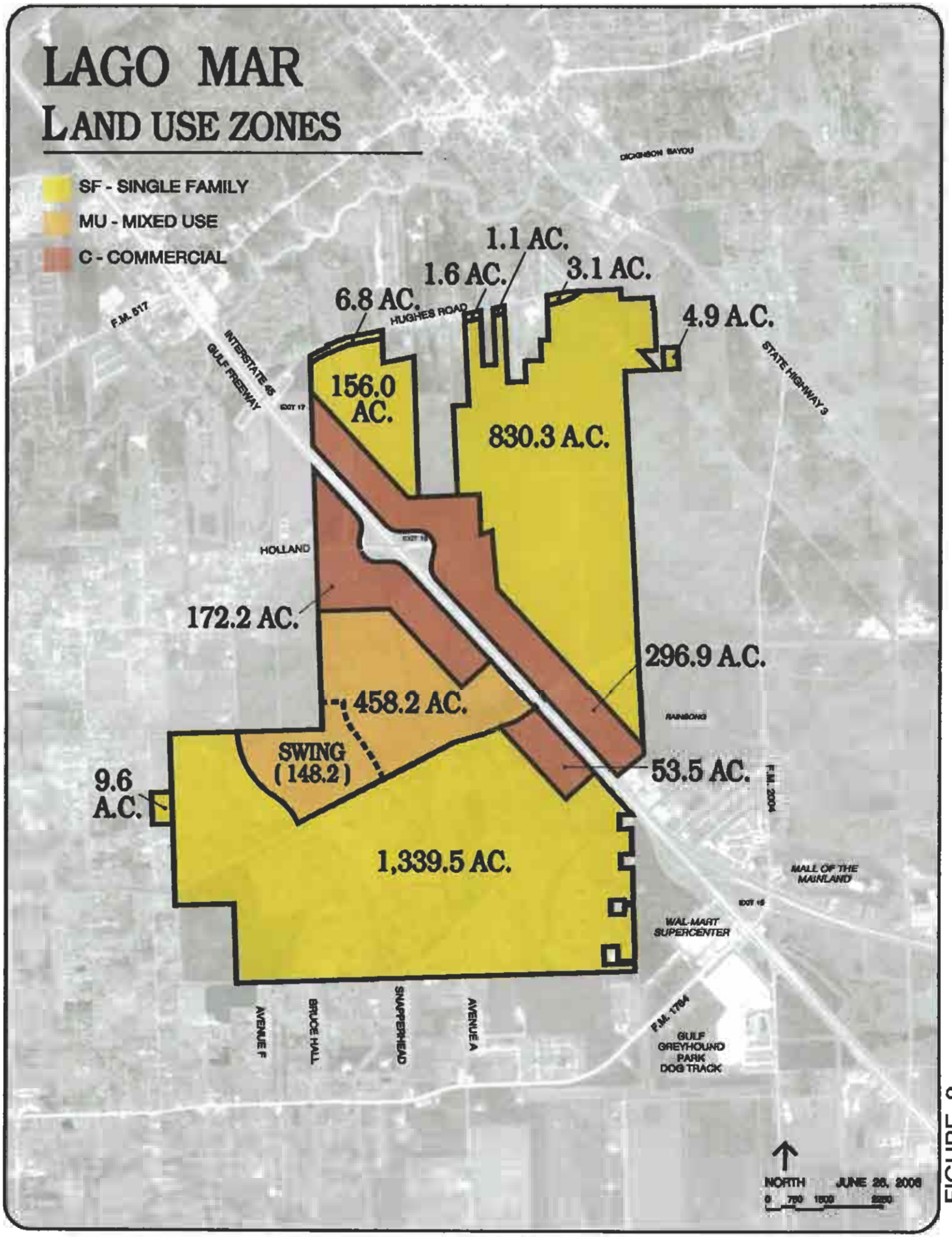

LAGO MAR
LAND USE ZONES
SF - SINGLE FAMILY
MU - MIXED USE
C - COMMERCIAL
DICKINSON BAYOU
1.1 AC.
1.6 AC.
3.1 AC.
6.8 AC.
HUGHES ROAD
4.9 A.C.
F.M. 517
INTERSTATE 45
GULF FREEWAY
EXIT 17
STATE HIGHWAY 3
156.0 AC.
830.3 A.C.
HOLLAND
EXIT 16
172.2 AC.
296.9 A.C.
458.2 AC.
RAINBOW
SWING (148.2)
9.6 A.C.
53.5 AC.
F.M. 2004
1,339.5 AC.
MALL OF THE MAINLAND
EXIT 15
WAL-MART SUPERCENTER
AVENUE F
BRUCE HALL
SNAPPERHEAD
AVENUE A
F.M. 1764
GULF GREYHOUND PARK DOG TRACK
NORTH
JUNE 28, 2006
0 750 1500 3000

FIGURE 9.

SF-W Single Family West

(a) Purpose of District:

Single family residential provides for single-family detached dwellings. Lot sizes will range between 40 and 75 feet in width and diversity of lot sizes will be encouraged. Smaller lots, lots less than 6,000 s.f., must not encompass more than 250 lots within a single contiguous area. And lots less than 6,000 s.f., will be limited in number and will be integrated into the community having the same requirements for quality landscape and architectural standards, being a part of the same homeowners association and having access to the same amenities as larger lots. Larger "custom" lots (lots wider than 75 feet) may also be provided. This district is intended to accommodate public or parochial schools, churches, parks, or governmental uses other than prisons or halfway houses.

(b) Principal uses may include.

1. Single Family detached residential dwellings.
2. Public and non-profit institutions of an educational or religious function, excluding corrective institutions and hospitals.
3. Government buildings.
4. Public utility uses.
5. Public and private, noncommercial parks, playgrounds, or community centers.

(c) Accessory uses.

1. Private garage.
2. Guest quarters.
3. Private swimming pools.
4. Other uses which are subordinate to, and incidental to, the principal use.

(d) General Conditions:

1. The maximum number of total lots shall not exceed 3.2 lots per gross acre or 4,320 lots. (1,349.2 X 3.2 = 4,317)

2. Diversity of lot size.

    - Maximum number of “front load” 40’ wide lots shall not exceed 431 lots, ten percent of the total lots.

    - Maximum number of “rear load” 40’ wide lots shall not exceed 647 lots, fifteen percent of the total lots.

    - Maximum number of all lots less than 50’ wide lots shall not exceed 971 lots, twenty two and one half percent of the total lots.

    - Maximum number of 50’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 55’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 60’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 65’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 70’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 75’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

      (For the purpose of calculating lot width, Lot dimensions shall be rounded down to nearest 5-foot increment.)

3. Area Requirements:

    a. Except as provided in subsection (b), the minimum Lot Size shall be 6,000 square feet.
    b. Up to twenty two and one half (22.5%) percent of the total lots, (994 lots) may be less than 6,000 square feet, provided the

number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 4,000 square feet

c. Except as provided in subsection (d) the minimum Lot Width shall be 50 feet in width, measured at the front building line.
d. Up to twenty two and one half (22.5%) percent of the total lots, (994 lots) may be less than 50 feet in width, provided the number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 40 feet in width, measured at the front building line.
e. Minimum Lot Depth – 100 feet in depth.
f. Maximum Lot Coverage – No more than 60% of the total lot area shall be covered by structures. At least 10% of the total lot shall be provided as permeable area.

4. Yard Requirements (Setbacks)

a. Except as provided in subsections (b) and (c), Front yards shall be at least twenty-five (25) feet.
b. Except as provided in subsection (c), Front yards on lots facing the circular turnaround on a cul-de-sac street shall be at least twenty (20) feet.
c. Front Yards on lots where vehicular access is provided from an alley, and a minimum 1/3 of the front width of the house is a porch may be a minimum of ten (10) feet.
d. Side Yards on Corner Lots shall be a minimum of fifteen (15) feet.
e. Side Yards on Key Lots shall be a minimum of twenty-five (25) feet.
f. Side Yard on interior lots shall be a minimum of five (5) feet.
g. Rear Yards shall be a minimum of 20 feet, except detached garage and accessory buildings may be five (5) feet. No improvements may encroach upon an easement.

5. Height Restrictions:
No building shall exceed thirty-five (35) feet in height.

6. Open Space:

Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins.

Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become an added potential “no-mans” land.

SF-E Single Family East

(a) Purpose of District:

Single family residential provides for single-family detached dwellings. Lot sizes will range between 40 and 75 feet in width and diversity of lot sizes will be encouraged. Smaller lots, lots less than 6,000 s.f., must not encompass more than 250 lots within a single contiguous area. And lots less than 6,000 s.f., will be limited in number and will be integrated into the community having the same requirements for quality landscape and architectural standards, being a part of the same homeowners association and having access to the same amenities as larger lots. Larger "custom" lots (lots wider than 75 feet) may also be provided. This district is intended to accommodate public or parochial schools, churches, parks, or governmental uses other than prisons or halfway houses.

(b) Principal uses may include.

1. Single Family detached residential dwellings.
2. Public and non-profit institutions of an educational or religious function, excluding corrective institutions and hospitals.
3. Government buildings.
4. Public utility uses.
5. Public and private, noncommercial parks, playgrounds, or community centers.

(c) Accessory uses.

1. Private garage.
2. Guest quarters.
3. Private swimming pools.
4. Other uses which are subordinate to, and incidental to, the principal use.

(d) General Conditions:

1. The maximum number of total lots shall not exceed 3.2 lots per gross acre, or 3,212 lots. (1,003.8 X 3.2 = 3,212)

2. Diversity of lot size.
    - Maximum number of "front load" 40' wide lots shall not exceed 321 lots, ten percent of the total lots.

- Maximum number of “rear load” 40’ wide lots shall not exceed 481 lots, fifteen percent of the total lots.
- Maximum number of all lots less than 50’ wide lots shall not exceed 722 lots, twenty two and one half percent of the total lots.
- Maximum number of 50’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 55’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 60’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 65’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 70’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 75’ wide lots shall not exceed 963 lots, thirty percent of the total lots.

  (For the purpose of calculating lot width, Lot dimensions shall be rounded down to nearest 5-foot increment.)

3. Area Requirements:

    a. Except as provided in subsection (b), the minimum Lot Size shall be 6,000 square feet.
    b. Up to twenty-two and one half (22.5%) percent of the total lots, (731 lots) may be less than 6,000 square feet, provided the number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 4,000 square feet.
    c. Except as provided in subsection (d) the minimum Lot Width shall be 50 feet in width, measured at the front building line.
    d. Up to twenty two and one half (22.5%) percent of the total lots, (731 lots) may be less than 50 feet in width, provided the number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 40 feet in width, measured at the front building line.
    e. Minimum Lot Depth – 100 feet in depth.
    f. Maximum Lot Coverage – No more than 60% of the total lot area shall be covered by structures. At least 10% of the total lot shall be provided as permeable area.

4. Yard Requirements (Setbacks)

    a. Except as provided in subsections (b) and (c), Front yards shall be at least twenty-five (25) feet.
    b. Except as provided in subsection (c), Front yards on lots facing the circular turnaround on a cul-de-sac street shall be at least twenty (20) feet.
    c. Front yards on lots where vehicular access is provided from an alley, and a minimum 1/3 of the front width of the house is a porch may be a minimum of ten (10) feet.
    d. Side Yards on Corner Lots shall be a minimum of ten (10) feet.
    e. Side Yards on Key Lots shall be a minimum of twenty-five (25) feet.
    f. Side Yards on interior lots shall be a minimum of five (5) feet.
    g. Rear Yards shall be a minimum of 20 feet, except detached garage and accessory buildings may be five (5) feet. No improvements may encroach upon an easement.

5. Height Restrictions
   No building shall exceed thirty-five (35) feet in height.

6. Open Space
   Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins.

   Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential “no-mans” land.

MIXED USE

(a) Purpose of District:

The mixed–use areas in Lago Mar are envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City. The mixed-use district is intended to permit an extensive variety of uses that serve as a transition zone from intensive commercial and higher density residential uses.
Intended to create large areas of compatible and mutually supportive activities the Mixed-Uses in Lago Mar will be appropriately landscaped, and requires the allowed uses to demonstrate adherence to higher development performance standards listed below and in the Developer's land use covenants and design guidelines. 148.2 acres of land located in the southwest quadrant of the Mixed-Use district is considered a "swing" area, (See Figure 9), and may be used for single-family purposes. If the swing area is developed for single-family use, then all of the conditions for the SF-W, Single-Family West District shall apply to the swing area, except: The maximum number of lots shall not exceed 3.2 lots per gross acre or 474 lots. (148.2 x 3.2 = 474)

(b) Principle uses may include:

1. Townhouse Residential
2. Multi-Family Residential
3. Office
    a. Administrative Offices
    b. Business and commercial schools
    c. Schools, Day Care and kindergartens
    d. Financial institutions
    e. Government buildings and uses
    f. Medical services
    g. Veterinary clinics where all activities are conducted within a totally enclosed building
    h. Nursing homes.
4. Neighborhood Services
    a. Retail stores and food markets
    b. Personal and professional services including barber and beauty shops and dry cleaning
    c. Minor repair shops: automotive repair excluded.
    d. Cafes, restaurants or cafeterias.
    e. Automobile service stations
4. General Business

a. Motion picture theaters.
b. Spa, health studio, or fitness centers
c. Bowling alley, skating rinks, amusement arcades.
d. Hotels and motels

5. Educational, Religious and Civic Uses.

a. Churches
b. Private, non profit, for profit schools
c. Municipal and Civic Uses.

(c) Accessory uses.

1. Paved automobile parking lots incidental to the principal use.
2. Other uses, which are subordinate to, and incidental to, the principal uses.

(d) General Conditions:

1. Townhouse Residential:

a.	The total number of units shall not exceed.	300 units
b.	The minimum lot area	2,904 sq. ft.
c.	The minimum lot width	30 feet
d.	The minimum lot depth	90 feet
e.	The minimum front yard setback	25 feet / 10 feet if vehicular access is from a rear alley and 1/3 of the front width of the house is a porch.
f.	The minimum rear yard setback	20 feet / 5 feet if vehicular access is from a rear alley.
g.	The minimum side yard setback	0 feet between units; 6 feet at the end of each building complex
h.	The minimum side yard of corner lots	15 feet on street side
i.	The maximum lot coverage by structures	50 percent
j.	The maximum lot coverage by structures, driveways and parking	70 percent
k.	The maximum height.	35 feet

2. Multi-Family Residential:

a.	The total number of units shall not exceed.	1,250 units (see n.)
b.	The maximum Residential Density	25 units per acre
c.	The minimum lot width	80 feet
d.	The minimum lot depth	100 feet
e.	The minimum front yard setback	25 feet
f.	The minimum rear yard setback	20 feet
g.	The minimum side yard setback	20 feet
h.	The minimum distance between structures	20 feet
i.	The maximum lot coverage by structures	75 percent
j.	The maximum lot coverage by structures, driveways and parking	87.5 percent
k.	The maximum height.	36 feet or 3 stories

l. Multi-family developments larger than 1 acre are required to have more than one point of access to the development from public streets adjacent to the boundaries of the development.

m. All multi-family projects must be gated and shall provide buffering on the subject property. The screening may be a minimum eight (8) foot high masonry wall or a 30-foot wide landscape buffer.

n. The maximum number of units that can be built in a single development cannot exceed 750 units. Each separate multi-family development must be separated by a lake or an open space buffer a minimum three hundred (300) feet wide. If not separated by a lake or open space buffer, must be located at least 600 feet away from any other multi-family development.

o. Except as otherwise provided in this section, each multi-family residential development shall provide open space in accordance with the following schedule:

Dwelling Unit Size	Square Feet Open Space required per Dwelling Unit
Efficiency	200
1 Bedroom	240
2 Bedroom	320
3 Bedroom	440
4 Bedroom	500

For purposes of this section, "open space" shall mean land within the development plat boundary that is not covered by buildings, covered walkways, parking spaces, private streets or driveways. Areas counted, as open space shall be a minimum of 10 feet in all directions. In lieu of the requirements above, a multi-family development may provide for open space by providing at least ten percent of the total land area in the development as open space. Enclosed amenities, such as exercise or game room, may constitute up to 15 percent of the open space required.

3. Commercial and Mixed Uses:

1.	The minimum lot area	None
2.	The minimum lot width	None
3.	The minimum lot depth	None
4.	The minimum front yard setback	50 feet from Interstate 45, 25 feet from any other public or private street.
5.	The minimum rear yard setback	30 feet if adjacent to any Residential Zone
6.	The minimum side yard setback	50 feet from Interstate 45, 25 feet from any other public street, 30 feet if adjacent to any Residential Zone.
7.	The minimum distance between detached structures	12 feet
8.	The maximum lot coverage by structures	65 percent
9.	The maximum lot coverage by structures, driveways and parking	90 percent
10.	The Maximum height.	No requirement

4. Parking requirements. All development within the Commercial Zone will meet or exceed the minimum parking requirements specified in the City's Zoning Ordinance, Section 40-56

5. Screening requirements. A minimum building setback of 50 feet will be provided adjacent to Interstate 45. A 30-foot wide landscape reserve will parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hardwood or other decorative trees with a 4" caliber trunk, and a 12 foot wide planting

band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub. All non-compatible uses shall provide buffering on the subject property, from any other non-compatible use. Compatible uses are defined as uses that are not in conflict with abutting uses as defined by the Compliant Use Matrix, Table 3 that follows. Provided that the desired land use is not listed among the compliant uses, a screening wall, and/or landscape buffer zone must be provided. The maximum height of multi-family buildings along the perimeter of a multi-family project cannot exceed the distance between the multi-family building and the nearest single family lot line and maintain a minimum 1:1 height to distance ratio.

In order to promote a pedestrian oriented development core in the Mixed Use areas in Lago Mar, a landscape buffer or "design solution" may be preferred to a screening wall to buffer specified non-compatible uses. (Uses specified in the Compliant Use Matrix with a **NC1**) A "design solution" may be submitted to and approved by the Architectural Review Committee and by the Texas City City Commission or a continuously maintained, 30 foot wide, landscape buffer may be substituted for a screening wall for specified non-compatible uses provided the following:

a. No structures, at or above ground level, including buildings or parking areas may encroach into the buffer area.
b. Buffers shall be planted with an evergreen plant mix of trees shrubs and flowering plants as specified in the Lago Mar Development Guidelines.

Table 3. Compliant Use Matrix

	Single Family	Townhouse Residential	Multi-Family Residential	Office	Neighborhood Services	General Business
Single Family		**NC1**	**NC**	**NC**	**NC**	**NC**
Townhouse Residential	**NC1**		**NC1**	**C**	**C**	**C**
Multi-Family Residential	**NC**	**NC1**		**NC**	**NC**	**NC**
Office	**NC**	**C**	**NC**		**C**	**C**
Neighborhood Services	**NC**	**C**	**NC**	**C**		**C**
General Business	**NC**	**C**	**NC**	**C**	**C**	

C – Compliant Land Use – No Screening is required.
NC1 – Non – Compliant Land Use - shall provide buffering on the subject property. The screening may be a minimum eight (8) foot high masonry wall, a 30-foot wide landscape buffer or an approved "design solution".
NC – Non – Compliant Land Use - shall provide buffering on the subject property. The screening shall be a minimum eight (8) foot high masonry wall.
If a masonry wall is visible from any public street or place then landscaping must be provided between the wall and the public space to soften the appearance of the wall.

6. Landscape requirements. All mixed use and commercial development within Lago Mar will exceed the minimum landscape requirements specified in the City's Zoning Ordinance, Section 40-63 and shall meet the landscape requirements specified in the developer's commercial deed restrictions and development covenants. In addition, all parking lots shall have at least one tree planted within 50 feet of each parking space and the minimum size of parking lot trees shall be 3-inch caliper and 10 feet high or a reasonable substitute.

7. Open Space. Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

COMMERCIAL

(a) Purpose of District:

The commercial district is intended to permit an extensive variety of commercial uses that are oriented to the freeway including retail trade, personal and business service establishments, offices, hotels, motels, restaurants and commercial recreational uses. The commercial uses in Lago Mar are intended to create an appropriately landscaped, higher intensity use corridor, consistent with the requirements established in the City's Zoning District E-2, Freeway Commercial, and requires the allowed commercial uses to demonstrate adherence to higher development performance standards listed below and in the Developer's land use covenants and design guidelines.

(b) Principle uses:

1. Office.
2. Business and commercial schools.
3. Schools, Day Care and kindergartens.
4. Nursing homes.
5. Veterinary clinics where all activities are conducted within a totally enclosed building.
6. Retail stores and food markets.
7. Personal and professional services including barber and beauty shops and dry cleaning. Excluding tattoo parlors.
8. Minor repair shops: automotive repair excluded.
9. Cafes, restaurants or cafeterias.
10. Automobile service stations.
11. Financial institutions.
12. Government buildings and uses.
13. Automobile, motorcycle, light load truck and motor home sales and leasing.
14. Spa, health studio, or fitness centers.
15. Bowling alley, skating rinks, amusement arcades.
16. Hotels and motels. Minimum 80 rooms per development.
17. Medical services, funeral homes.
18. Hospitals.
19. Ambulance services.
20. Multi-Family Residential.

(c) Accessory uses.

1. Paved automobile parking lots incidental to the principal use.
2. Other uses, which are subordinate to, and incidental to, the principal uses, including plant nursery, lumber sales, equipment and vehicle rental.

(d) General Conditions:

1. Multi-Family Residential:

a.	The total number of units shall not exceed.	1,250 units (see n.)
b.	The maximum Residential Density	25 units per acre
c.	The minimum lot width	80 feet
d.	The minimum lot depth	100 feet
e.	The minimum front yard setback	25 feet
f.	The minimum rear yard setback	20 feet
g.	The minimum side yard setback	20 feet
h.	The minimum distance between structures	20 feet
i.	The maximum lot coverage by structures	75 percent
j.	The maximum lot coverage by structures, driveways and parking	87.5 percent
k.	The maximum height.	36 feet or 3 stories

l. Multi-family developments larger than 1 acre are required to have more than one point of access to the development from public streets adjacent to the boundaries of the development.
m. All multi-family projects must be gated and shall provide buffering on the subject property. The screening may be a minimum eight (8) foot high masonry wall or a 30-foot wide landscape buffer.
n. The maximum number of units that can be built in a single development cannot exceed 750 units. The maximum number of units that can be built in the Commercial Zone west of Interstate 45 cannot exceed 750 units. Each separate multi-family development must be separated by a lake or an open space buffer a minimum three hundred (300) feet wide. If not separated by a lake or open space buffer, must be located at least 600 feet away from any other multi-family development.
o. Except as otherwise provided in this section, each multi-family residential development shall provide open space in accordance with the following schedule:

Dwelling Unit Size	Square Feet Open Space required per Dwelling Unit
Efficiency	200
1 Bedroom	240
2 Bedroom	320
3 Bedroom	440
4 Bedroom	500

For purposes of this section, "open space" shall mean land within the development plat boundary that is not covered by buildings, covered walkways, parking spaces, private streets or driveways. Areas counted, as open space shall be a minimum of 10 feet in all directions. In lieu of the requirements above, a multi-family development may provide for open space by providing at least ten percent of the total land area in the development as open space. Enclosed amenities, such as exercise or game room, may constitute up to 15 percent of the open space required.

2. Commercial

1.	The minimum lot area	none
2.	The minimum lot width	none
3.	The minimum lot depth	none
4.	The minimum front yard setback	50 feet from Interstate 45, 25 feet from any major thoroughfare or collector street, 18 feet from any other public or private street.
5.	The minimum rear yard setback	30 feet if adjacent to any Residential Zone
6.	The minimum side yard setback	50 feet from Interstate 45, 25 feet from any other public street, 30 feet if adjacent to any Residential Zone.
7.	The minimum distance between detached structures	12 feet
8.	The maximum lot coverage by structures	65 percent
9.	The maximum lot coverage by structures, driveways and parking	90 percent
10.	The Maximum height.	No requirement

3. Parking requirements. All development within the Commercial Zone will meet or exceed the minimum parking requirements specified in the City's Zoning Ordinance, Section 40-56

4. Screening requirements. A minimum building setback of 50 feet will be provided adjacent to Interstate 45. A 30-foot wide landscape reserve will parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hard wood or other decorative trees with a 4" caliber trunk, and a 12 foot wide planting band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub. All multi-family and nonresidential development shall provide buffering on the subject property, from any and all adjacent Residential Zone land. The screening shall be a minimum eight (8) foot high masonry wall.

5. Landscape requirements. All development within the Commercial Zone will exceed the minimum landscape requirements specified in the City's Zoning Ordinance, Section 40-63 and shall meet the landscape requirements specified in the developer's commercial deed restrictions and development covenants. In addition, all parking lots shall have at least one tree planted within 50 feet of each parking space and the minimum size of parking lot trees shall be 3-inch caliper and 10 feet high or a reasonable substitute.

6. Open Space. Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

7. Freeway Frontage Road Access. Driveways to Interstate 45 shall be located in accordance with the most recent version of the *Access Management Manual*, as administered by the Texas Department of Transportation, (TXDOT). The total number of driveways and their location may be limited due to the location of freeway access ramps and other denial of access criteria. In addition, all development tracts oriented to the freeway with less than 400 feet of frontage shall be required to provide a joint use private access easement between adjacent tracts fronting the freeway in order to minimize the

total number of access points along the freeway and to facilitate traffic flow between the tracts. The total number of driveways that will be permitted in Lago Mar will be 22 driveways on the south bound service road and 25 driveways on the north bound service road.

8. Signage. Excluding project entry signs identifying the Lago Mar Development, tracts in Lago Mar are limited to building signs and monument signs and must otherwise comply with the City's Sign Ordinance, Chapter 98.

4. Development Schedule

The proposed Lago Mar Planned Unit Development will be built out over a projected period of twenty years, with completion anticipated in 2027. We anticipate many changes in market conditions and public preferences during the development life of this project. Flexibility to respond to those market changes will be key to achieve the highest quality of development possible. Lago Mar will be completed in phases, some phases implemented simultaneously and others sequentially, but each phase will constitute a self-sufficient neighborhood. Each neighborhood will have all the qualities of an independent successful community, including a range of housing opportunities, and prominent open space.

5. Land Use Changes

Land use shall be regulated on a total acreage basis as indicated in Table 1 and by a finite cap on the number of dwelling units. Each land use category, except single family residential, (SFR) may be changed in acreage by up to 15%. SFR may be changed in acreage by up to 5%, as long as the total number of dwelling units does not exceed 4,320 lots west of Interstate 45 and 3,212 lots east of Interstate 45. The "Swing Area" included in the Mixed Use District may include up to 474 lots. Before a proposed land use is changed in area by more than 15%, an amendment to this Plan of Development must be requested and approved by the City of Texas City. No increase will be allowed in the number of multi-family units permitted.

6. Area Mobility

Interstate Highway 45, a limited access, federally controlled freeway, dissects the property and is the primary traffic corridor for north/south traffic in the region. Freeway service roads exist along both sides of the freeway to accommodate local traffic. State Highway 3 and State Highway 6 also provide regional access into and out of the region. And F.M. 646 and F.M. 2004 will become important north/south corridors.

F.M. 517 and F.M. 1764, Emmett Lowry Expressway provides east/west circulation to the area. And The Grand Parkway will be built just north of the site encircling the greater Houston Metropolitan area.

Figure 10 illustrates the existing and planned thoroughfares in the vicinity of the site.

Hughes Road is a major east/west thoroughfare located along the northern boundary of the site. It has an existing interchange with Interstate 45 and is built to the east connecting State Highway 3 to Interstate 45. West of the interstate, Hughes Road is planned to turn south, avoiding Mount Olivet Cemetery, extending to State Highway 6. The P.U.D. will extend the major thoroughfare through the site tying to Bruce Hall Road south of the site. Approximately 7,000 linear feet of the major thoroughfare will be built through Lago Mar.

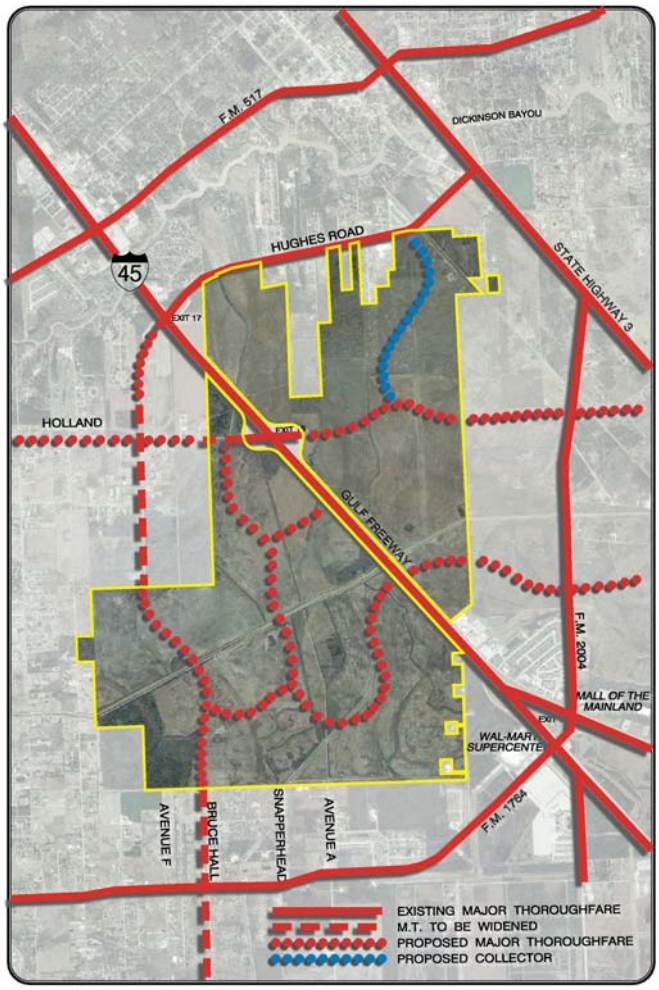


Figure #10 – Major Thoroughfares

Holland Road is a proposed east/west major thoroughfare that will be extended approximately 5,350 feet across the site and will extend east of F.M. 2004 and S.H. 3 to S.H. 146. It is planned to extend west of the site to F.M. 646. The existing interchange at Interstate 45 is planned to be reconstructed to an urban, "spread diamond", interchange.

Central Park Blvd. is a proposed east/west thoroughfare extending thorough the site across F.M. 2004 and serving the west side of Texas City. The thoroughfare will be constructed through the P.U.D. to facilitate a possible future interchange with Interstate 45 and west of the interstate the road will serve as the primary road through Lago Mar, "T-ing" into Holland Road.

Figure 11 illustrates the proposed cross-section for the planned major thoroughfares, including Hughes Road, Holland Road and Central Park Blvd.

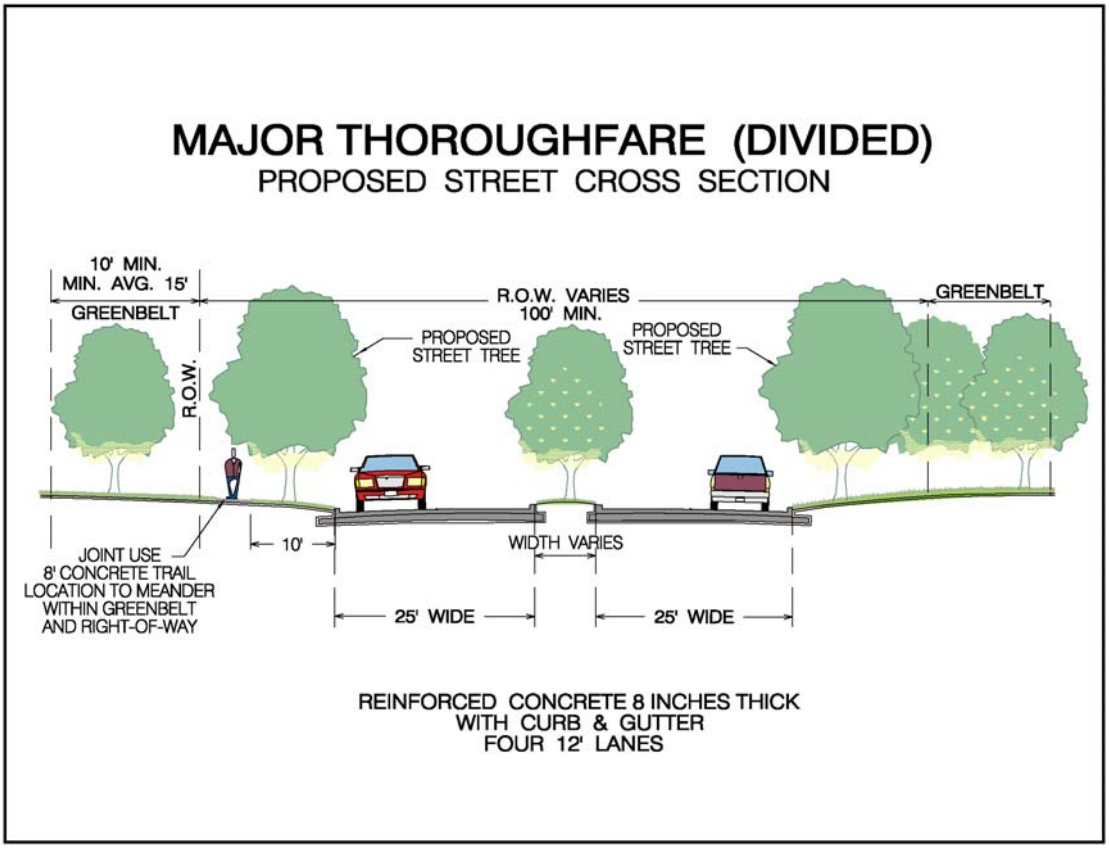


Figure #11 – Major Thoroughfare (Divided)

Lago Mar will be designed to encourage pedestrian trips by providing sidewalks and landscaped greenbelts along the major thoroughfares, collector roads and throughout the development. In lieu of the required 4 foot wide sidewalk the developer will construct an 8 foot wide joint use trail that will meanderer in and out of the landscape buffer.

Collector streets will be located to provide circulation through the development and to carry traffic from minor streets to arterial streets and to commercial areas.

Figure 12 illustrates the proposed cross-section for divided collector streets proposed in Lago Mar. The right-of-way will vary, typically 100 feet and will feature two "cart ways" each with 25' wide paving.

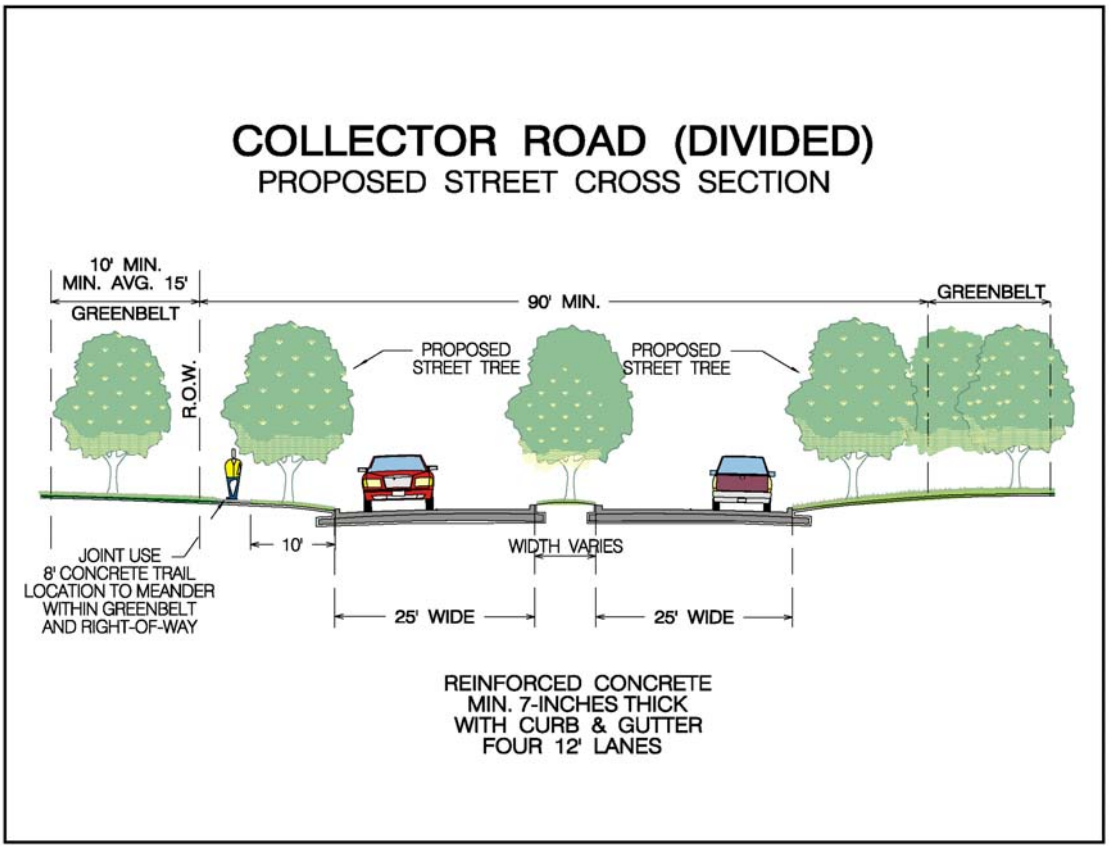


Figure #12 – Collector Road (Divided)

Figure 13 illustrates the proposed cross-section for the undivided collector streets in Lago Mar. The developer will dedicate greenbelts along each side of the collector street to facilitate pedestrian traffic and to screen adjacent land uses.

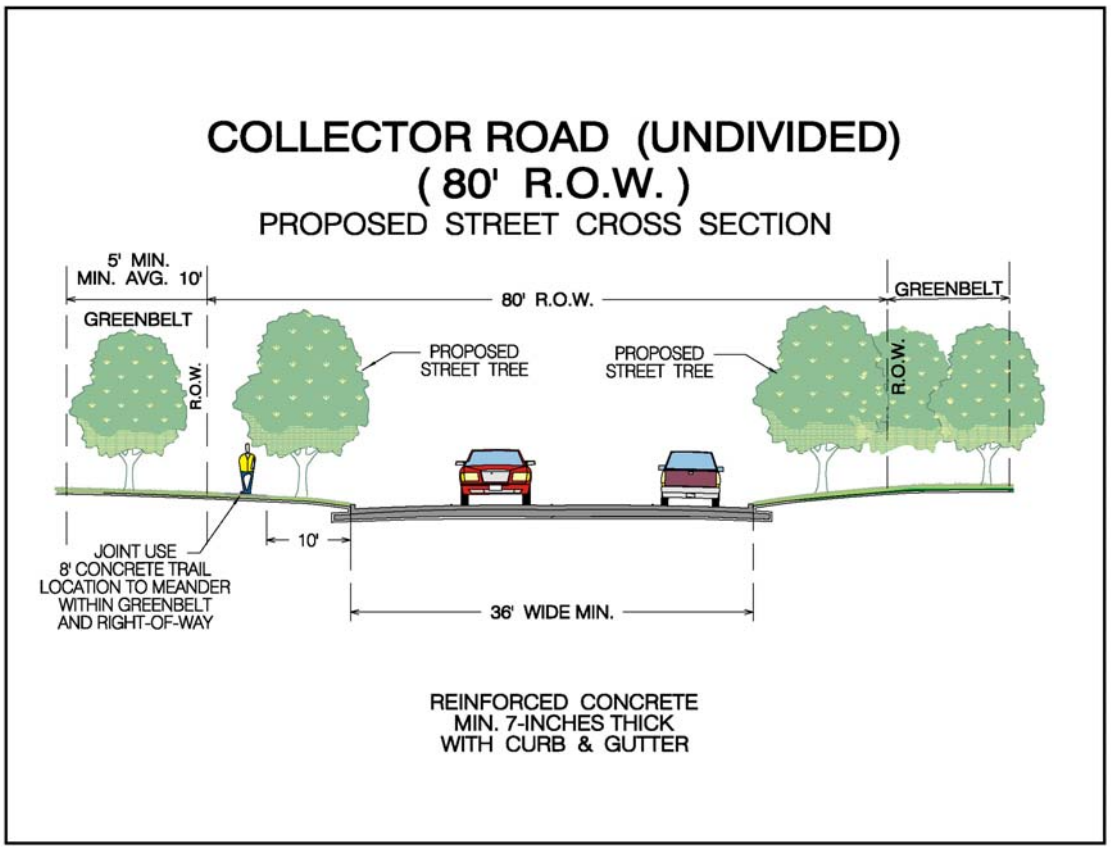


Figure #13 – Collector Road (Undivided)

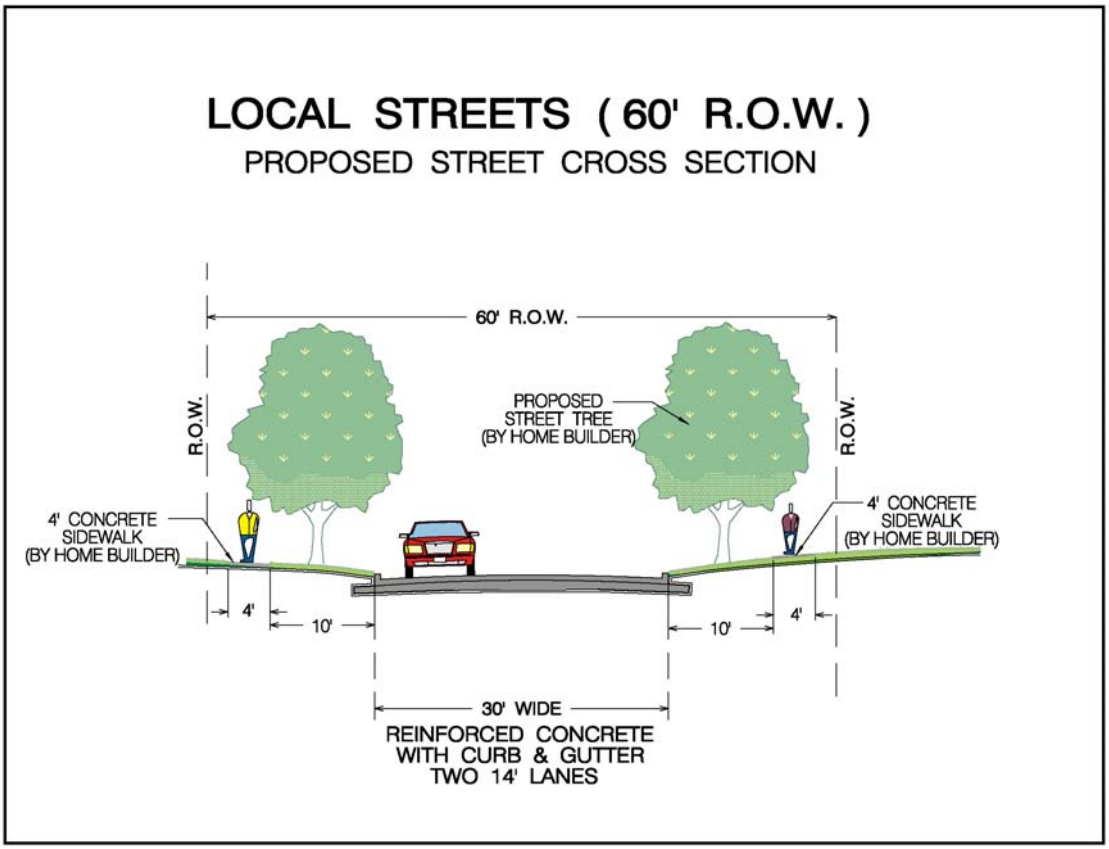


Figure #14 – Local Streets

All local streets, public and private, will be designed and constructed in accordance with the City's design standards and will have a 60' right-of-way and a minimum 30 foot wide paving. In addition to constructing a 4’ wide concrete sidewalk, home builders will be required to plant two street trees on each lot, to be located between the property line and the back of the curb. Lago Mar will be designed to discourage through traffic on minor streets, which will be used to access abutting residential lots.

7. General Conditions

The Developer desires to construct a project with a wide range of housing prices, a diverse selection of lots, and an appropriate spectrum of non-residential land uses to support a quality residential community. The intent of the City's Subdivision Ordinance is to allow special, alternative designs to create a quality environment through the use of a PUD. This includes smaller lot sizes, reduced building setbacks and mixed land uses. Implementation of the plan for *Lago Mar* includes the following design elements and necessitates the granting of the following cited variances:

1. ***Sec. 110-37. (b):*** *No building, repair, pluming or electrical permit shall be issued by the city for any structure on a lot in a subdivision for which a final plat has not been approved and filed for record….*

   We request a variance to permit the construction of certain uninhabited buildings, including sales offices, model homes and community recreation buildings prior to the recordation of the final plat, but after permanent access is available. In order to have available for marketing purposes those facilities as early as possible, it is important to begin construction as soon as permanent access to the properties is provided. We anticipate that a variance will afford the developer approximately a 4 to 6 week "head start" on the construction of the facilities. No building will be inhabited until the subdivision has been approved and filed for record and a certificate of occupancy is awarded.

2. ***Sec. 110-40. (c)*** *Final plat. There shall be no construction of improvements on the proposed subdivision until the final plat has been approved by the planning board, except and unless approved by the city commission…There shall be no lots sold in the proposed subdivision until all improvements are completed in accordance with this section and the final plat has been accepted by the planning board, signed by the mayor and filed for record in the county clerk's office by the city secretary….*

   We request that "all improvements" be defined to include only paving and public utilities, water, sewer and drainage. As long as the contracts to install private utilities are pending we request that the transfer of lots to third party builders be permitted. Construction of other improvements including private utilities, sidewalks, trails and landscaping is not practical in many cases prior to actual building construction and should not restrict the sale of lots to third party builders. Typically, only the rough grading of a lot is complete when a builder begins the

construction of a home and the final grading is performed only after the home is constructed.

"Retail sales" of lots will not be permitted, lots will not be sold or conveyed to a homeowner until all improvements are complete and the plat has been filed for record.

3. ***Sec. 110-40. (c)*** *Approval of the preliminary plat expires at the expiration of a period of six months.*

   We request that the approval of the preliminary plat expire at the end of twelve months.

4. ***Sec. 110-40. (c)(13)*** *Approval of the final plat shall expire unless the plat is recorded in the office of the county clerk within a period of six months after the date of the final approval.*

   We request that the approval of the final plat expire at the end of twelve months.

5. ***Sec. 110-42. (a) (1.):*** *Conformity with comprehensive plan.* ***Sec. 110-42. (b) (1.):*** *Layout.* ***Sec. 110-42. (b)(2.):*** *Relation to adjoining street system.* ***Sec. 110-42. (b) (3.):*** *Projection.* ***Sec. 110-42. (b)(9.):*** *Location and width of streets shown on the comprehensive plan*

   We request that the development of the subdivision shall conform to the approved "Planned Unit Development". The Planned Unit Development will remain current for seven (7) years after the date of the last plat recordation of any section contained in the P.U.D. Consistent with provisions specified in the P.U.D. ordinance, the future development of the subdivision will be governed by the layout, design and general conditions as approved on the Planned Unit Development". Additional streets or different street alignments or land uses will not be required in *Lago Mar* as a result of changes to the City's plans or regulations.

6. ***Sec. 110-42. (b)(8.):*** *Cul-de-sac. In general, cul-de-sac shall not exceed 600 feet in length, and shall have a turnaround of not less than 100 feet in diameter in residential areas.*

   Due to various circumstances, site constraints and the desire to create a superior configuration of streets and lots we request a variance to permit cul-de-sac streets

in excess of 600 feet. All cul-de-sac streets exceeding 600 feet will be private and access will be limited to local traffic only. The total number of single-family residential lots facing onto a cul-de-sac street will be limited to a maximum of 35 lots.

7. ***Sec. 110-42. (b)(16.):*** *Streetlights shall be installed by the developer as per the notes on the City Development Standards at all street intersections within the subdivision….*

   We request that in lieu of the standard light fixtures, the developer may (but not be obligated to) install decorative street light fixtures. Any light fixture installed by the developer will be approved by the City and will be maintained by the property owner's association.

8. ***Sec. 110-42.(b)(17.):*** *Street signs shall be installed by the developer as per the notes on the City Development Standards at all intersections within or abutting the subdivision.*

   We request that in lieu of the standard street signs, the developer may (but not be obligated to) install decorative street signs at locations meeting or exceeding the City's minimum location requirement. Any decorative street sign installed by the developer will be approved by the City and will be maintained by the property owner's association.

9. ***Sec. 110-42.(d)(1.):*** *Utility easements; Each block that does not contain an alley as provided for in subsection (c) of this section shall have a utility easement at the rear of all lots reserved for the use of all public utility lines, conduits and equipment. These utility easements shall be 20 feet in width…..*

   If there are no City utilities located in the utility easement at the rear of the lot we request that rear utility easements be a total of 14 feet in width, contingent on the approval or agreement of the private utility companies utilizing the rear utility easement.

10. ***Sec. 110-42. (e):*** *Water system:*

    Special provisions relating to water as specified in the "Utility Services Agreement" shall control.

11. ***Sec. 110-42. (f):*** *Sanitary sewer system system:*

    Special provisions relating to wastewater as specified in the "Utility Services Agreement" shall control.

12. ***Sec. 110-42. (j):*** *Blocks. Block lengths shall not be less than 300 feet or more than 1,200 feet.*

    We do not anticipate the construction of any street that would exceed the maximum intersection of 1,200 feet, as measure from a "t" intersection. We request a variance to permit an internal block length of up to 2,600 feet, as measured from a cross intersection, to permit, the construction of major drainage ditches, (minimum 100' wide), detention basins and/or lakes which may serve as amenity features within Lago Mar.

13. ***Sec. 110-42. (k):*** *Crosswalk ways. Crosswalk ways six feet in width shall be dedicated where deemed necessary by the planning board to provide circulation or access to schools, playgrounds, shopping centers and transportation and other community facilities, or to provide pedestrian circulation within the subdivision. Crosswalk ways shall be provided with a concrete sidewalk six feet wide.*

    Lago Mar will be developed to encourage pedestrian traffic. An 8-foot wide joint use trail will be constructed within a greenbelt adjacent to all major thoroughfares and collector streets. Schools, playgrounds and other pedestrian destinations will be located along the greenbelts or greenbelts will be extended to them. In order to facilitate constant surveillance of the pedestrian areas we will attempt to locate walks and trails only adjacent to streets along the perimeter of residential blocks. Crosswalks will not be required at mid block.

14. ***Sec. 110-42. (l)(1):*** *Sewered lots. Where off-lot sewerage is provided, each residential lot shall have an area of at least 6,000 square feet, shall be at least 100 feet deep and shall be at least 50 feet wide…*

    We request special consideration for a reduced lot width and lot size. The minimum single-family lot shall be 4,000 square feet with a minimum lot depth of 100 feet and minimum lot width of 40'.
    Lot sizes will range between 40 and 75 feet in width and diversity of lot sizes will be encouraged. This will provide housing for a wide spectrum of the population, including singles, families, empty nesters, and the elderly. Diversity of product will increase home sale velocity accelerating project completion and its attendant

benefits, including community amenities, increase tax revenue, etc. Smaller lots, lots less than 6,000 s.f., will be limited in number, not to exceed 22.5 percent of the total number of lots and will be integrated into the community having the same requirements for quality landscape and architectural standards, being a part of the same homeowners association and having access to the same amenities as larger lots.

15. ***Sec. 110-42. (l) (4):*** *Frontage. Each lot shall front upon a public street...*

    Consistent with the provisions and requirements stated in the Sec. 110-47 Private street/gated communities, we request that lots may have frontage onto private streets in lieu of public streets. Private streets will be constructed to the same standard as for public streets.

16. ***Sec. 110-42. (l) (5):*** *Side lot lines. Side lot lines shall be substantially at right angles to straight street lines and radial to curved street lines*.

    In order to allow more uniform lot shapes and lot sizes rather than the large triangular-shaped lots that result where there are radial side lot lines on curvilinear streets. We request a variance to permit a limited number of lot lines that are less than 90 degrees and non-radial. The maximum variation from radial or right angle shall not exceed 20 degrees.

17. ***Sec. 110-42. (l) (6):*** *Minimum setback lines. Minimum front building lines shall be required of at least 25 feet…*

    1. We request a variance to permit a 20’ front setback on lots facing the circular turn around on cul-de-sac streets. Because the turn around encroaches into the depth of a lot, the reduced setback on cul-de-sac lots will permit the construction of a home more similar in size to other homes on the street, resulting in a more harmonious neighborhood. Even with a 20’ (reduced) building line, the distance between houses facing the cul-de-sac will be 140 feet. The normal distance between houses facing on a local street is 110 feet.
    2. We request a variance to permit a 10’ front setback on lots with access from a rear private alley and provided that at least 1/3 of the front width of the building is a covered porch. Driveway access will be limited to the rear of the lot, so a larger setback will not be required to facilitate parking depths in the front of the lots. A reduced building line will promote a

more pedestrian-friendly, traditional neighborhood. The "human scale" resulting from the reduced setback and the provision of the front porch will promote interaction between neighbors. The reduced building line will result in a more attractive depth to width ratio for the smaller lots.

18. ***Sec. 110-42. (l) (7):*** *Rear yards. Minimum rear yard depths shall be required of at least 30 percent of the depth of the lot; however, the depth need not exceed 25 feet.*

    We request a variance to construct detached garages, covered patios or other uninhabitable structures within the rear setback, but not less than 5' setback. The ability to use the rear portion of the lots for garage parking will improve the street scene and general appearance enhancing the long-term value of the community.

19. ***Sec. 110-42. (l) (9.):*** *Extra depth and width in certain cases.*

    A 60-foot setback will be established from pipeline easements.

20. ***Sec. 94-298. (c)****: Sidewalks must be provided on both sides of the street, however, no developer shall be required to install sidewalks upon any side of the street which does not abut the subdivision.*

    Lago Mar will be developed to encourage pedestrian traffic. An 8-foot wide concrete, joint use trail will be constructed within a greenbelt adjacent to all major thoroughfares and collector streets. In order to create a more attractive and dynamic pedestrian corridor, it is the intention of the developer to construct the trail so it can meander across the width of the greenbelt and into and out of the right-of-way. The wider trial and landscape areas will create points of interest along the trail and will encourage residents to use it for walking, jogging and bicycling. We request a variance to construct an 8 foot wide joint use trail on only one side of the street in lieu of building sidewalks on both sides of the street.

The following exhibit is a list of community benefits that will result from the creation and approval of the proposed P.U.D.

EXHIBIT A

LIST OF COMMUNITY BENEFITS:

1. **Unified plan of development**: The P.U.D. will create a comprehensive plan for the 3,333 acres of the proposed development. The site is divided by Interstate 45 and includes several non-contiguous parcels. Additional parcels will be subdivided and sold to 3rd party developers and to "end users". Without a P.U.D. classification and a unified plan of development the properties would develop "piece mill" with different and fragmented controls and objectives. Commercial and residential land uses will be designed to complement and interface the other creating a unified development. The P.U.D. will facilitate a unified plan with coordinated design controls resulting in a greater "sense of place" and identity for the City of Texas City.

2. **Diversity of land uses**: The P.U.D. will include a diverse range of land uses and include the following land uses that would not otherwise be required or likely be located on the site.

a. **Mixed Use:** A mixed-use development including commercial, office, and multi-family residential uses, will be developed to promote an urban core for the project. The plan will be designed to encourage pedestrian trips, community interaction, and health.

b. **Schools:** School sites integrated into the community will accommodate the increase in students from Lago Mar. The convenient location will be a benefit to parents, administrators, and the city alike.

Schools will be located along pedestrian corridors to encourage pedestrian trips and the open space and athletic facilities will augment the recreation opportunities provided in the community.

c. Resort style amenities: Private recreation sites will be provided. Private amenities will be administered and maintained by the homeowner association. A diverse list of amenities will be provided and includes a residential water park, Splash Pad Texas©, recreation center, children's playground, etc. Parks located throughout the community are to be a benefit to parents who can feel safe allowing their child to walk down the street to play and exercise with friends.

d. Public Safety Sites: The developer agrees to designate for the City approximately one acre of land for a fire / EMS station and approximately one acre of land for the construction of a police substation. This will be a benefit to the city as it will allow for broader coverage, and the community will benefit due to their presence.

3. Bundled Services: *Lago Mar* will feature a hybrid of guard-gated and monitored entries and technology-ready homes.

Endorsed by television and radio personality Michael Garfield, The High-Tech Texan®, Canyon Gate communities offer broadband internet access combined with strict home-wiring specifications.

Through **mandated deed restrictions**, builders are required to install advanced in-home wiring in order to best utilize the *home networking connection center* that is also a standard in each home.

With this pre-wiring, residents can easily install monitoring cameras, control lighting from one location, or share computers, printers and entertainment equipment throughout the home.

Technology will continue to play a large role as a value-added component in the Canyon Gate Communities profile. As new trends and developments emerge, those features will be incorporated into the Canyon Gate concept whenever possible.

4. **Open space**: Within *Lago Mar*, approximately 165 acres, or a minimum of (5) five percent of the total site acreage will remain open space. Open space includes only private parks, community recreation centers, linear parks, landscape reserves and greenbelts, utility or pipeline easements, drainage easements, or the water surface area within detention basins which will also be open, are additional. They will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. The owner associations will then maintain these areas.

   Within the Residential Zones five percent of the total acreage will equate to over 3 acres of open space per every 200 lots. The open space will be useable and incorporated into the amenity package for the subdivision. Open space in the Commercial and Mixed Use Zones and will be used in buffer yards and landscape features including hardscapes like plazas and project monumentation.

   Recreational amenities created and constructed by the developer(s), M.U.Ds, POAs or private entities on land donated to the MUD or POA are not intended to be "regional" parks accessible to the public. The amenities will be maintained by the MUD and/or POA; no City of Texas City tax dollars will be solicited or used for that purpose. All of the open space and recreational amenities are designed to complement the lifestyle offered within the Lago Mar communities. Open space and the recreational amenities planned for Lago Mar will include the following:

   - Signature Parks

     Signature Parks will include resort style amenities, off street parking, significant structures and community buildings.

Size:	Minimum 2 acres.
Location:	On Major Thoroughfare or Collector.
Amenities:	Off street parking
	Community Buildings
	Water sports and activity
	Shade structures
	Sporting fields
	Picnic tables and seating areas
	Landscaping
Users:	All the residents of Lago Mar

- Community Recreation and Open Space Reserves

  Community recreation and open space reserves will vary in size and location and will include "Eco Parks"; areas for wetland preservation and mitigation, wildlife habitat. Reserves containing amenity/detention lakes. "Activities Park" that include ball fields, dog parks or other open space activities that are generally external to the neighborhoods.

Size:	Varies.
Location:	External to neighborhood cells.
Amenities:	Green space
	Ball fields
	Jogging tract or dog walk
	Drinking fountain
	Landscaping
Users:	All residents, tenants and employees
	in Lago Mar

- Pocket Parks

  Reserves for pocket parks will be a minimum 4,000 square feet in size. They will be located internal to a neighborhood or be immediately accessible to the neighborhood. Pocket parks will serve as focal points in a neighborhood or as gathering places for homeowners and their children. There will be a minimum of one pocket park for every 200 lots. Pocket Parks will be distributed through the residential neighborhoods.

Size:	4,000 s.f. Minimum.
Location:	Internal to neighborhood cells.
Amenities:	Green space
	Play equipment

	Benches and seating areas
	Landscaping
Users:	Residents of specific neighborhoods
	In Lago Mar

- Greenbelt and Landscape Buffers

  Most of the open space in Lago Mar will be provided in reserves for greenbelts and landscape buffers. Greenbelts will provide pedestrian access to schools, playgrounds and other amenity areas. Greenbelts will encircle the amenity lakes in Lago Mar and will serve as a point of destination and a recreational amenity. Landscape buffers and reserves adjacent to the major thoroughfares and collector streets will shield residents and their homes from through traffic and will help define Lago Mar as a premier development.

Size:	Varies.
Location:	Throughout Lago Mar
Amenities:	Open space
	Trails
	Benches and seating areas
	Landscaping

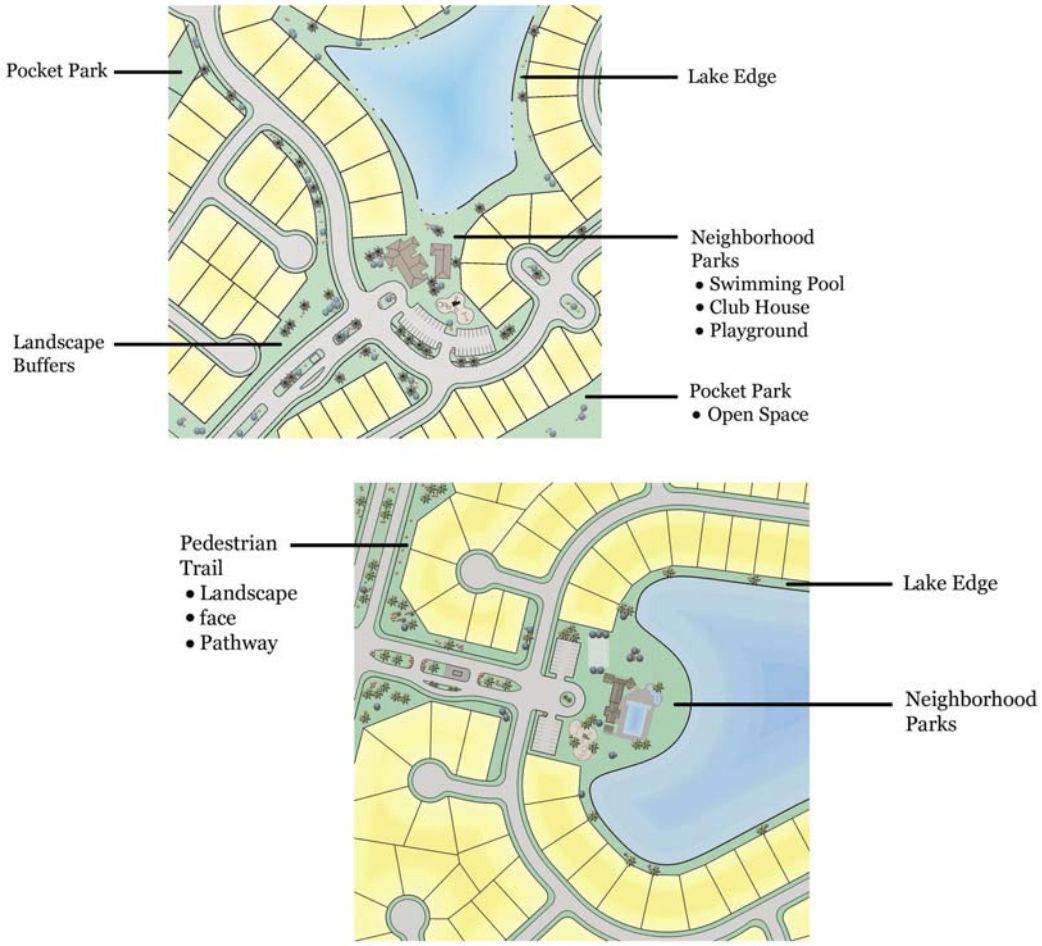
In addition to the required open space that will be provided in Lago Mar, the development will feature an abundance of amenity "wet bottom" lakes. Even though the water surface of the lakes will not be counted as open space, the lakes will provide many benefits to the community including:

- Adding visual interest by providing views and vistas.
- Creating destinations
- Providing wild life habitat.
- Opportunity for water sport activities such as, paddleboats, sailing.
- Providing an educational resource for nature studies.
- Creating buffers from adjacent land uses.
- Cooling surrounding areas.

The homeowners association will maintain all of this space.

- Trails and Sidwalks

Examples of Lago Mar's Open Space:



5. **Diversity of Product:** *Lago Mar* will have a variety of lot sizes and multiple product types planned for each lot size. This will provide housing for a wide spectrum of the population, including singles, families, empty-nesters, and the elderly rather than the highly stratified segments typical in the normal subdivision today. Diversity of product will increase home sale velocity accelerating project completion and its attendant benefits, including community amenities, increase tax revenue, etc.

6. **Owners Association:** *Lago Mar* will create homeowner's association(s) and commercial owner associations that will preserve and reinforce the identity of all segments of the community. The P.O.A.'s will help maintain the quality of life in Lago Mar by enforcement of deed restrictions and the maintenance of community areas and facilities.

7. **Landscape Requirements:** The developer will create uniform restrictions and development covenants requiring the implementation of minimum landscape areas**.**

8. **Project Development and Design Features:**

8.1. Entrance signs

Each neighborhood "village" will have unique but complimentary entry monumentation, signage and lighting to reinforce identity, and quality for the community.

8.2. Major Thoroughfare Buffers

Thoroughfares and collector streets will have generous landscape buffers and plantings to soften edges of the neighborhood, and mitigate the negative impact of traffic corridors.

8.3. Lake Edge Treatments

Additional open space and recreation opportunities will be provided along the perimeter of lakes.

8.4. Home Landscaping

Each homeowner is required to provide as a minimum certain landscape improvements including street trees, yard trees, shrubs and grass sod.

8.5 Circulation Allocation:

To ensure smooth flow throughout Lago Mar, concrete curbs and gutters will be implemented as well as boulevard streets with decorative paving additions that exceed standards and create a sense of place within the community.

9. **Controlled Access:** Lago Mar will be a quiet, private residential community, featuring gated entries. Private streets within the community will decrease unknown traffic and create a private and friendly environment. These streets collect to a main boulevard but decrease speed along the cul-de-sacs and feeding streets, encouraging most motorists not to stray from their main traffic course away from children at play.

Current security at the Land Tejas Stone Gate Community

Security Check Point: card or voice confirmation must be provided for entrance.

Security Camera: Views cars that enter the gated area.

10. **Preservation of the Natural Environment:** Wetland mitigation areas will be provided to enhance and preserve natural areas throughout the community. The enhanced natural areas will create harmony between the nature and the built environment and improve the overall atmosphere of Lago Mar.

11. **Improved Drainage:** Lot fill requirements will be maintained so as to provide adequate drainage to keep with the city's standards. Detention Lakes will meter storm water outfall benefiting all of the community.

12. **Undulating Topography:** Excavated spoil material from the lakes and detention areas will create interesting changes in the existing grade on the site. Residential lots will be elevated and landscape areas will feature berms will and undulating topography.

13. **Traffic Calming Features**: Patterned concrete cross walks, paving bands, divided streets and visual elements will reduce traffic speeds within the community to keep a safe and healthy neighborhood.

Examples:

1. Decorative paving at crosswalks create a visual and felt barrier, alerting drivers to slow down.

2. Divided Roads with landscape buffers have been proven to slow down traffic.

14. **Provision of shared use trails:** In addition to required sidewalks, a trail system will be included within Lago Mar to connect various focal points in the community, allow for places of exercise, and promote pedestrian traffic, creating a less congestive and friendlier atmosphere.

Examples:

1. A trail along a lake provides a nice spot to walk dogs or venture over to a neighbor's. A lighted fountain adds ambiance to an evening stroll.

2. A meandering path connecting the neighborhood to a pocket park.

15. Other Features:

a. Creation of “Gateway” Features – Large Amenity Lake.
b. Extensive Landscape along Freeway.
c. City of Texas City Monumentation.

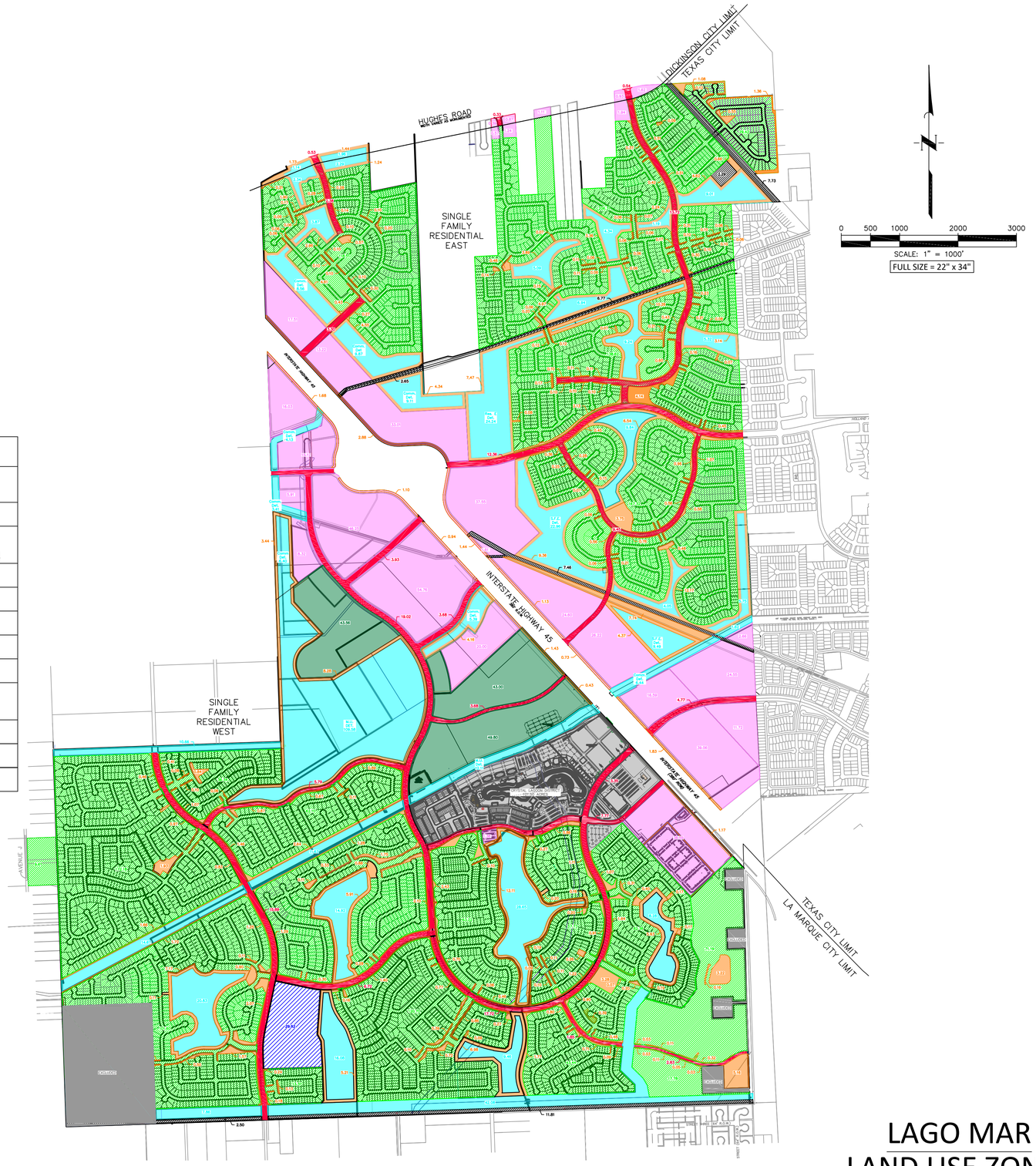
EXHIBIT B:
COMPOSITION OF PROPOSED LAND USE

TABLE 1: PROPOSED COMPOSITION OF LAND USAGE					
LAND USE	AC. W/IN TOTAL SITE	APPROVED AC. TOTAL SITE	AC. W/IN TEXAS CITY LIMIT	APPROVED AC. W/IN TEXAS CITY LIMIT	MAXIMUM AC. (PLUS 15%)
SINGLE FAMILY RESIDENTIAL	1637.52	1805.00	1627.91	1782.80	2050.22
COMMERCIAL	453.81	468.80	448.89***	468.80	468.8 - 40.5** 428.3 + 15% = 492.54
MIXED USE	136.36	250.00	136.36	250.0	287.5
SCHOOL	29.92	63.00	29.92	63.00	72.45
OPEN SPACE	283.52	165.00	280.35	165.00	189.75
PIPELINE AND DRILL SITES	41.21	80.00	41.21	80.00	92.00
THOROUGHFARE ROW	139.16	27.00	137.76	27.00	31.05
STORM WATER DETENTION AND DRAINAGE	490.80	475.00	487.70	475.00	546.25
SUB-TOTAL	3212.30		3190.10		
CRYSTAL LAGOON DISTRICT	121.50	N/A	121.50	N/A	
TOTAL	3333.80	3333.80	3311.60*	3321.20	

*9.6 AC.

*40.5 AC. EQUALS COMMERCIAL PREVIOUSLY CONVERTED TO LAGOON DISTRICT PUD

**448.89 ACRES IS LESS THAN A 15% INCREASE IN THE TOTAL COMMERCIAL ACREAGE APPROVED IN THE PUD AND WOULD NOT REQUIRE AN AMENDMENT TO THE APPROVED PUD.



QUIDDITY
Texas Board of Professional Engineers and Land Surveyors Reg. No. F-23290
6330 West Loop South, Suite 150 • Bellaire, TX 77401 • 713.777.5337

LAGO MAR
LAND USE ZONES

CITY OF TEXAS CITY
REGULAR PLANNING BOARD MEETING

AGENDA

MONDAY, APRIL 20, 2026 – 5:00 P.M.
ENGINEERING & PLANNING BUILDING – CONFERENCE ROOM 2
7800 Emmett F. Lowry Expressway
Texas City, TX 77591

PLEASE NOTE: Public comments are limited to posted agenda items only and are generally limited to 3 minutes in length. If you would like to request to speak, please do so in advance of the meeting by filling out a Request to Address Planning Board form and providing it to Ms. Veronica Carreon, Planning & Zoning Technician.

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(1) ROLL CALL

(2) PUBLIC COMMENTS

(3) APPROVAL OF MINUTES – April 6, 2026

(4) REGULAR AGENDA

a. Consider and take action on the requested location for EZ Burgers Mobile Food Truck. Located at 230 Dike Road (Lee's Bait & Tackle), Texas City.

b. Consider and take action on the Development Plan for White Tree Defense Co. to operate a small scale, appointment-based Federal Firearms License (FFL) transfer business. Located at 7500 FM 1765, Texas City.

c. Consider and take action on the Development Plan for the new Municipal Complex. Located at 1801 9th Avenue North, Texas City.

d. Consider and take action on the Development Plan for Mr. Car Wash. Located north of Lago Mar Blvd and west of the I-45 southbound frontage road at P3721 Gulf Fwy (Lot 3 of Lago Mar Commercial Replat No. 6), Texas City.

(5) GENERAL UPDATES

(6) OTHER BUSINESS (Any conceptual development proposal requesting to come before the Planning Board)

(7) ADJOURNMENT

THE UNDERSIGNED AUTHORITY, DO HEREBY CERTIFY THAT THIS NOTICE OF MEETING WAS POSTED ON THE BULLETIN BOARD AT THE ENGINEERING & PLANNING BUILDING, 7800 EMMETT F. LOWRY EXPY, TEXAS CITY, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESIBLE TO THE GENERAL PUBLIC AND ON THE CITY'S WEBSITE ON APRIL 14, 2026, PRIOR TO 5:00 P.M. AND REMAINED SO POSTED CONTINUOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF SAID MEETING.

Kimberly O . Golden, Secretary

Texas City
EST. 1911
ENGINEERING & PLANNING

STAFF REPORT

TO: Planning Board – Regular Meeting – April 20, 2026

FROM: Kim Golden, P.E., City Engineer

CC: Doug Kneupper, P.E, Consulting Engineer

DATE: April 16, 2026

RE: P3721 Gulf Freeway – Mr. Car Wash - Development Plan and Determination whether the proposed use meets the purpose and vision of the Crystal Lagoon District.

Background: The applicant is Ashley Astor, on behalf of prospective owner/developer, Mr. Car Wash. The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of modern, eco-friendly car wash facility designed to provide high quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

The site plan shows 22 vacuum stalls. Access to be shared with the adjacent Lot 4 from the I45 southbound frontage road.

Membership pricing for the closest existing installation of Mr Car Wash at Rankin Rd, Houston Tx is: For single exterior single was: Base - $10.00; Base Plus $14.00; Platinum $22.00; Titanium $26.00. For unlimited wash club Base - $22.99/mo; Platinum - $32.99/month; Titanium - $39.99/month. It has been represented the Texas City installation would have similar pricing. Details of the packages can be found at https://mistercarwash.com/store/rankin-road/?utm_source=google&utm_medium=organic&utm_campaign=gbp. The applicant advised promotions are regularly offered for new customers and members.

If the Development Plan is approved the anticipate timeline is 2 months to prepare construction documents; 3 to 4 months for permitting; 7 months for construction after the internal roads in the development are completed for access. Estimated grand opening: 2027-2028 dependent on overall development progress.

Requested Action: The prospective owner/developer seeks approval of a Development Plan for a stand-alone car wash. The use as a stand-alone car wash is not listed as a Permitted Use for the Commercial Subarea in the Crystal Lagoon District. Therefore, the Planning Board must first make a determination that the proposed use as a stand-alone car wash is consistent with the Permitted Uses for the Crystal Lagoon District before considering the Development Plan.

street furniture, public art, and designer streetlamps and signage will reinforce the theme." Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. Stand alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

- Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.
- A stand-alone car wash would typically be considered compliant with Section 160.035 District "E" (General Business) which enumerates in Subparagraph "(11) Car washes, self-service, full service or automated". The Crystal Lagoon District PUD Amendment did not reference District "E" (General Business) as guidance for interpreting permitted uses. It referenced the more restrictive, District "E-2". District "E-2" does not include District "E" (General Business) by reference.

The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB to be located at the southwest intersection of Lago Mar Blvd and the I-45 southbound frontage road will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Discussion and Staff Recommendation re Proposed Use: The proposed Mr. Car Wash project, if approved, will be the first use which is not listed in the Permitted Use table for the Crystal Lagoon District. In January 2026, the Planning Board previously denied an application for a retail tire shop (Mavis Tire) at P3713 Gulf

Freeway as a non-compliant use. The Planning Board must consider whether the proposed use may be suitable for the District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

It is very early in the buildout of the commercial subarea. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use will establish a precedence regarding the unique character and vibe of the District.

The citizens of Texas City and residents of Lago Mar have made substantial investments into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

Consideration of these factors would tend not to support an interpretation that the use as a stand-alone car wash is consistent with the purpose and vision of the Crystal Lagoon District and PUD Amendment. **For these reasons, staff do not recommend approval of the proposed use as compliant with the Lago Mar PUD.**

Discussion and Staff Recommendation re Development Plan: The Planning Board should consider separately whether the proposed use as a stand-alone car wash is suitable for the Crystal Lagoon District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest." If the Planning Board determines the use is suitable, it will then consider approval of the proposed Development Plan. This section of the memo addresses the Development Plan.

The Final Plat for this location was approved by the Planning Board on October 6, 2025, but has not yet been recorded because the infrastructure for water, sewer, streets and drainage have not yet been constructed. Infrastructure plans have been

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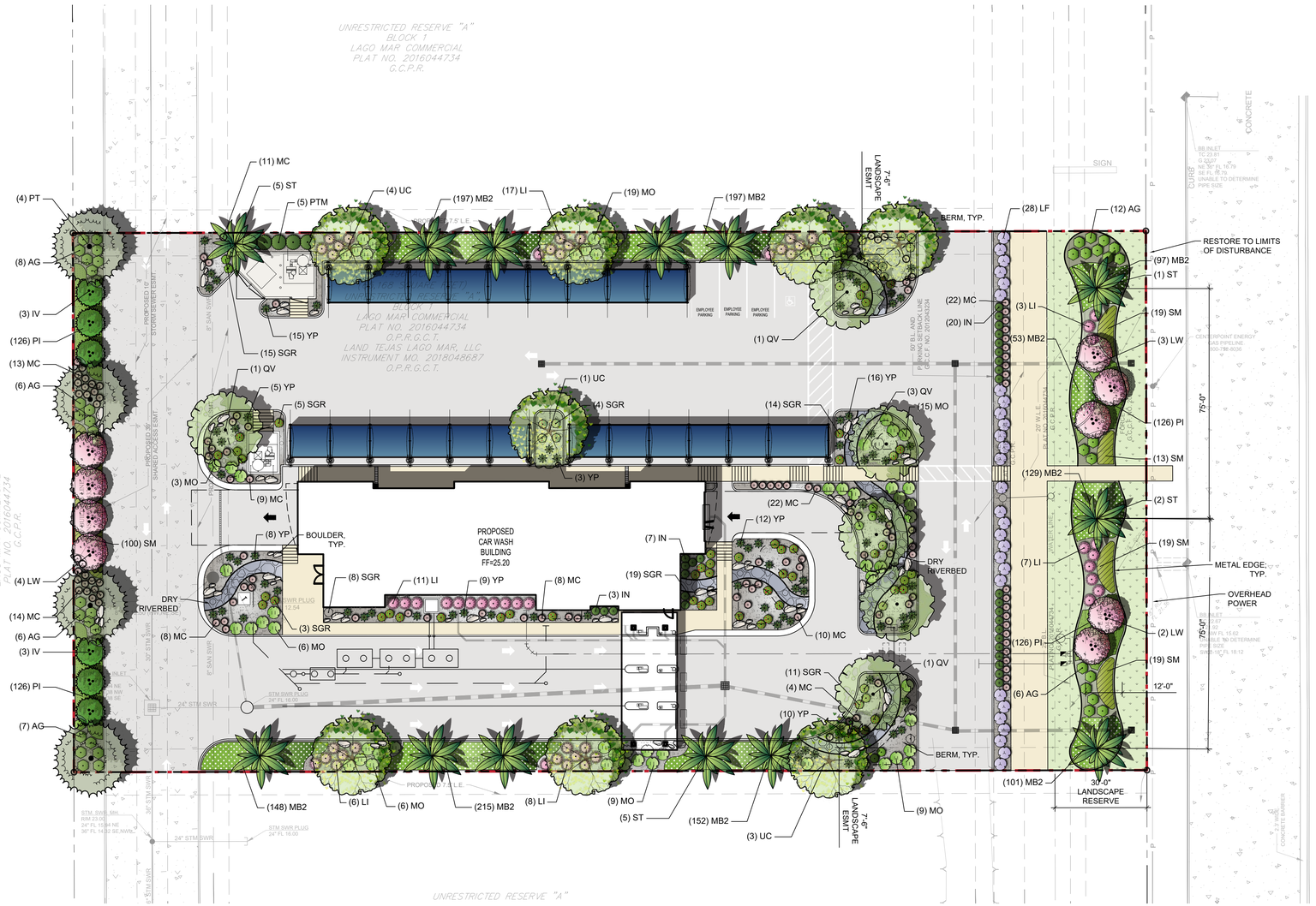
(409) 948-3111 * www.texascitytx.gov

approved by the City, and construction is in progress. Completion of the construction of the infrastructure is expected in summer 2026. Upon inspection, testing and acceptance of the infrastructure by the City, the Final Plat can be recorded and a building permit issued.

The Applicant has addressed all comments regarding the site plan. The plans provide for the landscaping area along the I-45 frontage road and for connectivity to the green bolt through the commercial area. Building elevations showing compliance with the requirements of the Gateway Overlay District have also been provided.

Recommendation: If the Planning Board determines the proposed use as a stand-alone car wash is not compliant with the Crystal Lagoon District PUD Amendment, the Planning Board should deny the Development Plan.

If the Planning Board finds the proposed use compliant with the Crystal Lagoon District PUD Amendment approval of the Development Plan should be conditioned upon the restriction that no building permit can be issued until the Final Plat is recorded.



GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES. PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL SOLID SOD IN ALL RIGHT-OF-WAYS AND PARKWAYS (UNLESS NOT ALLOWED BY THE LOCAL JURISDICTION) AND SHALL PROVIDE WATERING AND MAINTENANCE UNTIL THE TURF IS ESTABLISHED AND HAS BEEN ACCEPTED BY OWNER.
6. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
7. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING, CURBS, WATER, STORM, OR SANITARY SEWER UTILITIES. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF NATIVE ROCK BASED MULCH (DO NOT USE DECOMPOSED GRANITE, LAVA ROCK, WHITE OR RED ROCK OR SMOOTH RIVER ROCK), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PROVIDE WEED BARRIER UNDER ALL ROCK AND GROUND COVER PER MISTER LANDSCAPE DESIGN GUIDELINES UNDER SECTION 3.4 MULCH SPECIFICATIONS

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PLANTING & IRRIGATION GUARANTEE

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL NEWLY INSTALLED AND EXISTING PLANTS SHALL SURVIVE FOR ONE YEAR AFTER FINAL OWNER ACCEPTANCE OF THE INSTALLATION WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR APPROPRIATE WATERING OF THE LANDSCAPE THROUGH INSTALLATION OF A PROPERLY DESIGNED IRRIGATION SYSTEM. THE OWNER SHALL APPROVE THE SYSTEM DESIGN BEFORE INSTALLATION OF PLANTS OR IRRIGATION.

NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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LANDSCAPE ARCHITECTURE
LAND PLANNING IRRIGATION DESIGN

LANDSCAPE CALCULATIONS

JURISDICTION:	TEXAS CITY, TX
ZONING:	PUD - LAGO MAR PLAN UNIT DEVELOPMENT
SITE AREA:	61,601 SF
LANDSCAPE AREA (L.A.):	18,163 SF (29.5%)
FRONT YARD LANDSCAPE AREA:	11,238 SF

160.088 LANDSCAPING REQUIREMENTS

TREES:	
REQUIRED:	36 TREES (1 PER 500 SF OF L.A.)
PROVIDED:	38 TREES

I-45 CORRIDOR LANDSCAPE REQUIREMENTS

MIN. 30' WIDE LANDSCAPE RESERVE	PROVIDED
PALMS REQUIRED:	3 PALMS (1 PER 75 LF)
PALMS PROVIDED:	3 PALMS
TREES REQUIRED:	5 TREES (2 PER 75 LF)
TREES PROVIDED:	5 TREES*

*ORNAMENTAL TREES USED DUE TO CONFLICT WITH OVERHEAD POWER LINES

MIN. 12' WIDE PLANTING BAND	PROVIDED AS REQUIRED
PARKING LOT SCREENING	MIN. 3' HT. EVERGREEN SCREEN PROVIDED BACK OF CURB

OFF STREET PARKING AREAS

MIN. ONE (3-IN CAL.) TREE PLANTED WITHIN 50' OF EACH PARKING SPACE
PROVIDED FOR PARKING SPACES AND VACUUM SPACES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SMALL TREES					
	IV	6	Ilex vomitoria Yaupon Holly	Cont. or B&B	3-5 canes, 6' ht.
	LW	9	Lagerstroemia indica `Whit II` Dynamite® Crape Myrtle	Cont. or B&B	3-5 canes, 30 gal.
SHADE TREES					
	PT	4	Pinus taeda Loblolly Pine	Cont. or B&B	3" cal., 10' ht.
	QV	7	Quercus virginiana Southern Live Oak	Cont. or B&B	3" cal., 10' ht.
	UC	7	Ulmus crassifolia Cedar Elm	Cont. or B&B	3" cal., 10' ht.
PALMS					
	ST	13	Sabal texana Texas Sabal Palm	Cont. or B&B	12' C.T., Matched, Booted

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SHRUBS					
	AG	45	Abelia x grandiflora Glossy Abelia	Cont.	3 gal.
	IN	30	Ilex vomitoria `Nana` Dwarf Yaupon	Cont.	36" ht.
	LI	52	Lagerstroemia indica `Monimp` Petite Red Imp™ Crape Myrtle	Cont.	3 gal.
	LF	28	Leucophyllum frutescens `compactum` Texas Sage	Cont.	36" ht.
	MC	121	Muhlenbergia capillaris Pink Muhly Grass	Cont.	1 gal.
	PTM	5	Philadelphus texensis Texas Mockorange	Cont.	36" ht.
	MO	67	Poliomintha longiflora Mexican Oregano	Cont.	3 gal.
	SGR	79	Salvia greggii 'Furmans Red` Autumn Sage	Cont.	3 gal.
	YP	78	Yucca pallida Twistleaf Yucca	Cont.	3 gal.
GROUNDCOVERS					
	PI	504	Phyla incisa Frog Fruit	Cont.	1 gal., 18" o.c.
PERENNIALS / ORNAMENTAL GRASSES					
	MB2	1,289	Melampodium leucanthum Blackfoot Daisy	Cont.	1 gal., 18" o.c.
	SM	170	Stipa tenuissima Mexican Feather Grass	Cont	1 gal., 24" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	NOTES
ROCK / STONE				
	STN		5/8" Black Star Gravel Stone Mulch	4" thick layer over landscape fabric
	DR		6"-12" Diam. Native Rock Dry Riverbed Rock	Buried 1/3 to 1/2 of ht over landscape fabric.
SOD/SEED				
	TRF		Cynodon d. x transvaalensis `DT-1` TifTuf™ Bermudagrass	sod
		26	42"-48" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		24	24"-30" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		26	12"-18" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	

NOTE: A LOCAL EQUIVALENT TO FIELDSTONE BOULDERS MAY BE USED WITH OWNER'S WRITTEN APPROVAL.

SANDLOT ENGINEERING
1415 NORTH LOOP WEST, STE. 825, HOUSTON, TX 77008
FIRM NUMBER F-20170

NO.	DATE	REVISION DESCRIPTION	BY

SANDLOT PROJECT NUMBER: **0123.0002**
CHECKED BY: SA
DRAWN BY: JS

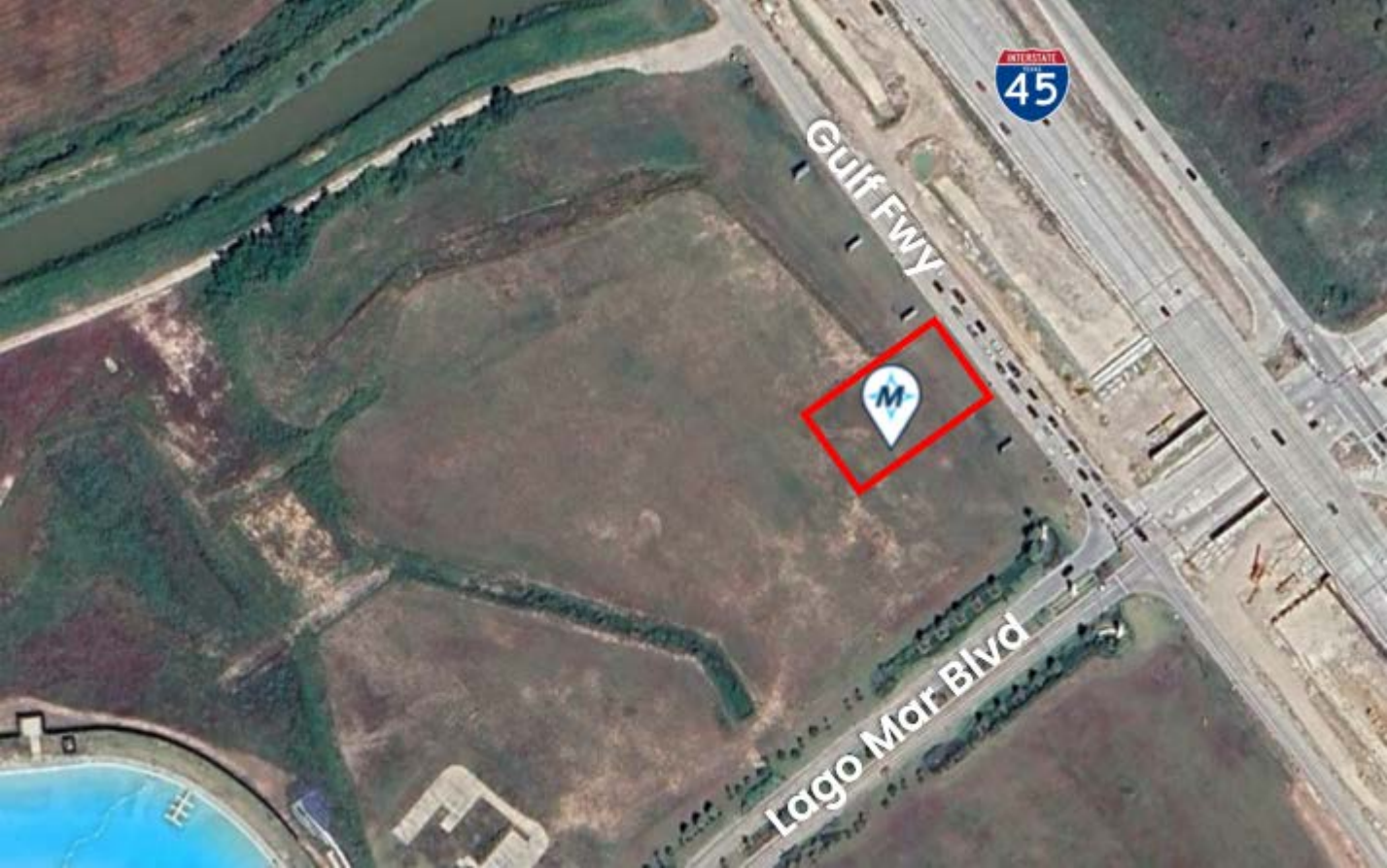
MISTER CAR WASH - TX 2595 LAGO MAR
3721 GULF FREEWAY
TEXAS CITY, GALVESTON COUNTY, TX 77568

LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
SHARON M STACKHOUSE
3682
STATE OF TEXAS

3/11/2026

SHEET NO.
LP-1


Gulf Fwy
45
Lago Mar Blvd

Mr. Car Wash
P3721 Gulf Fwy
Gulf Fwy
Gulf Freeway Frontage Rd
Beacon Pl Blvd
Central Park Rd
Lake Coleman
Lago Mar Blvd
Starboard Reach Dr
Lagoonfest Texas
Temporarily closed
Center Court Pizza & Brew - Lago Mar
Crystal View at Lago Mar - A Wan...
Crystal View Blvd
Galveston County Water Company Canal
Riviera Cv Dr
Lago Mar by CastleRock Communities
Golden Isle Dr
Rosemary Rd
Lago Mar by Pulte Homes
Secret Lagoon Ln
Blue Fort Dr
Red Pebble Ln
Playa Cove Ln
DR HORTON
Boterra at Lago Mar
Braids Take Down Service by Dee
DeMontrond Chevrolet
DeMontrond RV
Dickinson Junior High
Smart Living at Texas City
Sagecrest Ln
34th Ave N
N
Layers
Google Maps

To: City of Texas City - Planning Board
Attn: Kim Golden, City Engineer

From: Ashley Astor, Development Project Manager
Mister Car Wash

Date: March 13th, 2026

Subj: Mister Car Wash – 3721 Gulf Freeway - Texas City, TX
Consideration of Stand-Alone Express Car Wash within the
Crystal Lagoon District of the *Lago Mar Plan Unit Development*

Property Owner
First Hartford Realty Corp.
9121 Elizabeth Rd
Suite 105
Houston, TX 77055

Property Developer/Applicant
CWP Asset Corp.
Ashley Astor, Development Project Manager
3650 Annapolis Lane North
Suite 190
Plymouth, MN 55447
aastor@mistercarwash.com
Phone: (952) 715-8565

Applicant Interest

Dear Texas City Planning Board & Staff,

On behalf of Mister Car Wash, this letter is being submitted to provide additional context and rationale regarding the Site Plan Application request to develop a ±4,900sf stand-alone express car wash on a 1.50ac lot within the *Crystal Lagoon District* of the *Lago Mar Plan Unit Development ("PUD")* located at 3721 Gulf Freeway, Texas City, TX. Mister Car Wash appreciates staff's review of the application and hope these clarifications help demonstrate that the proposed use is appropriate, consistent with the intent of the PUD, and compatible with surrounding development.

The Mister Car Wash Development team has been working closely with the City of Texas City staff to advance this proposal for a new, modern express tunnel car wash. In advance of the Planning Board meeting, Mister Car Wash intends to host a community outreach meeting to further introduce the project, educate the community on the store's operations, and encourage community feedback and support. The proposed development meets all applicable City Code requirements for site compliance. In addition, Mister Car Wash has had close collaboration with the project's landscape partners to design a site plan that incorporates high-quality materials and enhanced landscaping to create an attractive and visually cohesive environment that complements the Lago Mar community and is in conformance with the *Crystal Lagoon District Lago Mar Plan Unit Development Developer's land use covenants and design guidelines*.

Crystal Lagoon District Lago Mar Plan Unit Development Consideration

While a stand-alone car wash is not listed as a by-right permitted use within the PUD, the PUD permits an ***automotive service station*** with an ***accessory car wash*** component. The Texas City Code defines this use as: *"A place or establishment where gasoline, oil, grease or motor vehicle accessories are sold, supplied or dispensed to the retail motor vehicle trade, and where the minor repair or washing of motor vehicles incidental to such gasoline service station is performed."* This definition confirms that a car wash use is considered acceptable within the PUD when associated with a higher-intensity automotive service station. From a planning and impact-analysis perspective, the proposed express car wash is significantly less intense than several uses already permitted within the PUD, such as a motel, night club, tobacco shop, etc. Noise levels, lighting impacts, and overall site activity for a modern stand-alone express car wash are significantly lower than those associated with fast-food restaurants, drive-thru uses, or service stations—uses that are permitted outright.

Because the PUD permits a car wash only when accessory to an automotive service station, an inherently more intensive land use, it is reasonable to conclude that a stand-alone express car wash aligns with, and in fact reduces, the impacts anticipated by the PUD. An accessory car wash attached to a gas station introduces several secondary impacts that do not exist with a primary-use express car wash, including fuel delivery traffic, late-night or 24-hour convenience store activity, increased on-site loitering, and heightened security concerns associated with fueling operations. By contrast, a stand-alone modern express car wash operates with a more limited and controlled activity profile, resulting in fewer overall site impacts than the automotive service station use that the PUD already contemplates.

The tract the Mister Car Wash parcel is located on is encumbered by private deed restrictions associated with the planned H-E-B grocery store. These restrictions expressly prohibit the development of *"convenience stores".* Although a convenience store is not, by definition, a *"gas station",* modern fueling facilities almost universally integrate a convenience store component as their primary commercial function. Under the *City of Texas City Development Code*, an *"auto-service station"* effectively operates as a gas station with a car wash as an accessory use. Because these private covenants cannot be modified by Mister Car Wash nor the City, the site cannot support a gas station or similar use that relies on a convenience store component. As a result, the only practical way to accommodate the car-wash function contemplated within the PUD is through a stand-alone express wash. This approach delivers the intended service without triggering the prohibited uses, and it does so with significantly fewer operational impacts than an auto-service station. Accordingly, a stand-alone express wash represents the most feasible, compliant, and lowest-impact means of implementing the PUD's envisioned car-wash use on this tract.

A grocery (H-E-B) anchored center is the type of commercial environment where convenience services such as express car washes perform well without conflict. If Mister Car Wash were required to locate elsewhere, the PUD could lose out on a complementary service-oriented user; the shopping center could lose valuable trip synergy; the pad site may remain vacant for an extended period until the owner finds a new non-deed restricted, permittable use; and the anchor tenant could lose a compatible service that supports the center's overall vitality.

Furthermore, any denial must be based on quantifiable land-use impacts, rather than a preference for the use to locate elsewhere in the city. The purpose of the Crystal Lagoon District Lago Mar PUD is to *permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity. The intent is to create large areas of compatible and mutually supportive activities with appropriate landscaping, by requiring the allowed uses to demonstrate adherence to higher development performance standards*. Mister Car Wash's proposal fulfills each of these objectives. The proposed use does not compete with H-E-B or any deed-restricted categories; it activates a parcel otherwise constrained by private covenants; it generates customer traffic that benefits surrounding tenants; and it aligns with the architectural standards and commercial character established for the PUD.

Mister Car Wash meets and exceeds all measurable standards of the PUD's *Developer's land use covenants and design guidelines* and the Texas City land use code. The company has also worked diligently with its landscape partners to enhance buffering, increase native plantings, and provide a robust, aesthetically refined landscape design that exceeds minimum requirements and ensures compatibility with surrounding development in the Lago Mar community.

Mister Car Wash Overview

Founded in Houston in 1969, Mister Car Wash has grown from a single local operation into the largest car wash operator in North America, with more than 540 locations across 21 states and over 30 sites within the Houston market. This long-standing regional presence reflects the company's proven ability to thrive in diverse community settings while delivering consistent, high-quality customer experience.

Mister Car Wash has an established track record of successfully operating in Houston's most affluent communities, including River Oaks, West University Place, Bellaire, Memorial, and Katy. These areas are characterized by high household incomes, multi-vehicle families, and a strong preference for convenient, quality-driven services, conditions that align closely with Mister Car Wash's operating model. Residents in these neighborhoods frequently own newer or luxury vehicles and value services that help maintain them. Mister's membership-based Unlimited Wash Club supports this lifestyle by offering convenience, consistent service, and routine visits that contribute to predictable and steady traffic within commercial centers.

The Mister brand is anchored in core values centered on quality, friendliness, and creating memorable experiences. The company lives its mission of Inspiring People to Shine through a culture defined by We Care. We Work Hard. We Have Fun. This philosophy informs every level of the organization and contributes to Mister's strong reputation as both a service provider and employer.

People, culture, and community investment are central to the company's identity. Mister Car Wash places significant emphasis on recruitment, retention, and professional development, supported by best-in-class training programs and ongoing employee investment. Approximately 90% of the company's General Managers are promoted internally, with average compensation packages exceeding $100,000 annually. Beyond its internal workforce investment, Mister actively partners with thousands of local organizations across the country, supporting education, youth programs, and community initiatives.

Environmental responsibility is another cornerstone of Mister's operations. The company partners with Project WET to promote water conservation and incorporates sustainability practices into all new-build facilities. These practices include utilizing more than 50% reclaimed or recycled water during the wash process, using proprietary phosphate and dye-free cleaning products, and deploying advanced reclamation systems that ensure water discharged back into municipal systems is clean and responsibly treated.

Operationally, Mister Car Wash facilities are designed for both efficiency and customer satisfaction. Most customers participate in the Unlimited Wash Club membership, which enables streamlined, RFID-based entry and reduces queuing onsite. A typical express wash operates with approximately 15 team members, with 3–4 employees on-site during operating hours, supported by regional maintenance staff overseeing two to three locations each. By keeping maintenance in-house, Mister maintains over 99% operational uptime. Additionally, Mister utilizes proprietary wash chemistry developed by an inhouse R&D team at its Tucson headquarters, ensuring consistent, high-performance results across all locations. On a portfolio-wide basis, the company reinvests the equivalent of approximately $150,000 per location each year to maintain clean, bright, and well-maintained facilities

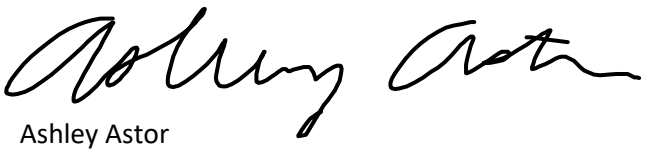
Conclusion

As the largest car wash operator in the United States, Mister Car Wash offers both long-term stability and strong brand recognition, making it a reliable tenant that enhances mixed-use retail environments within high-quality, master-planned communities such as Lago Mar. Mister Car Wash is committed to delivering a high-quality project that aligns with the intent of the PUD, fully complies with all zoning requirements, and contributes positively to the commercial character of the Lago Mar development. Considering the PUD's existing allowance for car washes as an accessory use, the added limitations imposed by private deed restrictions, and the low-impact operational profile of a modern express wash facility, Mister Car Wash believes this request is reasonable, appropriate, and fully consistent with the overall purpose and expectations of the PUD.

Mister Car Wash appreciates the Planning Board's time and consideration and welcomes the opportunity to meet with staff or provide any additional materials that may assist in finalizing this review.

Please contact me via my cell or email, listed below, with any questions.

Sincerely,



Ashley Astor
Development Project Manager
Mister Car Wash
aastor@mistercarwash.com
C: (952) 715-8565

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NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

LSA

March 2026

NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

Submitted to:

Ashley Astor
CWP West Corp., a Delaware corporation
3650 Annapolis Lane N, Suite 190
Plymouth, MN 55447

Prepared by:

LSA
6001 Shellmound Street, Suite 425
Emeryville, California 94608
(949) 553-0666

Project No. 20262806

LSA

March 2026

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A: SOUNDPLAN NOISE MODEL PRINTOUTS

LIST OF ABBREVIATIONS AND ACRONYMS

City	City of Texas City
dB	decibel(s)
dBA	A-weighted decibel(s)
I-45	Interstate 45
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
project	Lago Mar (2595) Mister Car Wash Project

INTRODUCTION

This noise impact analysis evaluates the potential noise impacts and noise reduction measures associated with the proposed Lago Mar (2595) Mister Car Wash Project (project) in Texas City, Texas. Since Texas City does not have specific noise level standards within the municipal code, this report utilized the City of Houston's Municipal Code noise level requirements for a project-specific noise impact analysis by examining the impacts of the proposed uses on the project site to surrounding uses and identifies whether any noise reduction measures to reduce project noise impacts would be necessary.

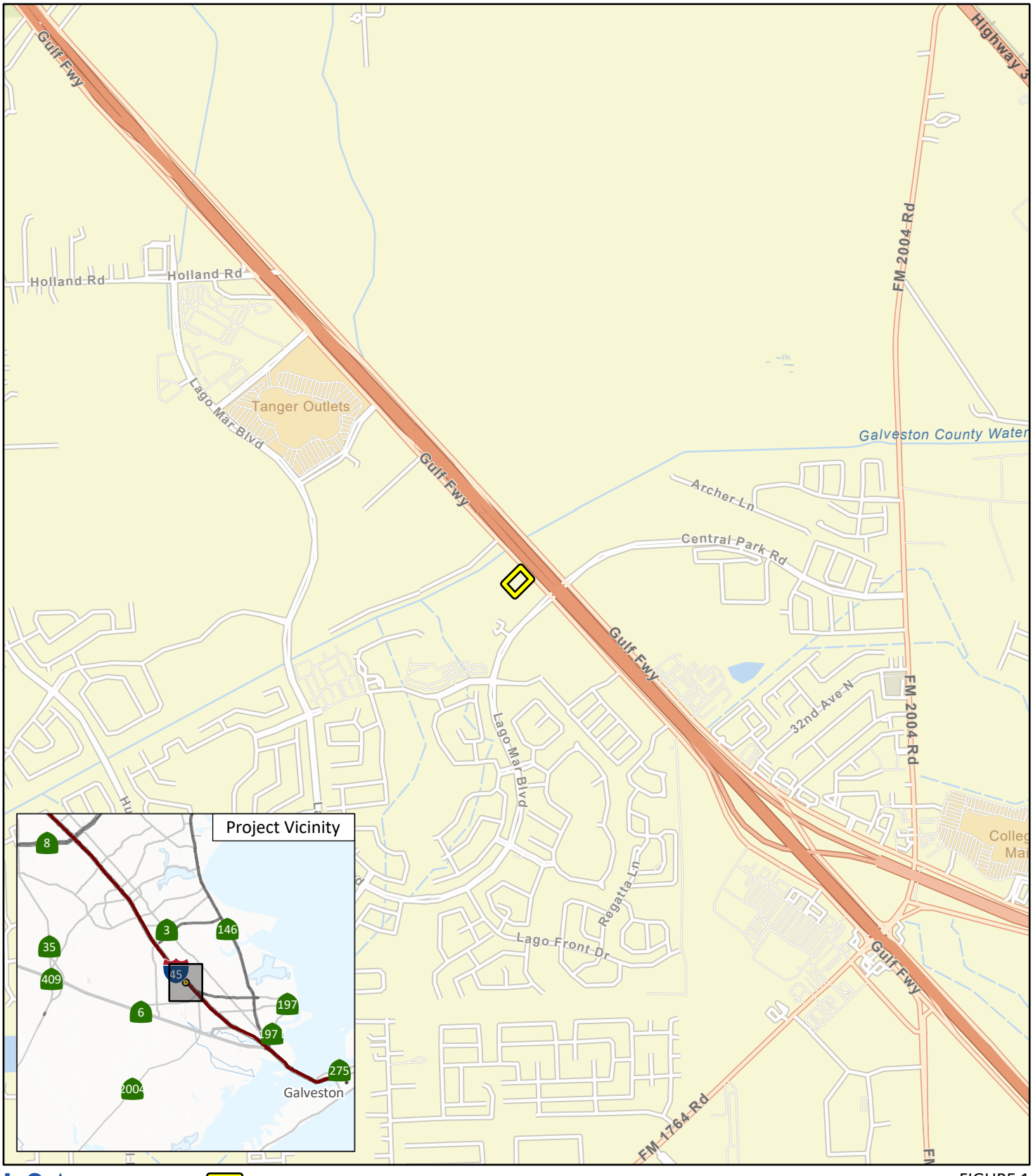
PROJECT LOCATION AND DESCRIPTION

The proposed project is located west of the intersection of Lago Mar Boulevard and Gulf Freeway Frontage Road in Texas City, Texas. The project location map and site plan are presented on Figures 1 and 2, respectively.

EXISTING LAND USES IN THE PROJECT AREA

The project site is primarily surrounded by residential uses. The areas adjacent to the project site include the following uses relative to true north:

- **Northeast:** Existing Gulf Freeway Frontage Road followed by Interstate 45 (I-45);
- **Southeast:** Existing vacant land that is planned commercial followed by residential uses;
- **Northwest:** Existing vacant land that is planned commercial; and
- **Southwest:** Existing vacant land which is zoned commercial followed by the existing Crystal Lagoon District.



LSA

Project Site

FIGURE 1

N

0 1000 2000
FEET

2595 Lago Mar - Noise Impact Analysis

Project Location

SOURCE: Esri Street Map (2026)

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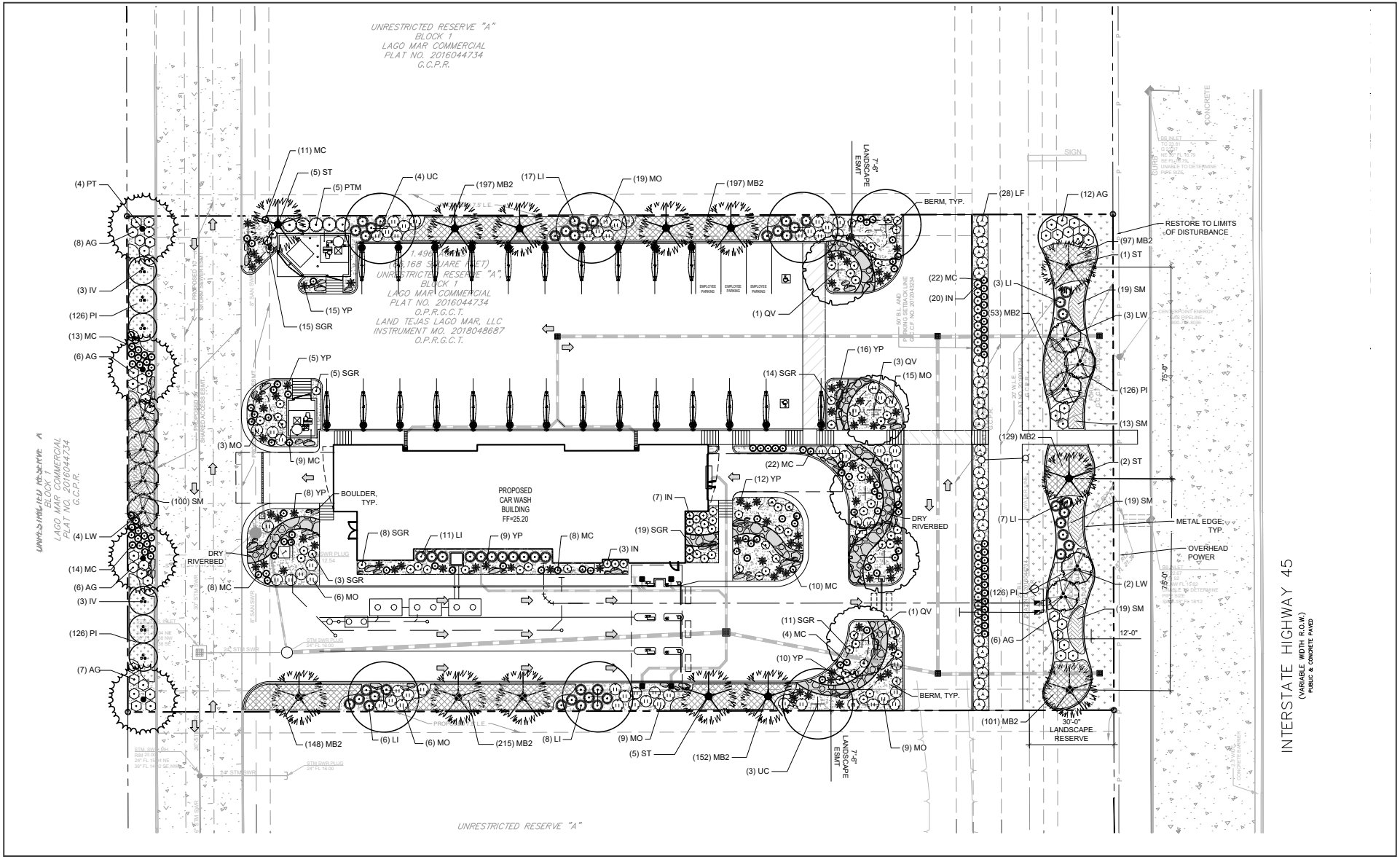

FIGURE 2

LSA

0 30 60
FEET

SOURCE: Sandlot Engineering

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Lago Mar TX MCW

Site Plan

NOISE FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound wave combined with the reception characteristics of the human ear. Sound intensity refers to the power carried by sound waves per unit area in a direction perpendicular to that area. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound pressure level and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound pressure level is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike linear units (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the sound's loudness. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels generate from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. Additionally, an increase of more than 5 dBA is typically considered readily perceptible in an exterior environment. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. It is usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Source 1 : *Technical Noise Supplement* (Caltrans 2013)
Source 2: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
Caltrans = California Department of Transportation
FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 ft		
	— 100 —	
Gas lawn mower at 3 ft		
	— 90 —	
Diesel truck at 50 ft at 50 mph		Food blender at 3 ft
	— 80 —	Garbage disposal at 3 ft
Noisy urban area, daytime		
Gas lawn mower, 100 ft	— 70 —	Vacuum cleaner at 10 ft
Commercial area		Normal speech at 3 ft
Heavy traffic at 300 ft	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	

Source : *Technical Noise Supplement* (Caltrans 2013).
Caltrans = California Department of Transportation
dBA = A-weighted decibels
ft = feet
mph = miles per hour

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

City of Houston Noise Ordinance

Since the City of Texas City does not include specific noise level standards in the Municipal code, the City of Houston's Municipal code is utilized in this report. The City of Houston addresses noise in Chapter 30: Noise and Sound Level Regulation. Section 30-5, Maximum permissible sound levels, states the following under (a):

"In addition to the violations established in other sections of this chapter, it is unlawful for any person to make, assist in making, permit, continue, cause to be made or continued, or permit the continuance of any sound beyond the property lines of the property on which the sound is being generated that exceeds the applicable dB(A) level listed below for the property on which the sound is received when measured from the property line of the residential or nonresidential property receiving the sound towards the source of the sound:

(1) Residential property:

a. 65 dB(A) during daytime hours.

b. 58 dB(A) during nighttime hours.

(2) Nonresidential property: 68 dB(A) at all times."

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

This section describes the existing noise environment in the project site vicinity. In Texas City, vehicle traffic is the primary source of noise. Other significant local noise sources include nearby commercial operations, construction noise, and mechanical equipment noise.

To determine the effect of existing and future noise levels in the vicinity of the project site generated by road traffic on I-45, a 3-D noise model, SoundPLAN, was used to incorporate the existing topography, traffic volumes, and traffic vehicle distribution. Traffic volumes were obtained from the Texas Department of Transportation traffic counts (TxDOT). The existing (2024) Average Annual Daily Traffic (AADT) on I-45 in the vicinity of the project site is approximately 90,747. The results show that typical daytime traffic noise levels at the project site would range from 72.5 dBA L_{eq} at the southwest property line to 78.0 dBA L_{eq} at the northeast property line of the project site. A printout of the SoundPLAN traffic noise model is presented in Figure 1 of Appendix A.

POTENTIAL PROJECT IMPACTS

LONG-TERM OPERATIONAL NOISE ASSESSMENT

The proposed car wash operations could affect existing and future off-site sensitive land uses. The two main stationary sources of noise include noise generated by the car wash tunnel and vacuum equipment. Operations of the car wash are expected to occur within the daytime hours of 7:00 a.m. to 10:00 p.m. No operations would occur during nighttime hours. The following provides a detailed noise analysis and discussion of each stationary noise source.

Car Wash Operations

The project would construct a drive-through car wash with a total of 24 vacuum stations, which would generate operational noise.

The vacuum stations are powered by equipment located west of the vacuum stations as shown on Figure 2. Based on reference noise specifications from noise measurements conducted by LSA at a similar Mister Car Wash (LSA 2025), the turbine used for this project would generate a noise level of 68.1 dBA at 10 feet (ft), and each of the vacuum stations would generate a noise level of 64.9 at 2 ft. For the purposes of this noise analysis, both vacuum equipment locations were assumed to be in operation simultaneously.

Based on reference noise level measurements gathered at a similar Mister Car Wash, noise levels at the car wash tunnel exit are 86.6 dBA L_{eq} at a distance of 25 ft. Additionally, noise levels at the car wash tunnel entrance are 79.7 dBA L_{eq} at a distance of 25 ft.

To determine the effect of future noise levels generated by the proposed project on noise-sensitive uses, SoundPLAN was used to incorporate the site topography, proposed buildings, road traffic, and stationary noise sources.

Cumulative Unmitigated Impact Assessment

Because existing daytime traffic noise levels exceed the applicable stationary noise standards, in order to determine if the proposed project operations would cause a noise impact, as assessment of operational noise levels as compared to traffic noise levels was completed. As shown in Figure 2 of Appendix A, the project would not cause a noise level increase of more than 5 dBA as compared to traffic noise levels beyond the project property line in all directions, which is the threshold for a readily perceptible noise level increase. For all areas showing no color, these areas indicate that project activities are less than 5 dBA above traffic or traffic noise is greater than project operational noise levels.

Therefore, operations from the project would not generate a perceptible impact and no reduction measures would be required.

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September.

City of Houston. 2026. *Code of Ordinances*. January 8.

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual. FTA Report 0123*. Office of Planning and Environment. September.

LSA Associates, Inc. (LSA). 2025. Mister Car Wash Springbrook Noise Measurements. February 12.

Texas Department of Transportation. 2024. *TxDOT Roadways AADT Volumes*. Website: https://www.txdot.gov/data-maps/traffic-count-maps.html

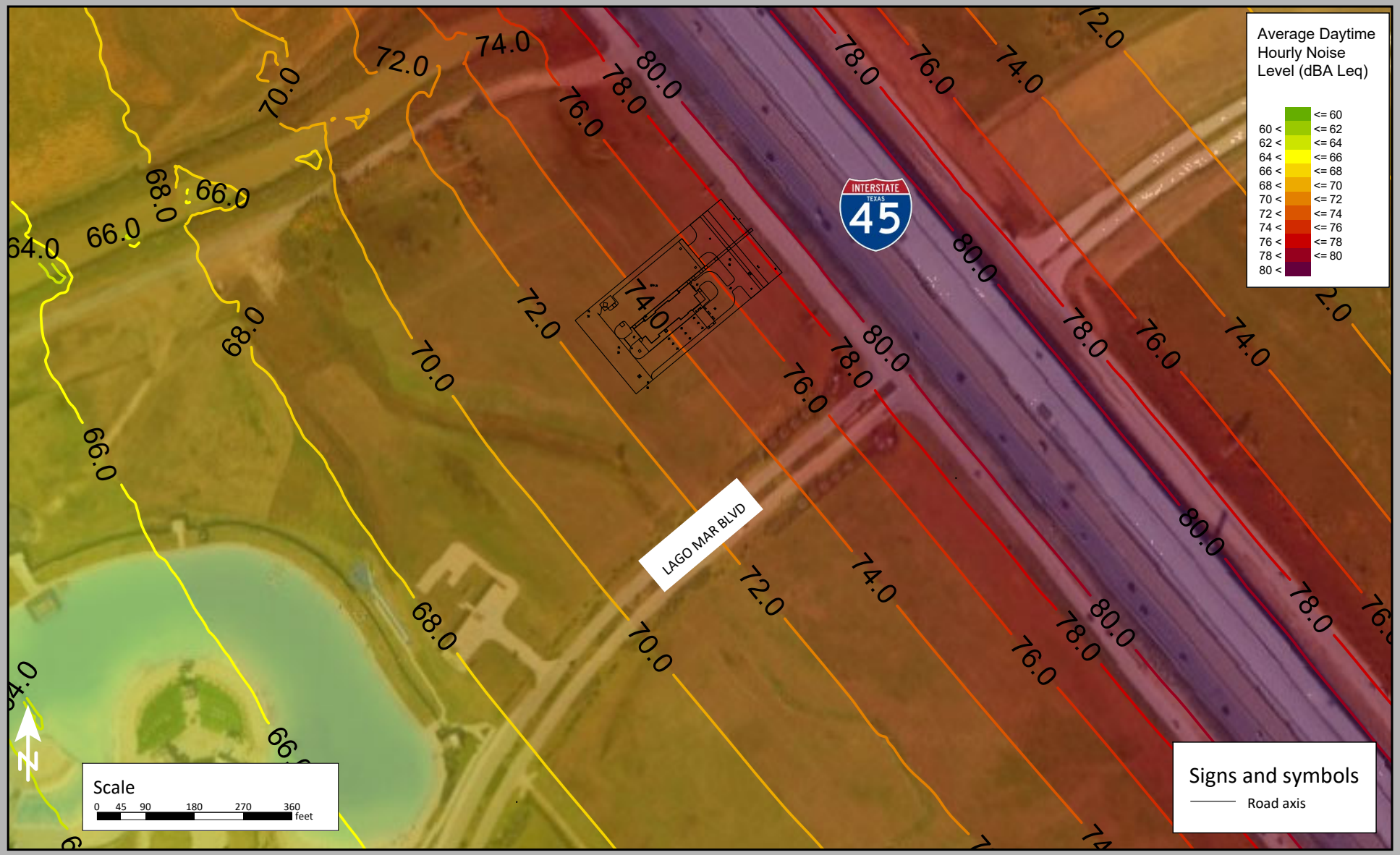
APPENDIX A

SOUNDPLAN NOISE MODEL PRINTOUTS

2595 Lago Mar TX MCW

Project No. 20262806

Figure 1: Existing I-45 Traffic Noise Levels



2595 Lago Mar TX MCW

Project No. 20262806

Figure 2: Project Operational vs Traffic Noise Levels

C:\Users\lStephens\Desktop\SoundPLAN\20262806 - 2595 Lago Mar TX MCW\Comp.sgs - last edit 3/11/2026

Mr. Car Wash
P3721 Gulf fwy
Gulf Fwy
Central Park Rd
Gulf Freeway Frontage Rd
Lago Mar Blvd
Starboard Reach Dr
Dickinson Junior High
Lagoonfest Texas
Temporarily closed
Center Court Pizza & Brew - Lago Mar
Crystal View at Lago Mar - A Wan Bridge Community
Luxury Townhomes for Rent
DeMontrond Chevrolet
DeMontrond RV
Galveston County Water Company Canal
Riviera Cv Dr
Crystal View Blvd
Secret Lagoon Ln
Red Pebble Ln
Boterra at Lago Mar
Braids Take Down Service by Dee
Smart Living at Texas City
Rosemary Rd
Blue Ridge Dr
Mariner Island Dr
Deep Marine Dr
Games, Films & Outdoor Fun: Luxe...
Playa Cove Ln
DR HORTON
Layers
Google Maps

To: City of Texas City – City Commission
Attn: Doug Kneupper, Interim City Engineer

From: Ashley Astor, Development Project Manager
Mister Car Wash

Date: July 15th, 2026

Subj: Mister Car Wash – 3721 Gulf Freeway - Texas City, TX
Appealing Denial of the Consideration of Stand-Alone Express Car Wash Use within the *Crystal Lagoon District* of the *Lago Mar Plan Unit Development*

Property Owner
First Hartford Realty Corp.
9121 Elizabeth Rd
Suite 105
Houston, TX 77055

Property Developer/Applicant
CWP Asset Corp.
Ashley Astor, Development Project Manager
3650 Annapolis Lane North
Suite 190
Plymouth, MN 55447
aastor@mistercarwash.com
Phone: (952) 715-8565

Dear Texas City Commission and Staff,

Mister Car Wash respectfully requests that the Texas City Commission overturn the Planning Board's April 20, 2026 denial and determine that a stand-alone express car wash is an allowable and comparable use within the *Crystal Lagoon District of the Lago Mar PUD, Partial Amendment No. 1.*

The adopted PUD was designed to accommodate a broad range of commercial uses, serving both residents and visitors while providing a framework for evaluating uses that are not expressly listed. **Section C** of the PUD identifies **Sub-Area 1**, where the proposed project is located, as the district's **"least restrictive area"** and contemplates a mix of commercial uses oriented to both I-45 and the Crystal Lagoon. The PUD further permits a variety of auto-centric and commercial-service uses and establishes specific criteria for evaluating unlisted uses.

The April 20th Planning Board minutes reflect discussion regarding whether a stand-alone express car wash is consistent with the vision and character of the *Crystal Lagoon District*. The adopted PUD, however, provides a clear methodology for evaluating unlisted uses based on (1) comparable land uses, (2) the vision and objectives of the district, (3) potential amenity impacts, and (4) the public interest.

As outlined in this narrative, the proposed stand-alone express car wash is comparable to permitted commercial and auto-centric uses within **Sub-Area 1**, is consistent with the district's stated vision and objectives, incorporates design and operational measures to minimize off-site impacts, and serves residents, visitors, employees, and businesses within the Crystal Lagoon District. For these reasons, the project satisfies the evaluation criteria established by the adopted PUD.

The PUD - Flexible Commercial Development

The *Crystal Lagoon District* was created to serve as a regional destination while also functioning as a commercial center for residents and visitors.

Section C *of the PUD* states:

"The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity."

Unlike a conventional zoning district that relies on a narrowly defined list of uses, this PUD was intentionally structured to accommodate a wide range of commercial activities. The language repeatedly emphasizes variety, flexibility, and mixed commercial development.

Most significantly, the PUD identifies **Sub-Area 1** as the district's "*least restrictive*" commercial area and states that it is, *"intended to accommodate a mix of commercial uses oriented to both Interstate 45 and the Crystal Lagoon".* The proposed site is located within **Sub-Area 1**, and the use serves residents, visitors, employees, and motorists traveling along the Interstate 45 corridor.

The PUD – Evaluation of Listed and Unlisted Uses

The PUD specifically anticipates that future uses may arise that are not expressly listed.

Section D.1 states:

"Any use that is not expressly listed below and cannot be reasonably categorized as falling within the definition or common English interpretation of listed use, ***may be considered by Texas City Planning Board as a Conditional Use or Specific Use.****"*

The same section further directs decision-makers to evaluate:

- *The permissibility of* ***similar land uses***
- *The* ***vision and objectives*** *of the district*
- *Potential* ***amenity impacts***
- *Whether permitting the use is in the* ***public interest****.*

The outline below demonstrates how a stand-alone express car wash complies with the above evaluation for the City Commission's consideration of the use approval.

Similar Land Uses

- The list of permitted uses within **Sub-Area 1** includes both destination-oriented uses and **everyday commercial and service uses**, including the following:
    - *Auto Service Stations*
        - This use is **expressly permitted** within **Sub-Area 1**.
        - Texas City's zoning definition of an Auto Service Station (*refer to Texas City Zoning Code **Section 160.006**)* specifically contemplates the **washing of motor vehicles** as part of that use.
    - *Convenience Stores with Fuel Sales*
    - *Grocery Stores with Fuel Sales*
    - *Banks and Financial Institutions*
    - *Medical Offices and Clinics*
    - *Grocery Stores*
    - *Pharmacies*
    - *Drive-Through Restaurants*
    - *Recreational Vehicle Rental*
    - *Recreational Vehicle and Boat Sales.*

Vision and Objectives of the District

- The PUD seeks to create *a "regional destination and a **local amenity**"* through an extensive variety of commercial uses. Residents, visitors, employees, and businesses within Lago Mar generate daily vehicle trips and utilize a range of commercial services within the district. A car wash is a commercial service use that complements the mixed-use environment and local-serving components contemplated by the PUD.
- The commercial area surrounding the proposed site currently includes, or is planned to include, a mix of retail, restaurant, financial, fitness, grocery, and service-oriented uses serving both residents and visitors. These uses reflect the diverse mix of commercial activity contemplated within **Sub-Area 1** of the Crystal Lagoon District.
- As the district has developed, the planned commercial uses have evolved to include a substantial number of businesses that provide everyday goods and services in addition to destination-oriented attractions. This mix of uses is consistent with the PUD's vision of creating a regional destination while also functioning as a local amenity for residents, visitors, employees, and businesses.
- **NAIOP** (*the Commercial Real Estate Development Association*) defines a "*neighborhood shopping center*" as a commercial development that provides convenience-oriented retail and service uses designed to meet the daily needs of surrounding consumers.
    - The mix of uses currently planned within this portion of Lago Mar includes many of these types of commercial services, including grocery, financial, restaurant, fitness, and service-oriented businesses.

Amenity Impacts

- Modern express car washes operate with enclosed equipment rooms, controlled lighting, substantial landscaping, and limited noise. Traffic impacts are predictable and occur primarily during daytime hours.
    - The proposed site plan includes additional buffering, enhanced landscaping, and increased native plantings beyond minimum code requirements.
- Several uses expressly permitted by the PUD, including **bars, nightclubs, outdoor performance venues, and entertainment facilities** may generate evening activity and large gatherings of patrons.
    - By comparison, the proposed car wash operation is limited to daytime business hours and does not involve those activities.

Public Interest

- The use provides a commercial service to residents, visitors, employees, and businesses within the district while generating investment, and employment opportunities.
- On April 16th, Mister Car Wash hosted a community open house session attended by approximately 20 Lago Mar residents. From the feedback we received the following:
    - 10 residents expressed support,
    - 1 requested additional information,
    - 2 did not support the project.
- Residents raised concerns related to traffic, noise, lighting, and safety—issues that have already been thoroughly evaluated through the City's staff review process, supporting technical studies, and proposed operational controls.
    - **Traffic:** The project is served by two existing access points, neither of which provides direct access to the car wash site. This access configuration minimizes any potential offsite vehicle queuing and addresses potential traffic concerns.
    - **Noise:** Mister Car Wash proactively retained an acoustical consultant to evaluate the project. Given the existing ambient noise levels generated by I-45, the analysis concluded the proposed operations would not result in a perceptible increase in noise beyond the property line. Additionally, the wash tunnel will be fully enclosed, and the vacuum equipment will be screened by an 8-foot masonry wall.
        - Furthermore, the site is approximately 620 ft north of Lagoonfest and is separated from it by a planned commercial development. The nearest residential property is approximately 1,287 ft away, with a proposed H-E-B development located between the project site and the residential area.
    - **Lighting/Safety:** Site lighting will be downward-directed and fully compliant with applicable code requirements. Operating hours will be limited to daytime hours, typically between 7:00 a.m. and 7:00 p.m., further minimizing impacts on surrounding properties.

Mister Car Wash – Design Standards Established by the PUD

The *Crystal Lagoon District* places emphasis on architecture, landscaping, and aesthetics.

The PUD requires:

- *Enhanced building materials*
- *High-quality architectural design*
- *Extensive landscaping*
- *Parking lot screening*
- *Coordinated building facades*
- *Pedestrian-oriented design elements*

Mister Car Wash's application complies with all applicable development standards and design requirements of the PUD. The applicant has worked with City staff throughout the review process and has incorporated revisions to the site design, landscaping, and project details in response to review comments.

Mister Car Wash facilities are intentionally designed to incorporate:

- Enhanced architectural design
- Masonry construction
- Significant landscaping
- Professional property maintenance
- Long-term operational oversight

The proposed development has been designed to comply with the applicable architectural and development standards established by the PUD. If approved, the project will continue through the City's site development and permitting processes, where compliance with all applicable codes and development requirements will be verified.

Express Stand-Alone Car Wash - Supports Both Residents and Visitors

The *Crystal Lagoon District* was established to function as both a regional destination and a local amenity. The PUD identifies the Crystal Lagoon District as both a regional destination and a local amenity, indicating the district is intended to accommodate a mixture of commercial uses serving both residents and visitors.

Lago Mar continues to add residential units, hotels, and commercial establishments. Users associated with those uses create additional and ongoing demand for everyday services.

A Mister Car Wash:

- Serves area residents, visitors traveling to the Lagoon, employees working in the district, and supports nearby commercial development

The proposed use would commercially serve residents, employees, and visitors.

Conclusion

The *Crystal Lagoon District of the Lago Mar PUD* was adopted to permit an extensive variety of uses and expressly identifies **Sub-Area 1** as the district's **least restrictive commercial area**.

While a stand-alone express car wash is not specifically listed in **Table 1.0**, the PUD establishes a process for evaluating unlisted uses based on comparable land uses, the vision and objectives of the district, potential amenity impacts, and the public interest.

The proposed use is comparable to several uses expressly permitted within **Sub-Area 1**, including Auto Service Stations, Convenience Stores with Fuel Sales, Drive-Through Restaurants, and Recreational Vehicle uses. Texas City's zoning definition of an Auto Service Station specifically contemplates the **washing of motor vehicles** as part of that use.

The evidence presented demonstrates that the proposed development is consistent with the PUD's architectural and design standards and incorporates enhanced landscaping, screening, and operational controls. The project has been evaluated through traffic and acoustical analyses, is separated from residential areas by substantial distance and intervening commercial development and is proposed to operate during daytime hours. Collectively, these design and operational features are intended to minimize off-site impacts and support compatibility with surrounding development.

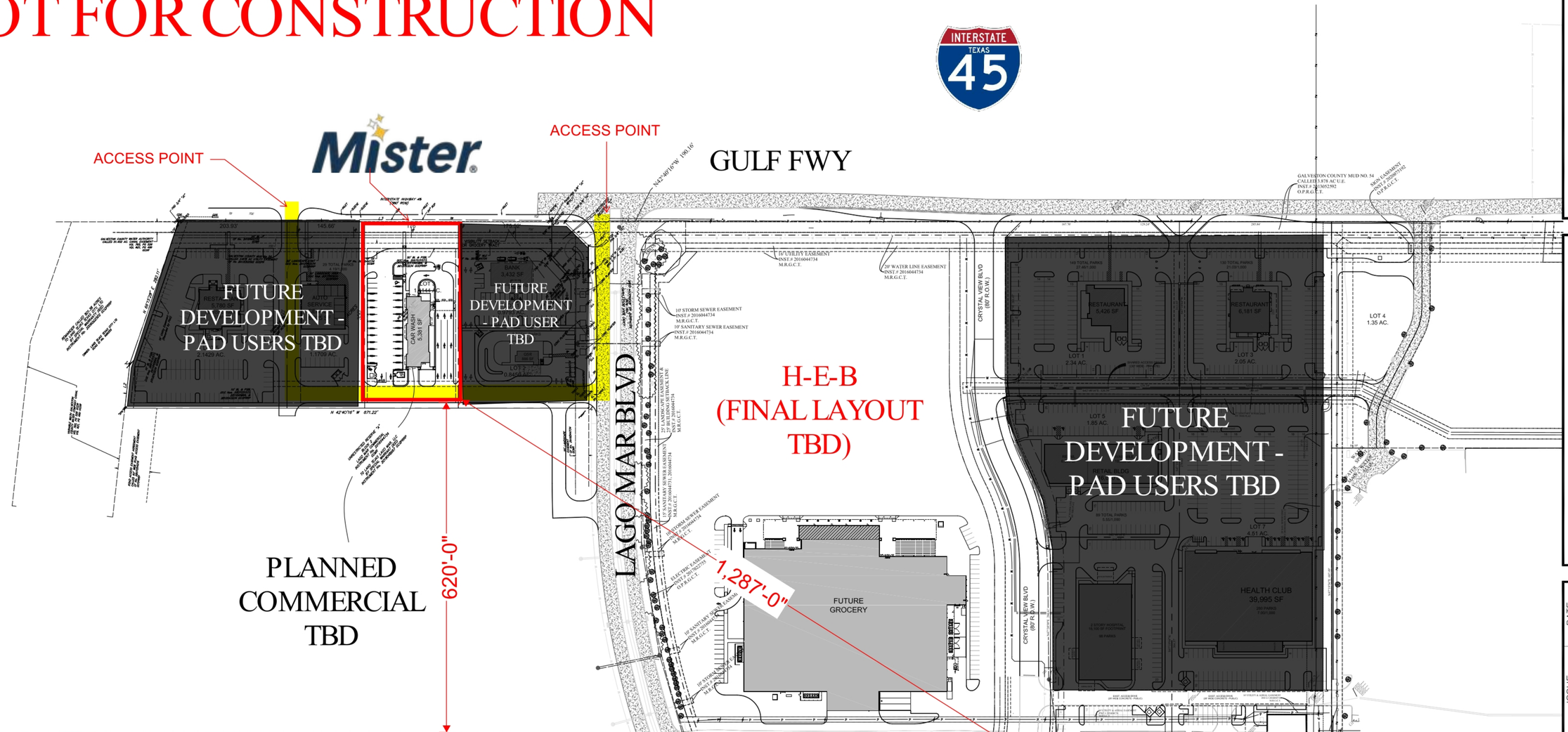
For these reasons, Mister Car Wash respectfully requests that the **City Commission overturn the Planning Board's denial** and determine that a stand-alone express car wash is a comparable and compatible use within the Crystal Lagoon District and consistent with the evaluation framework established by the adopted PUD.

Please contact me via my cell or email, listed below, with any questions.

Sincerely,

Ashley Astor
Development Project Manager
Mister Car Wash
aastor@mistercarwash.com
C: (952) 715-8565

NOT FOR CONSTRUCTION



DEVELOPMENT SERVICES INCORPORATED
900 Town & Country Lane Suite 220 Houston, Texas 77024 (713) 647-9211

PROPOSED DEVELOPMENT
I-45N & LAGO MAR BLVD
TEXAS CITY, TEXAS

No:	ISSUE:	DATE:

DRAWN	SWG
CHECKED	SWG
DATE	11/13/25

SHEET TITLE
DEVELOPMENT SITE PLAN

ALL DRAWN AND WRITTEN INFORMATION APPEARING HEREIN SHALL NOT BE DUPLICATED, DISCLOSED, OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF DEVELOPMENT SERVICES, INC.

SHEET
SP-1CP

CITY COMMISSION REGULAR MTG **(5) (a)**

Meeting Date: 07/15/2026

Moore Memorial Library Report (Library)

Submitted By: Rhomari Leigh, City Secretary

Department: City Secretary

Information

ACTION REQUEST

Moore Memorial Library Report (Library)

BACKGROUND (Brief Summary)

Moore Memorial Library Report (Library)

RECOMMENDATION

Fiscal Impact

Attachments

Staff Report

Moore Memorial Public Library

ACHIEVEMENT OF EXCELLENCE
2025
IN LIBRARIES AWARD

MOORE MEMORIAL PUBLIC LIBRARY

SEAL OF THE CITY 1911 TEXAS CITY, TEXAS

Texas City

EST. 1911

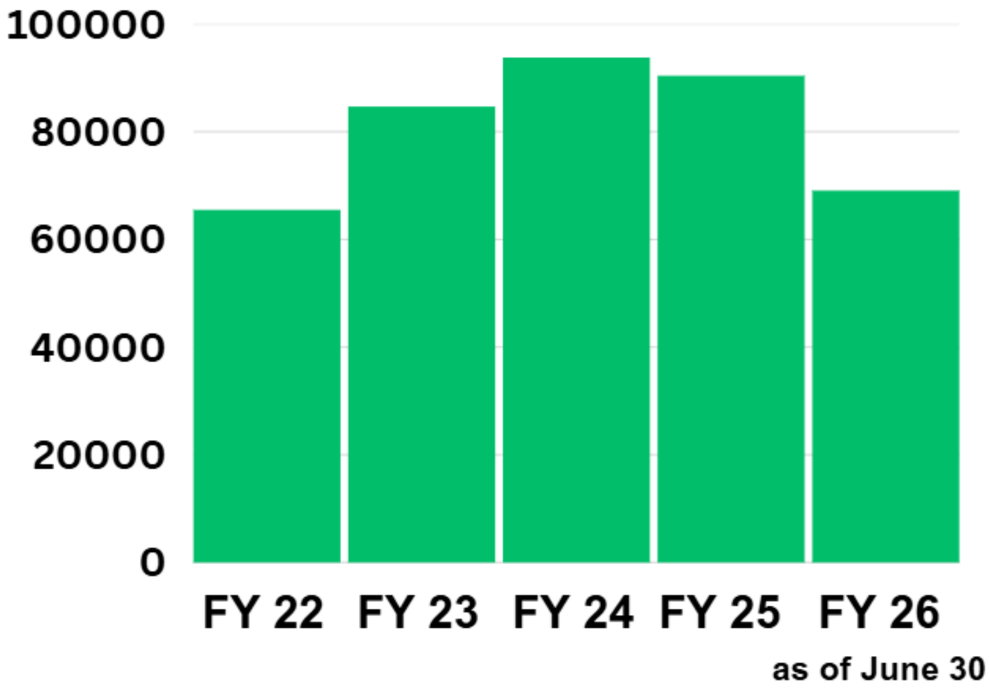
By The Numbers

	FY 25	FY 26 TO DATE
LIBRARY VISITS	90,386	69,061
NEW USERS	1,447	906
TOTAL CIRCULATION	97,232	69,356
PROGRAM ATTENDEES	5,513	5,227
COMPUTER SESSIONS	23,138	16,760
REFERENCE QUESTIONS	18,155	13,114

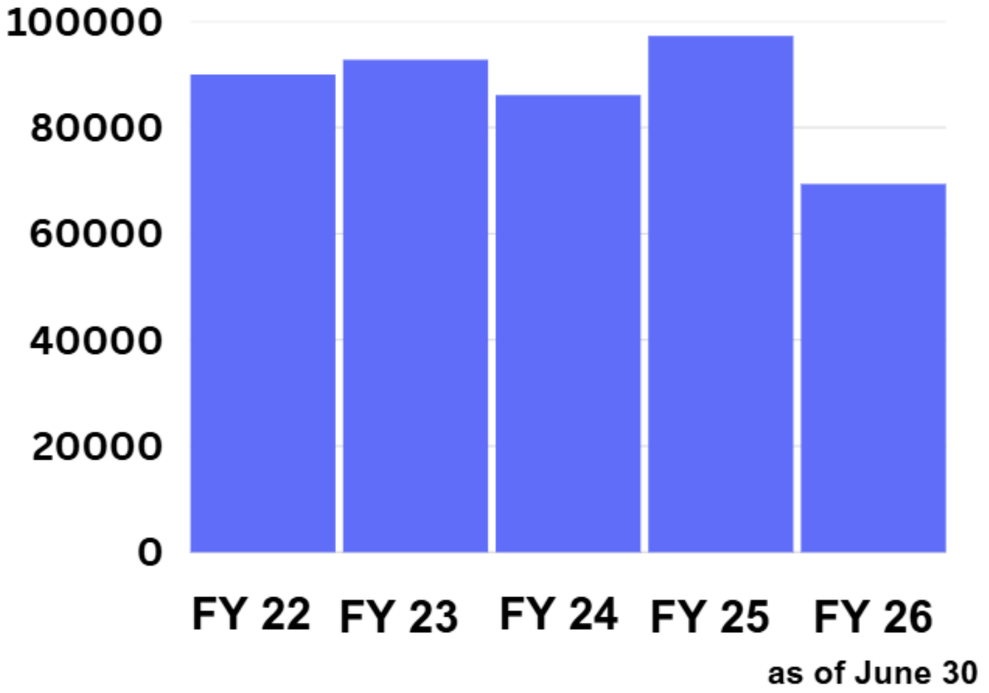
Texas City
EST. 1911

By The Numbers

Library Visits



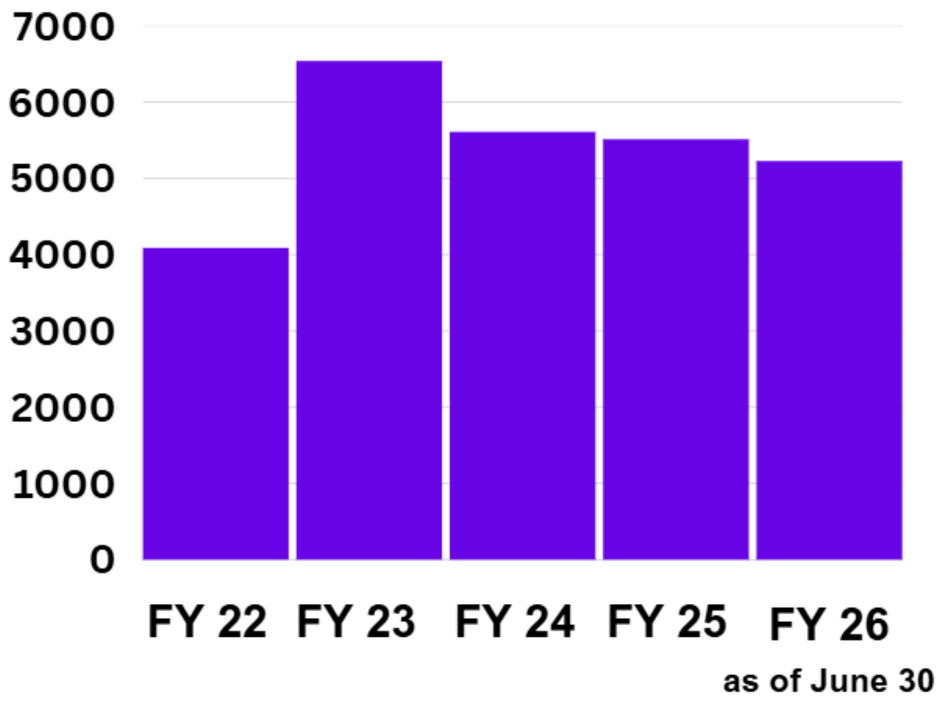
Circulation



Texas City
EST. 1911

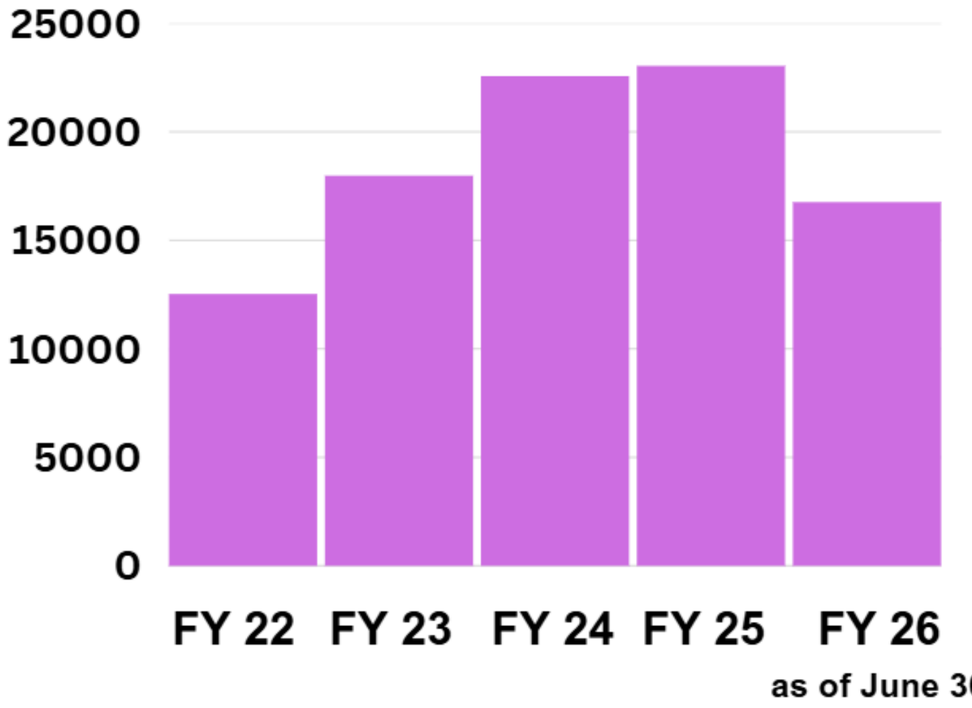
By The Numbers

Program Attendance



as of June 30

Computer Sessions

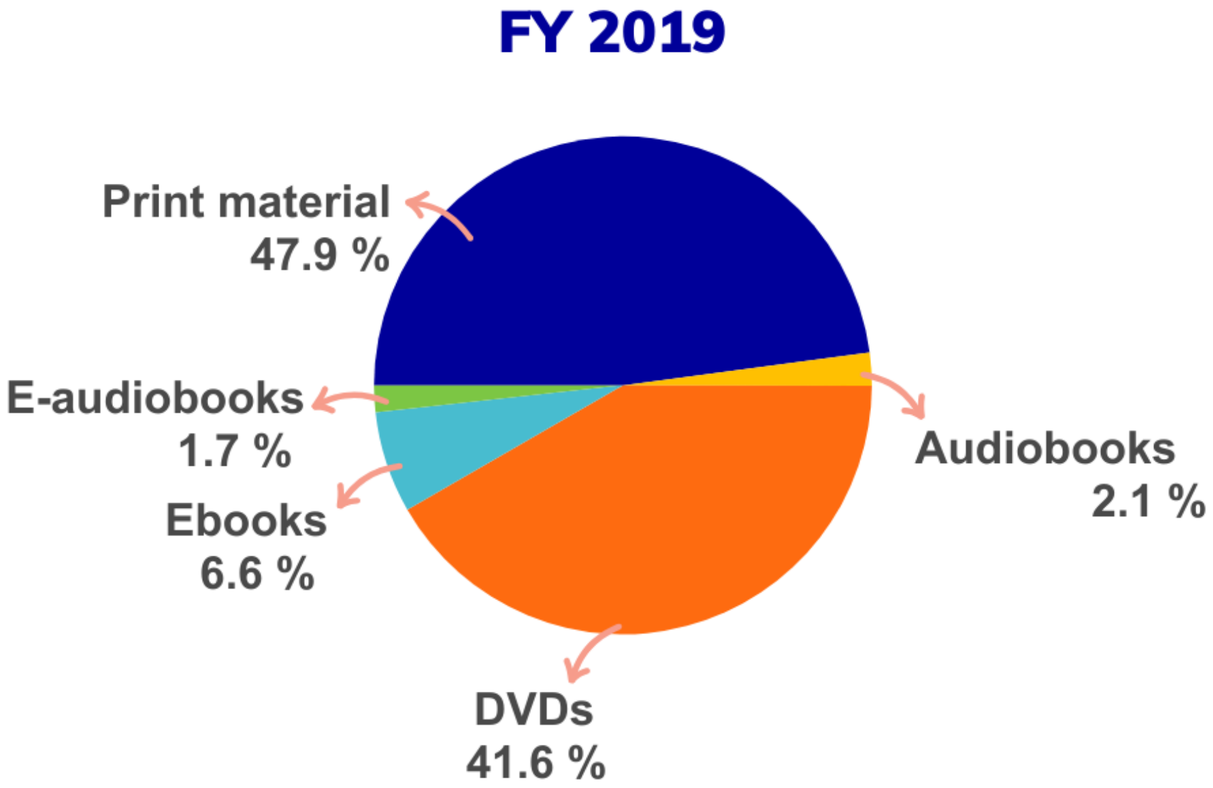


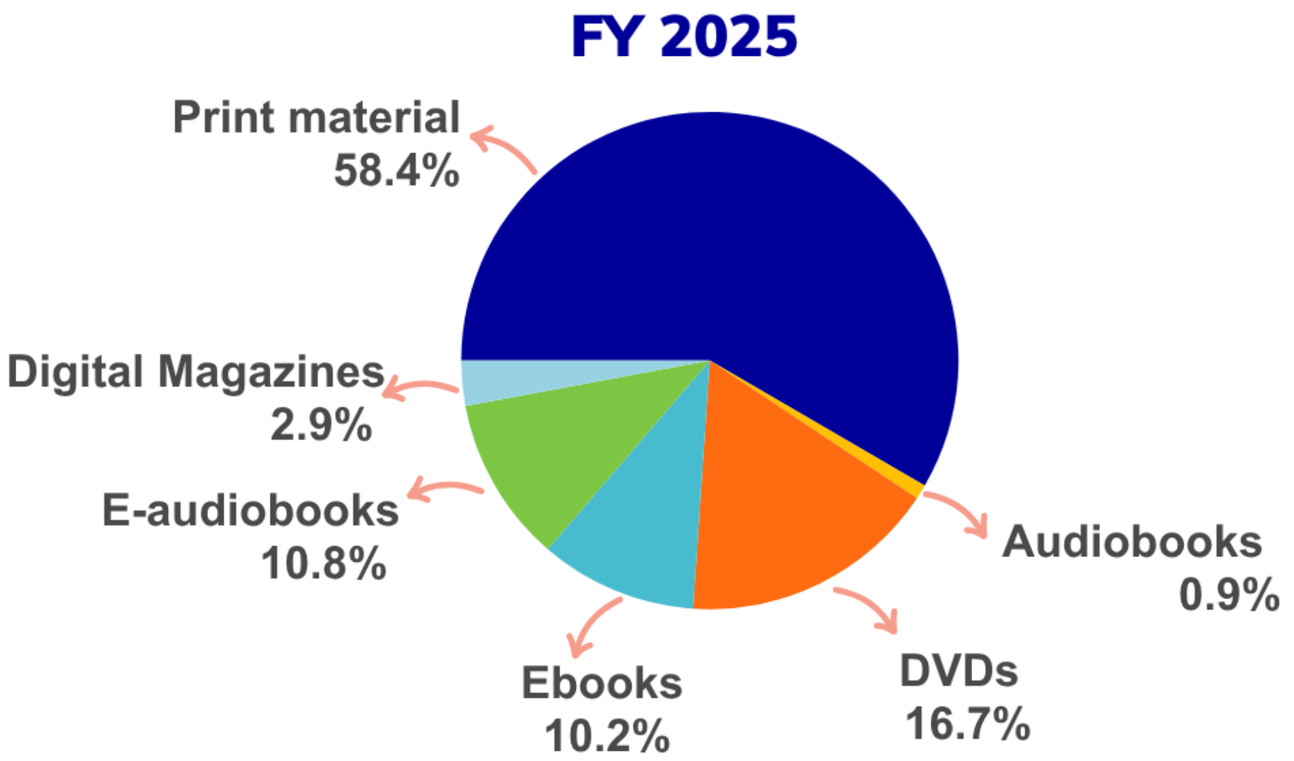
as of June 30

Texas City
EST. 1911

By The Numbers

Circulation by Format





Texas City
EST. 1911

Summer Reading Program

Statistics for June

Summer Kickoff Attendance	625
# of Programs (children,teens)	33
Attendance	798
Hours Read (Children)	455
Hours Read (teens/adults)	1,077
Total Hours read	1,532

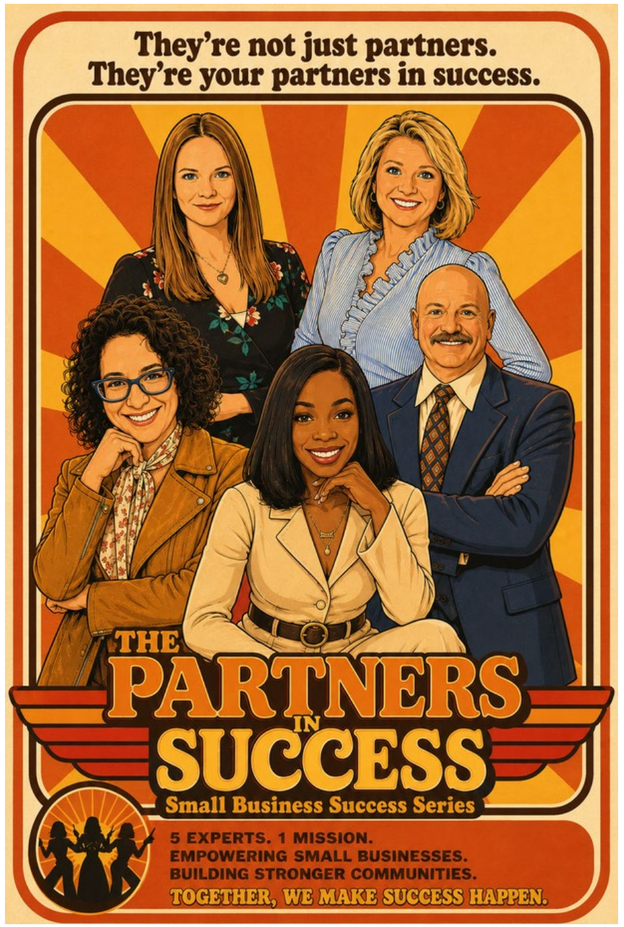
Texas City
EST. 1911

Highlights

Small Business Success Series

- Marketing Basics for the Holidays (The Chamber)
- How to do Business with The Port (Port of Houston)
- Federal Taxes and Your Employees (IRS)
- Credit Unlocked - Your Key to Business Funding (AMOCO)
- Business Insurance (Soto Insurance)
- Legal Implications of Using AI (Barita Law Firm)
- Starting Your Business (Galveston County SBDC)

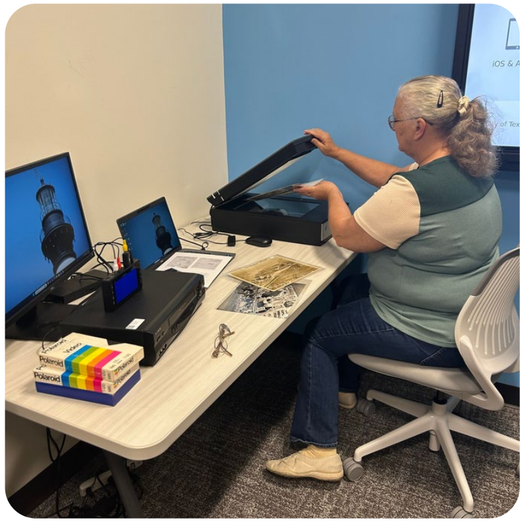
Coming Soon: Leveraging LinkedIn; Access to Capital Lender Panel; Explore Local Resources with the Phoenix; SCORE webinars; and more...



Highlights

Digital Lab

- Digitization equipment for the conversion of VHS and cassette tapes
- Scanners for slide film, negatives, photos and documents
- 3D Printing



Highlights

Annual Winter Open house

- Sponsored by Friends of the Library
- Cookies and hot chocolate
- Games, crafts and prizes
- Gingerbread Man art contest

Highlights

Visits to Seniors' Residential Facilities

- Nessler Senior Center
- Independance Village
- Phoenix Post Accute
- Bayou Pines
- Sodalis
- The Shoal

Texas City
EST. 1911

Highlights

Play&Learn Workshops

Next Series - August 14 - September 11

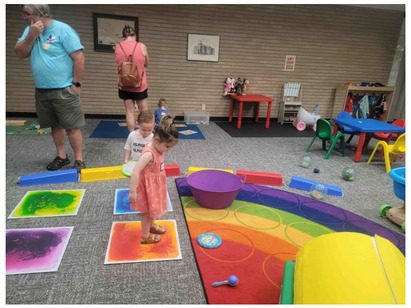
Week 1: Early Literacy/General Parenting

Week 2: Speech, Hearing, Language Development

Week 3: Child Development

Week 4: Nutrition

Week 5: Music and Movement



Highlights

Special Guests

True Crime - Texas City PD

Local Author Showcase

Angler Education - Texas Parks & Wildlife

Ukulele Concert - Galveston Ukulele Society

Crime Prevention - Houston Crime Stoppers

COM Microbiology Students & Sickle Cell Club

Sourdough 101 Friends of the Library

and more....

Texas City
EST. 1911

TexTreasures Grant

Funded by the U.S. Institute of Museum and Library Services through a grant to the Texas State Library and Archives Commission

Our project: the Digitization of the Texas City Sun. The newspapers can be accessed for free at the Portal to Texas History website.

Grants

TexTreasures Grant

Year 1 (FY 2025)

- $50,000
- 48,000 pages
- covers the years 1934 -1959

Year 2 (FY 2026)

- $50,000
- 48,000 pages
- covers the years 1960 -1971

Rosenberg Library Coop

AMBURN BROS.
For Texas City Real Estate

TEXAS CITY SUN

SHOULD YOU SUFFER FIRE LOSS COULD YOU REBUILD WITHOUT
Halstead Insurance Agency

The Only Paper on the Mainland in Galveston County

Volume 20, Number 41 | Texas City, Texas, Friday, May 4, 1934 | $2.00 Per Year in Advance

WITT TO DELIVER COMMUNITY ADDRESS

FORMS RURAL COMMITTEE ON FARM PROGRAM

To Be Undertaken By The State Relief Organization

Peter J. Axe Called By Death Tuesday

TRUSTEES OF CITY'S SCHOOLS HOLD MEETING

Convenes in Special Session With All Members Present

T. C. Garden Club to Hold Flower Show

STOCK DECLINE GREAT HARVEST FOR SWINDLERS

KPRC Pays Tribute to Sun for Stand Taken to Protect Public

Rainbow Girls Hold Election of Officers

SUNDAY IS DAY SET FOR OPENING CHURCH SERVICE

Non - Secterian and Non-Denominational In Character

Texas City
EST. 1911

TexTreasures Grant

Year 3 (FY 2027)

- $40,000
- 38,800 pages
- covers the years 1972 -1978

The Portal to Texas History

Community Partners

Texas City Economic Development Corporation

ROSCGC.ORG

Texas Master Gardener – Texas A&M AgriLife Extension – Galveston County

America's SBDC – Small Business Development Center – Texas Gulf Coast Network – University of Houston | Bauer – Galveston County

DePelchin Children's Center

The Phoenix – Business Accelerator

Galveston County Food Bank – houstonfoodbank Partner

Texas Master Naturalist – Galveston Bay Area

Galveston County Health District

Texas City Police

The Chamber – Texas City-La Marque

College of the Mainland

Amoco Federal Credit Union

Gulf Coast Center

Frost

Workforce Solutions

UHCL

Gulf Coast Regional Blood Center

Questions ?

ACHIEVEMENT OF EXCELLENCE 2025 IN LIBRARIES AWARD

MOORE MEMORIAL PUBLIC LIBRARY

SEAL OF THE CITY 1911 TEXAS CITY, TEXAS

Texas City
EST. 1911

CITY COMMISSION REGULAR MTG **(6) (a)**

Meeting Date: 07/15/2026

City Commission Minutes for the July 1, 2026 meeting

Submitted By: Rhomari Leigh, City Secretary

Department: City Secretary

Information

ACTION REQUEST

Approve City Commission Minutes for the July 1, 2026 meeting. (City Secretary)

BACKGROUND (Brief Summary)

RECOMMENDATION

Fiscal Impact

Attachments

Minutes

D R A F T

REGULAR CALLED CITY COMMISSION MEETING

M I N U T E S

WEDNESDAY, JULY 1, 2026 – 5:00 P.M.
DOYLE CONVENTION CENTER

A Regular Called Meeting of the City Commission was held on Wednesday, July 1, 2026, at 5:00 P.M. in the Doyle Convention Center, Texas City, Texas. A quorum having been met, the meeting was called to order at 5:00 p.m. by Mayor Abel Garza, Jr.

1. ROLL CALL

Present: Abel Garza, Jr., Mayor
Brian Goetschius, Commissioner At-Large, Mayor Pro Tem
Wade Johnson, Commissioner At-Large
DeAndre' Knoxson, Commissioner District 1
Barbie Tucker, Commissioner District 2
Chris Sharp, Commissioner District 3
Jason Delgado, Commissioner District 4

2. INVOCATION

Led by Pastor Rudy Rios from Temple Baptist Church.

3. PLEDGE OF ALLEGIANCE

Led by Jason Delgado, Commissioner District 4

4. PROCLAMATIONS AND PRESENTATIONS

a. Proclamation in commemoration of the 250th anniversary of July 4th

Abel Garza Jr., Mayor, presented Nicole Miller, Parks, Recreation, and Tourism Director, with the proclamation commemorating July 4th, 2026, as the 250th anniversary of the United States of America.

5. REPORTS

a. Texas City Museum (Recreation and Tourism)

Shelby Rodwell, Museum Curator, presented an overview of the Texas City Museum's summer offerings, highlighting past events and upcoming initiatives that reflect the museum's dedication to community engagement.

6. PUBLIC HEARING

a. Community Development Block Grant (CDBG) 2026 Annual Action Plan - 2nd Public Hearing

Patarica Mata, Community Development and Grants Administration Director, gave a presentation and highlighted changes from the first public hearing. She answered questions from the Commission and the Mayor.

Henry Gomez, Barbara White, Christina B, and Chris Walters shared their opinions on the Action Plan.
See the recording for public comments.

Motion by Commissioner District 3 Chris Sharp, Seconded by Commissioner District 2 Barbie Tucker, to close.

Vote: 7 - 0 CARRIED

7. PUBLIC COMMENTS

The following members of the public requested to address the City Commission:

8. CONSENT AGENDA

Commissioner At-Large, Wayne Johnson, made a motion to approve Consent Agenda items 8 a,b, and d. The motion was seconded by Commissioner District 1, DeAndre' Knoxson. Commissioner District 1, DeAndre' Knoxson, pulled Consent Agenda item 8c for more discussion and voted on it separately.

a. Approve City Commission Minutes for June 17, 2026, meeting. (City Secretary)

Vote: 7 - 0 CARRIED

b. Consider and take action on Resolution No. 2026-072, authorizing the renewal of the Solid-Waste Landfill contract with Republic Service for a five-year term. (Public Works)

Vote: 7 - 0 CARRIED

c. Consider and take action on Resolution No. 2026-073, authorizing designated signatories for contractual documents and documents requesting funds pertaining to the Community Development Block Grant - Mitigation (CDBG-MIT) Resilient Communities Program through the General Land Office (GLO) State Contract Number 22-130-075-E800. (Community Development)

Patricia Mata, Community Development and Grants Administration Director, and Joe Tumbleson, Emergency Management Director, expressed that these documents are necessary for executing contractual documents and submitting requests for funds associated with the CDBG-MIT awards due to the personnel changes from the election.

Motion by Commissioner District 1 DeAndre' Knoxson, Seconded by Commissioner District 3 Chris Sharp

Vote: 7 - 0 CARRIED

d. Consider and take action on Resolution No. 2026-074, authorizing the City to enter into a contract with Generocity Services, Inc. for renovation and repair of the LPG live-fire training prop system located at the Texas City Fire Department Training Center. (Fire)

Vote: 7 - 0 CARRIED

9. REGULAR ITEMS

a. Consider and take action on Ordinance No. 2026-18, amending the City of Texas City's 2025-2026 budget to allocate additional funding needed for the Moses Lake Stormwater Pump Station project. (Finance)

Laura Boyd, Interim Director of Finance, and Jack Haralson, Public Works Director, proposed a project that involves the construction of a stormwater pump station designed to pump water from Moses Lake into Galveston Bay, increasing flood protection for the City of Texas City.

Motion by Commissioner District 4 Jason Delgado, Seconded by Commissioner At-Large Wade Johnson

Vote: 7 - 0 CARRIED

b. Consider and take action on Resolution No. 2026-075, approval to enter into a contract with Carlson McClain Construction Company, LLC, in the amount of $12,204,652.80 for the construction of the Moses Lake Storm Water Pump Station project. (Public Works)

Jack Haralson, Public Works Director, recommended that the Commission approve Carlson McClain Construction Company, LLC for this project.

Motion by Commissioner District 4 Jason Delgado, Seconded by Commissioner District 1 DeAndre' Knoxson

Vote: 7 - 0 CARRIED

c. Consider and take action on Ordinance No. 2026-X19, amending the Texas City Local Plumbing Code to reflect changes required by TCEQ and State Law. (Public Works-Utilities)

Jack Haralson, Public Works Director, and Corbin Ballast, Utilities Director, recommend the changes to local plumbing code required by TCEQ and State Law.

Motion by Commissioner At-Large, Mayor Pro Tem Brian Goetschius, Seconded by Commissioner At-Large Wade Johnson

Vote: 7 - 0 CARRIED

d. Consider and take action on Resolution No. 2026-076, authorizing the City of Texas City to enter into an amended contract with Gulf Coast Water Authority for the continued purchase of water. (Public Works)

Jack Haralson, Public Works Director, recommended approving the above amended contract with Gulf Coast Water Authority for the continued purchase of drinking water. Jack answered questions from the commission about the rate and the upcoming rate study. He also stated the new term is 36 years at the current rate of $3.19 per gallon.

Commissioner DeAndre' Knoxson informed the commission of a test that is free ot the city that can test microplastics in the water.

Motion by Commissioner District 1 DeAndre' Knoxson, Seconded by Commissioner District 3 Chris Sharp

Vote: 7 - 0 CARRIED

e. Consider and take action on Ordinance No. 2026-20, amending Ordinance No. 2025-14, Commission Rules of Procedure/Order of Business, Section 7: Public Comments. (Item submitted by Commissioner At-Large Brian Goetchius and Commissioner District 3 Chris Sharp.)

Commissioner Chris Sharp presented the amendments to Ordinance No. 2025-14, Commission Rules of Procedure/Order of Business, Section 7: Public Comments, specifically to sections C and H.

Jon Branson, Executive Director of Management Services, and Rhomari Leigh, City Secretary, answered questions from the commission.

Motion by Commissioner District 3 Chris Sharp, Seconded by Commissioner District 4 Jason Delgado

Vote: 7 - 0 CARRIED

f. Consider and take action on Ordinance No. 2026-21, amending the City of Texas City’s fiscal year 2025-2026 budget pertaining to Texas City Economic Development Corporation (TCEDC) demolition account.

Laura Boyd, Interim Director of Finance, recommended a budget amendment, as approved by TCEDC, for the potential purchase of a piece of property near the 6th Street Revitalization District.

Motion by Commissioner District 2 Barbie Tucker, Seconded by Commissioner At-Large Wade Johnson

Vote: 7 - 0 CARRIED

g. Consider and take action on Ordinance No. 2026-22, amending the City of Texas City's fiscal year 2025-2026 budget pertaining to Texas City Economic Development Corporation (TCEDC) sales tax reimbursement agreements. (Finance)

Laura Boyd, Interim Director of Finance, recommended a budget transfer, as approved by TCEDC, from an undesignated fund balance (801-000-39000) to the FY26 operating budget,

Sales Tax Rebate line 801-050-59043. This practice will allow funds for the purpose of making Chapter 380 reimbursements in partnership with the Finance Department more streamlined.

Motion by Commissioner District 2 Barbie Tucker, Seconded by Commissioner District 4 Jason Delgado

Vote: 7 - 0 CARRIED

h. Consider and take action on Ordinance No. 2026-23, amending the City of Texas City's fiscal year 2025-2026 budget for multiple departments, multiple accounts. (Finance)

Laura Boyd, Interim Director of Finance, recommended a budget transfer due to multiple departments and accounts being underfunded.

Motion by Commissioner District 3 Chris Sharp, Seconded by Commissioner District 1 DeAndre' Knoxson

Vote: 7 - 0 CARRIED

i. Consider and take action on Ordinance No. 2026-24, ratifying budget adjustments made to the City of Texas City's 2025-2026 fiscal year budget prior to July 1, 2026. (Finance)

Laura Boyd, Interim Director of Finance, recommended that budget adjustments be routinely done during the fiscal year.

Motion by Commissioner District 1 DeAndre' Knoxson, Seconded by Commissioner District 2 Barbie Tucker

Vote: 7 - 0 CARRIED

10. COMMISSIONERS' COMMENTS

11. MAYOR'S COMMENTS

An audiovisual recording of this meeting is available on the City's website and retained by the CSO for two years after the date of the adoption of the minutes to which the meeting corresponds.

12. ADJOURNMENT

Having no further business, Mayor Abel Garza Jr. made a MOTION to ADJOURN at 7:10 p.m.

_____

Abel Garza Jr., MAYOR

ATTEST:

_____

Rhomari Leigh, City Secretary
Date Approved:

CITY COMMISSION REGULAR MTG **(6) (b)**

Meeting Date: 07/15/2026

Submitted By: Rhomari Leigh, City Secretary

Department: City Secretary

Information

ACTION REQUEST

Consider and take action on Resolution No. 2026-077, submitting a resolution of support to Southeast Texas Housing Finance Corporation (SETH) for the single-family mortgage orientation program through the Texas Bond Review Board. (Legal)

BACKGROUND (Brief Summary)

The Southeast Texas Housing Finance Corporation (SETH) has applied to the Texas Bond Review Board for a private activity bond volume cap allocation to support a single-family mortgage origination program. SETH intends to assign a portion of that allocation to the Texas Department of Housing and Community Affairs (TDHCA), which will use it in its state-level mortgage revenue bond programs that benefit homebuyers within SETH's jurisdictions.

Why This Assignment Is Needed

• Local agencies face high up-front costs when issuing single-family mortgage revenue bonds.
– For example, a $25 million issuance would result in approximately $1.7 million in issuance and non-origination fees, with no contribution back to SETH.
• These challenges arise from a state statutory requirement placed on local housing finance agencies (LHFAs):
– LHFAs must reserve at least 50% of their issued bonds for homebuyers earning below 80% of area median income.
– These reservations must remain in place for at least 12 months, even when it is difficult to qualify enough homebuyers in this income category.
– As a result, local agencies often incur substantial non-origination fees when bonds cannot be fully committed.
• State agencies like TDHCA are not subject to this requirement.
– This makes TDHCA more efficient and cost-effective in administering these mortgage revenue bond programs.

Benefits of Assigning the Allocation to TDHCA

• No cost to SETH: By transferring the allocation, SETH avoids all issuance and non-origination fees.
• Continued service to residents: Homebuyers in SETH's jurisdictions still receive access to mortgage assistance programs.
• Reduced risk: The City/County and SETH hold no financial liability. Any bonds issued by TDHCA are special limited obligations of TDHCA only.
• Strengthened partnership: This process maintains a productive relationship between SETH and the State.

Jurisdictions Benefiting From This Partnership

Residents in the following areas continue to benefit from the mortgage programs created through this partnership:
• Texas Counties:
Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller, Wharton
• Texas Cities:
Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City, Tomball

RECOMMENDATION

Under Section 1372.044 of the Texas Government Code, SETH must receive approval from its sponsoring political subdivisions before assigning the bond volume cap allocation.
The governing body is being asked to:

1. Review and approve the attached Resolution, and
2. Return two original signed signature pages to SETH using the enclosed prepaid FedEx envelope no later than August 28, 2026.

Fiscal Impact

Funds Available Y/N: N/A

Amount Requested:

Source of Funds:

Account #:

Fiscal Impact:

There is no fiscal impact on the adopted City of Texas City budget.

Attachments

Agreement

Information

Resolution

Exhibits:
Exhibit A – Assignment Agreement

ASSIGNMENT AGREEMENT

This **ASSIGNMENT AGREEMENT** (this "**Agreement**") is made as of the _____day of _____, 2026 by and between **THE SOUTHEAST TEXAS HOUSING FINANCE CORPORATION** ("**HFC**"), a Texas non-profit housing finance corporation and the **TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS** ("**TDHCA**"), a public and official agency of the State of Texas.

RECITALS:

A. HFC has been duly created and organized pursuant to and in accordance with the provisions of the Texas Housing Finance Corporations Act, Texas Local Government Code, Chapter 394 (as it may be amended, the "**Act**"), for the purpose of providing a means of financing the costs of residential ownership and development that will provide decent, safe and sanitary housing for persons of low and moderate income at prices they can afford.

B. The Act authorizes HFC to issue bonds for the purpose of obtaining funds to finance home mortgage loans (or participation interests therein) for persons of low and moderate income for homes within the geographic limits of the Texas Counties of Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller and Wharton, and the Texas Cities of Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City and Tomball.

C. Section 103 and Section 143 of the Internal Revenue Code of 1986, as amended (the "**Code**"), provide that the interest on obligations issued by or on behalf of a state or a political subdivision thereof the proceeds of which are to be used to finance owner-occupied residences shall be excludable from gross income of the owners thereof for federal income tax purposes if such issue meets certain requirements set forth in Section 143 of the Code.

D. Section 146(a) of the Code requires that certain "private activity bonds" (as defined in Section 141(a) of the Code) must come within the issuing authority's private activity bond limit for the applicable calendar year in order to be treated as obligations the interest on which is excludable from the gross income of the holders thereof for federal income tax purposes.

E. The private activity bond "State ceiling" (as defined in Section 146(d) of the Code) applicable to the State of Texas (the "**State**") is subject to allocation, in the manner authorized by Section 146(e) of the Code, pursuant to Chapter 1372, Texas Government Code, as amended (the "**Allocation Act**").

F. The Allocation Act requires HFC, in order to reserve a portion of the State ceiling for qualified mortgage bonds and satisfy the requirements of Section 146(a) of the Code, to file an application for reservation (an "**Application for Reservation**") with the Texas Bond Review Board (the "**Bond Review Board**"), stating the maximum amount of the bonds requiring an allocation, the purpose of the bonds and the section of the Code applicable to the bonds.

G. The Allocation Act and the rules promulgated thereunder by the Bond Review Board (the "**Allocation Rules**") require that an Application for Reservation be accompanied by a copy of the certified resolution of the issuer authorizing the filing of the Application for Reservation.

H. By resolution adopted on May 28, 2026, HFC authorized the filing of an Application for Reservation with the Bond Review Board in the maximum amount of $70,000,000 with respect to qualified mortgage bonds, and the Bond Review Board has issued or is expected to issue a reservation of "State Ceiling" in connection with such Application for Reservation (the "**Reservation**").

Exhibits:
Exhibit A – Assignment Agreement

I. HFC has determined to (a) delegate to TDHCA HFC's authority to issue bonds or mortgage credit certificates ("**MCCs**") for the purposes specified above, pursuant to Section 394.032(e) of the Act, which provides that a housing finance corporation may delegate to the Texas Department of Housing and Community Affairs the authority to act on its behalf in the financing, refinancing, acquisition, leasing, ownership, improvement, and disposal of home mortgages or residential developments as permitted under the Act, including its authority to issue bonds for those purposes, and (b) assign the Reservation to TDHCA, pursuant to Section 1372.044 of the Texas Government Code.

J. HFC was created by the Texas Counties of Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller and Wharton, and the Texas Cities of Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City and Tomball (the "Sponsors") pursuant to the Act.

K. As the governmental units that created HFC, the Sponsors have approved the assignment of the Reservation to TDHCA in accordance with Section 1372.044 of the Texas Government Code.

NOW THEREFORE, in consideration of the foregoing and the mutual representations, warranties, covenants and conditions contained herein, the parties hereto hereby agree as follows:

1. **Assignment**. HFC hereby assigns, conveys and transfers to TDHCA, to the full extent assignable under applicable law, all of HFC's right, title and interest in, to and under the Reservation (the "**Assignment**"), including without limitation, the right to file a carryforward designation request and to elect to use the Reservation to issue MCCs. The Assignment is irrevocable and applies only to the Reservation for the 2026 program year.

2. **Consents**. HFC agrees to obtain and deliver to TDHCA, such consents to the Assignment of the Reservation as may be required.

3. **Expenses**. TDHCA shall be responsible for payment of all fees and expenses incurred from and after the date of this Agreement with respect to the Reservation, including any carryforward application fee and/or closing fees payable to the Bond Review Board; and TDHCA will pay all costs associated with the issuance of the bonds.

4. **Agreement**. In exchange for the Assignment, TDHCA agrees to originate in the geographic service area of HFC (a) mortgage loans that are eligible for pooling into mortgage certificates and purchase by the trustee for one or more series of tax-exempt bonds issued by TDHCA ("Pooled Loans"), and/or (b) My First Texas Home Combo Loans with MCCs ("Combo Loans", and referred to herein together with the Pooled Loans collectively as "HFC Loans"), until an aggregate amount of $70,000,000 of HFC Loans (accounting for the amount of Pooled Loans originated, pooled and purchased by the trustee, and the amount of volume cap used to originate the Combo Loans) have been originated or issued, respectively. HFC Loans will be originated on a first-in, first-out basis. The provisions in the Term Sheet attached hereto as Exhibit A (the "Term Sheet") are incorporated herein and supplement the provisions of this Agreement; however, in the event of any inconsistency between the provisions of this Agreement and the Term Sheet, the provisions of this Agreement shall supersede those of the Term Sheet.

5. **Fees**. TDHCA will pay an ongoing fee in the amount identified in, and in accordance with the provisions of, the Term Sheet (collectively, the "HFC Fees"). HFC Fees will be paid for a period as described in the Term Sheet for each HFC Loan. The outstanding balance of HFC Loans will be reduced monthly to reflect principal repayments and prepayments (including foreclosures of HFC Loans). HFC Fees cease to accrue with respect to any HFC Loan once that HFC Loan has been repaid or prepaid. HFC Fees will be paid annually, in accordance with payment instructions to be provided by HFC.

Exhibits:
Exhibit A – Assignment Agreement

6. **Reporting**. Once HFC Loans have been pooled into mortgage-backed securities or an MCC has been issued, TDHCA will provide loan level detail with respect to the outstanding loan balances as provided in the Term Sheet.

7. **Governing Law**. This Agreement shall be governed by and enforced in accordance with the laws of the State of Texas.

8. **Severability**. The invalidity, illegality or unenforceability of any provision of this Agreement shall not affect the validity, legality or enforceability of any other provision, and all other provisions shall remain in full force and effect.

9. **Entire Agreement; Amendment and Waiver**. This Agreement contains the complete and entire understanding of the parties with respect to the matters covered herein. This Agreement may not be amended, modified or changed, nor shall any waiver of any provision hereof be effective, except by a written instrument signed by the party against whom enforcement of the waiver, amendment, change, or modification is sought, and then only to the extent set forth in that instrument. No specific waiver of any of the terms of this Agreement shall be considered as a general waiver.

10. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which is an original and all of which together constitute one and the same Agreement. Electronically transmitted counterparts shall be deemed originals.

[*Execution pages follow*]

Exhibits:
Exhibit A – Assignment Agreement

IN WITNESS WHEREOF, the undersigned have duly executed and delivered this Agreement to be effective as of the date first set forth above.

THE SOUTHEAST TEXAS HOUSING FINANCE CORPORATION

By: _____
Name: _____
Title: _____

[signatures continue next page]

NOTE: Signature pages will be executed at a designated time by the HFC and TDHCA.

Exhibits:
Exhibit A – Assignment Agreement

TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

By: _____
Name: _____
Title: _____

NOTE: Signature pages will be executed at a designated time by the HFC and TDHCA.

2026 Term Sheet

Housing Finance Corporation Volume Cap Assignment

Issuer:	Texas Department of Housing and Community Affairs ("TDHCA")
HFC Partner:	The Southeast Texas Housing Finance Corporation ("HFC")
Volume Cap:	To be reserved by the HFC for subsequent assignment to TDHCA ("Reservation").
Assignment:	TDHCA and the HFC will execute an Assignment Agreement to assign the Reservation to TDHCA. The HFC's governing body will be required to approve the Assignment.
Assignment Purpose:	To be used by TDHCA to originate (a) My First Texas Home Bond Loans that are eligible for pooling into mortgage backed securities and purchased by tax-exempt bonds issued by TDHCA ("Pooled Loans"), and/or (b) My First Texas Home Combo Loans with MCCs ("Combo Loans", collectively "HFC Loans").
Loan Prioritization	The HFC Loans shall be recorded on a first in first out ("FIFO") basis until the equivalent of the assigned volume cap has been exhausted.
Volume Cap Utilization:	Pooled Loans will be credited at par. Combo Loans will be credited in accordance with the volume cap used to originate such loan.
HFC Fees:	TDHCA will pay an ongoing fee of 4.75 basis points against the aggregate outstanding balance of HFC Loans that have been pooled into mortgage-backed securities or for which an MCC has been issued. The HFC Fees will be paid for a period of ten years for each loan originated under the Assignment Agreement that is not more than 30-days delinquent at the time the Pooled Loan Fee is calculated. The outstanding balance will be reduced monthly to reflect principal repayments and prepayments (including foreclosures). HFC Fees cease to accrue with respect to any HFC Loan once that loan has been repaid or prepaid. HFC Fees will be paid annually, in accordance with payment instructions to be provided by the HFC.
Related Costs:	TDHCA shall be responsible for payment of all fees and expenses incurred from and after the date of the Assignment Agreement with respect to the Reservation, including any carryforward application fee and/or closing fees payable to the Bond Review Board; and will pay all costs associated with the issuance of the bonds.
Reporting:	Once HFC Loans have been pooled into mortgage-backed securities or an MCC has been issued, TDHCA will provide quarterly loan level detail with respect to the outstanding loan balances; no personally identifiable information will be included.

Mortgage Loan Program

While TDHCA may originate more loans within the HFC's jurisdiction, the maximum amount of HFC Loans is limited to the volume cap assigned. Loans originated through a bond issue include FHA, VA, and USDA loans (no conventional loans). All loans must have a term of 30 years.

SETH

SOUTHEAST TEXAS HOUSING FINANCE CORPORATION

June 9, 2026

The Honorable Mayor Abel Garza, Jr.
City of Texas City Mayor's Office
1801 9th Avenue North
Texas City, TX 77590

Re: The Southeast Texas Housing Finance Corporation Single Family Mortgage Origination Program

Dear Mayor Garza:

The Southeast Texas Housing Finance Corporation ("SETH") has applied to the Texas Bond Review Board for an allocation of private activity bond volume cap (the *"Volume Cap Allocation"*) to facilitate a single family mortgage origination program. SETH intends to assign a portion of the Volume Cap Allocation to the Texas Department of Housing and Community Affairs (*"TDHCA"*) in connection with TDHCA's single family mortgage revenue bond programs. The Volume Cap Allocation, once assigned, will be used to provide a means of financing single family home mortgages for residents in **SETH's jurisdictions.**

Pursuant to the provisions of Section 1372.044 of the Texas Government Code (the *"Act"*), the City or County, as a sponsoring political subdivision of SETH, must approve of the assignment of the Volume Cap Allocation by SETH to TDHCA. Accordingly, we are asking the Commissioners' Court or City Council to pass the attached Resolution as soon as possible in order to meet the requirements of the Act.

It is important to note that any bonds issued by TDHCA will be special limited obligations of TDHCA and neither the sponsoring political subdivisions of SETH, nor SETH, will be liable in any manner for the payment of such bonds.

Please review the Resolution and please contact me by phone at 281-484-4663 ext. 108 or, by email at rwilliams@sethfc.com with any questions or comments you may have. Otherwise, if all is in order, please **return the two (2) original signature pages** of the signed Resolution to SETH using the enclosed prepaid Federal Express envelope for delivery **no later than August 28, 2026.**

Sincerely,

Ron Williams
Executive Director

ENCLOSURES

xc: City Secretary, Rhomari Leigh (Packet via Email)
City Manager, Kyle Dickson (Packet via Email)
SETH Representative, Georgia Barzilay (Letter)

11111 South Sam Houston Parkway East • Houston, Texas 77089
phone 281.484.4663 • fax 281.484.1971 • www.sethfc.com

RESOLUTION APPROVING ASSIGNMENT OF PRIVATE ACTIVITY BOND AUTHORITY TO TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS; AND CONTAINING OTHER PROVISIONS RELATING TO THE SUBJECT

WHEREAS, The Southeast Texas Housing Finance Corporation (the "Corporation") was created by the Texas Counties of Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller and Wharton and the Texas Cities of Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City and Tomball pursuant to the provisions of the Texas Housing Finance Corporations Act, as amended, formerly Article 1269l-7, Vernon's Annotated Texas Civil Statutes, and now codified as Texas Local Government Code, Chapter 394 (as it may be amended, the "Act"); and

WHEREAS, the Corporation has informed City of Texas City, Texas (the "Sponsor") that the Corporation has filed or intends to file with the Texas Bond Review Board an application in the 2026 program year for reservation of state ceiling for issuance of qualified mortgage revenue bonds in the maximum amount of $70,000,000 (the "Reservation"); and

WHEREAS, the Corporation has informed the Sponsor that the Board of Directors of the Corporation has adopted or intends to adopt a resolution to delegate to the Texas Department of Housing and Community Affairs ("TDHCA"), pursuant to Chapter 394.032(e) of the Act, the authority to act on its behalf in the financing, refinancing, acquisition, leasing, ownership, improvement, and disposal of certain home mortgages or residential developments as permitted under the Act, including its authority to issue bonds for those purposes; and

WHEREAS, as a governmental unit that created the Corporation, the Commissioners Court of City of Texas City, Texas (the "Governing Body") desires to approve the assignment of the Reservation to TDHCA in accordance with Chapter 1372.044 of the Texas Government Code; and

WHEREAS, the Governing Body desires to approve the Assignment Agreement in substantially the form attached as Exhibit A between the Corporation and TDHCA (the "Assignment Agreement"); and

WHEREAS, it is deemed necessary and advisable that this Resolution be adopted;

THEREFORE, BE IT RESOLVED BY THE COMMISSIONERS COURT OF CITY OF TEXAS CITY, TEXAS THAT:

Section 1. The Governing Body specifically approves and consents to the assignment of the Reservation to TDHCA in accordance with Chapter 1372.044 of the Texas Government Code and approves the Assignment Agreement. The approval herein given is solely pursuant to Chapter 1372.044 of the Texas Government Code, and is not to be construed as any undertaking by the Sponsor, and it is expressly acknowledged that any bonds issued by TDHCA using the Reservation would be obligations only of TDHCA and shall never constitute an indebtedness or pledge, within the meaning of any constitutional or statutory provision, of the Corporation, the Sponsor or any other municipal or political corporation or subdivision of the State of Texas, and the holders of any such obligations shall never be paid in whole or in part out of any funds raised or to be raised by taxation or any other revenues of the Corporation, the Sponsor or any such municipal or political corporation or subdivision

Section 2. The Mayor of the Sponsor is hereby authorized, jointly and severally, to execute and deliver such endorsements, instruments, certificates, documents, or papers necessary and advisable to carry out the intent and purposes of this Resolution.

PASSED AND APPROVED on this _____.

_____
Mayor

(SEAL)

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

PASSED AND APPROVED on this _____.

_____
Mayor

(SEAL)

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

SUPPLEMENTAL INFORMATION

For many years it has been very difficult for Local Housing Finance Agencies to issue Single Family Mortgage Revenue Bonds. In the past, when SETH contemplated the issuance of single family bonds, the issuance and non-origination fees would have been approximately $1.7 Million for $25,000,000 in mortgage originations. SETH would not have receive any contribution back.

This is a result of the statutory requirement that obligates local housing finance agencies (LHFAs) to reserve at least 50% of issued bonds for homebuyers with incomes below 80% of the area median income for at least 12 months. **State agencies do not have this requirement.** Because it is difficult to qualify these homebuyers, LHFAs often face non-origination fees when a bond issue is not fully committed.

We appreciate the Partnership with the State Agency. By transferring our Bond Allocations to TDHCA, SETH does not incur any costs and we are still able to serve the homebuyers in our jurisdictions, which include: **Texas Counties of** Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller and Wharton and the **Texas Cities of** Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City and Tomball.

FOLLOWING EXHIBITS:
Exhibit A – Assignment Agreement

RESOLUTION NO. 2026-077

RESOLUTION APPROVING ASSIGNMENT OF PRIVATE ACTIVITY BOND AUTHORITY TO TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS; AND CONTAINING OTHER PROVISIONS RELATING TO THE SUBJECT; AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE FROM AND AFTER ITS PASSAGE AND ADOPTION.

WHEREAS, The Southeast Texas Housing Finance Corporation (the "Corporation") was created by the Texas Counties of Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller and Wharton and the Texas Cities of Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City and Tomball pursuant to the provisions of the Texas Housing Finance Corporations Act, as amended, formerly Article 1269l-7, Vernon's Annotated Texas Civil Statutes, and now codified as Texas Local Government Code, Chapter 394 (as it may be amended, the "Act"); and

WHEREAS, the Corporation has informed City of Texas City, Texas (the "Sponsor") that the Corporation has filed or intends to file with the Texas Bond Review Board an application in the 2026 program year for reservation of state ceiling for issuance of qualified mortgage revenue bonds in the maximum amount of $70,000,000 (the "Reservation"); and

WHEREAS, the Corporation has informed the Sponsor that the Board of Directors of the Corporation has adopted or intends to adopt a resolution to delegate to the Texas Department of Housing and Community Affairs ("TDHCA"), pursuant to Chapter 394.032(e) of the Act, the authority to act on its behalf in the financing, refinancing, acquisition, leasing, ownership, improvement, and disposal of certain home mortgages or residential developments as permitted under the Act, including its authority to issue bonds for those purposes; and

WHEREAS, as a governmental unit that created the Corporation, the City Counncil of the City of Texas City, Texas (the "Governing Body") desires to approve the assignment of the Reservation to TDHCA in accordance with Chapter 1372.044 of the Texas Government Code; and

WHEREAS, the Governing Body desires to approve the Assignment Agreement in substantially the form attached as Exhibit A between the Corporation and TDHCA (the "Assignment Agreement"); and

WHEREAS, it is deemed necessary and advisable that this Resolution be adopted;

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEXAS CITY, TEXAS THAT:

Section 1. The Governing Body specifically approves and consents to the assignment of the Reservation to TDHCA in accordance with Chapter 1372.044 of the Texas Government Code and approves the Assignment Agreement. The approval herein given is solely pursuant to Chapter 1372.044 of the Texas Government Code, and is not to be construed as any undertaking by the Sponsor, and it is expressly acknowledged that any bonds issued by TDHCA using the Reservation would be obligations only of TDHCA and shall never constitute an indebtedness or pledge, within the meaning of any constitutional or statutory provision, of the Corporation, the Sponsor or any other municipal or political corporation or subdivision of the State of Texas, and the holders of any such obligations shall never be paid in whole or in part out of any funds raised

or to be raised by taxation or any other revenues of the Corporation, the Sponsor or any such municipal or political corporation or subdivision

Section 2. The Mayor of the Sponsor is hereby authorized, jointly and severally, to execute and deliver such endorsements, instruments, certificates, documents, or papers necessary and advisable to carry out the intent and purposes of this Resolution.

PASSED AND ADOPTED this 15th day of July 2026.

_____
Abel Garza, Jr., Mayor
City of Texas City, Texas

ATTEST:

_____
Rhomari D. Leigh
City Secretary

APPROVED AS TO FORM:

_____
Kyle L. Dickson
City Attorney

SUPPLEMENTAL INFORMATION

For many years it has been very difficult for Local Housing Finance Agencies to issue Single Family Mortgage Revenue Bonds. In the past, when SETH contemplated the issuance of single family bonds, the issuance and non-origination fees would have been approximately $1.7 Million for $25,000,000 in mortgage originations. SETH would not have receive any contribution back.

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We appreciate the Partnership with the State Agency. By transferring our Bond Allocations to TDHCA, SETH does not incur any costs and we are still able to serve the homebuyers in our jurisdictions, which include: **Texas Counties of** Austin, Brazoria, Chambers, Galveston (excluding the City of Galveston), Liberty, Matagorda, Walker, Waller and Wharton and the **Texas Cities of** Baytown, Deer Park, Dickinson, La Marque, La Porte, Pasadena, Santa Fe, Texas City and Tomball.

FOLLOWING EXHIBITS:
Exhibit A – Assignment Agreement

CITY COMMISSION REGULAR MTG **(6) (c)**

Meeting Date: 07/15/2026

Purchase of Solar Light Fixtures for the Texas City Dike

Submitted For: Jack Haralson, Public Works **Submitted By:** Dj Hutchinson, Public Works

Department: Public Works

Information

ACTION REQUEST

The Public Works Department is seeking approval for the purchase of 25 new solar light fixtures from Wholesale Electric Supply (BuyBoard Contract 756-24) in the amount of $52,100.00. (See Exhibit A for Invoice Details)

BACKGROUND (Brief Summary)

The current lights on the Texas City Dike are in need of maintenance and repair with many needing to be replaced. The proposed new solar light fixtures will have better battery technology and increased lumen output, which will enhance our Dike area.

RECOMMENDATION

It is the recommendation of the Public Works Department that the City Commission approve the purchase of these new fixtures.

Fiscal Impact

Funds Available Y/N: Yes
Amount Requested: $52,100.00
Source of Funds: FY26 Budget
Account #: 279301-53530
Fiscal Impact:

Attachments

Resolution
Exhibit A

RESOLUTION NO. 2026-078

A RESOLUTION APPROVING THE PURCHASE OF TWENTY-FIVE (25) SOLAR LIGHT FIXTURES; AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE FROM AND AFTER ITS PASSAGE AND ADOPTION.

WHEREAS, the Public Works Department requests approval for the purchase of twenty-five (25) solar light fixtures from Wholesale Electric Supply for the Texas City Dike; and

WHEREAS, the current lights on the Texas City Dike are in need of maintenance and repair, with many needing to be replaced; and

WHEREAS, the purchase will be made through BuyBoard Contract No. 756-24 in the amount of $52,100.00. Funds are available in the Adopted 2025-2026 FY Budget.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF TEXAS CITY, TEXAS:

SECTION 1: That the City Commission of the City of Texas City, Texas, hereby approves the purchase of twenty-five (25) solar light fixtures from Wholesale Electric Supply for the Bayour Golf Course for a total price, as set out on the quote attached hereto as **Exhibit "A"** and made a part hereof for all intents and purposes.

SECTION 2: That this Resolution shall be in full force and effect from and after its passage and adoption.

PASSED AND ADOPTED this 15th day of July 2026.

_____
Abel Garza, Jr., Mayor
City of Texas City, Texas

ATTEST:

_____
Rhomari D. Leigh
City Secretary

APPROVED AS TO FORM:

_____
Kyle L. Dickson
City Attorney

Wholesale Electric
www.wes-hou.com

WHOLESALE ELECTRIC SUPPLY
TEXAS CITY DIVISION
223 MAIN ST

LA MARQUE TX 77568
Phone: 4099494000
Fax: 4099494012

Date : 06-29-2026

QUOTATION

QUOTE #: 0077-12947548

SALESMAN : ARMENTOR, CAMERON

EMail: CARMENTOR@WES-HOU.COM
EMail: CONTACT77@WES-HOU.COM

DATES: Received: 04-08-2026
Required: 04-08-2026
Expedite: 04-08-2026

CUSTOMER Name: 0312500 - CITY OF TEXAS CITY
Contact: TONY Phone: Email:
Order #: SLI Req #:

We are pleased to quote the following Bill of Material per your specifications.

ITEM #	DESCRIPTION	QTY	PRICE	U/M	EXT PRICE	CUSTOMER TAG #
1	STEALTH II 120-23- IXC BUYO PROD: BUYO	25.00	2000.0000	EA	50000.00	Cust: BUYO
2	FREIGHT BUYO PROD: BUYO	1.00	2100.0000	EA	2100.00	Cust: BUYO

Items : 2 Tax : 0.00 Price : 52100.00
Deduct 0.00 NET 30 DAYS-FROM INVOICE DATE Total : 52100.00 USD

Freight Paid By : Supplier
Prices quoted are for quantities shown.
Variation of these quantities are subject to requote.
Items quoted are subject to prior sale.

Asterisk (*) denotes HELD item.

Prepared By: _____

Return goods subject to 25% restocking charge.
Special ordered merchandise subject to MFR. terms.

+/- 5% tolerance on all non-stock / special order cable. Tolerance may vary depending on MFR terms.

P.O. Box 400, Austin, Texas 78767
800.695.2919 • info@buyboard.com • buyboard.com

October 12, 2025

Sent via email to: chris.aguilar@netwes.com

Chris Aguilar
Wholesale Electric Supply Co Inc
8500 East Parmer Lane Bldg #5 Suite 560
Manor TX 78653

Re: Building Maintenance, Repair, and Operations (MRO) Products and Supplies
BuyBoard Contract 756-24

The Local Government Purchasing Cooperative (BuyBoard) awarded your company a contract under Building Maintenance, Repair, and Operations (MRO) Products and Supplies, Contract 756-24 effective December 1, 2024 through November 30, 2025, with two possible one-year renewals. At this time the BuyBoard is renewing your contract through November 30, 2026.

All discounts, terms, and conditions of your contract will remain the same. If you agree to this renewal, there is nothing you need to do. However, if you do not agree to this renewal, you must notify me via email at contractadmin@buyboard.com prior to the start of the renewal term.

Reminder: Once a BuyBoard contract is awarded, vendors must generate a minimum of $15,000 annually or they may not be offered a contract renewal.

If you have questions or comments concerning this renewal, please contact me as soon as possible at contractadmin@buyboard.com . We appreciate your interest in The Local Government Purchasing Cooperative.

Sincerely,

Jim Tulberg

Jim Tulberg
Contract Administrator

Endorsed by

CITY COMMISSION REGULAR MTG **(6) (d)**

Meeting Date: 07/15/2026

EDC Appointment

Submitted By: Rhomari Leigh, City Secretary

Department: City Secretary

Information

ACTION REQUEST

Consider and take action on Resolution No. 2026-080, appointing Matt Doyle to the Texas City Economic Development Corporation Board of Directors.

BACKGROUND (Brief Summary)

Texas City Economic Development- Meetings are held as needed; at a minimum, there will be an annual meeting (with no specific month set). That each member of the Board of Directors shall serve for all 3-year staggered terms. That there are no limits to the number of terms Board Members may serve. Allow for Mayor and the City Commission to appoint non-voting advisors to serve on the board.

There is a vacancy due to the May 2026 election.

RECOMMENDATION

Fiscal Impact

Attachments

Resolution

RESOLUTION NO. 2026-080

A RESOLUTION APPOINTING MEMBER(S) TO THE TEXAS CITY ECONOMIC DEVELOPMENT CORPORATION; AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE FROM AND AFTER ITS PASSAGE AND ADOPTION.

WHEREAS, in order to continue the uninterrupted and efficient operation of the Texas City Economic Development Corporation, it is necessary to appoint a member to the Board of Directors; and

WHEREAS, a position on the Texas Economic Development Corporation Board of Directors was vacated by Mayor Dedrick Johnson; and

WHEREAS, Mayor Abel Garza recommends appointing former mayor Matthew Doyle to the position vacated by Dedrick Johnson for the duration of his term.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF TEXAS CITY, TEXAS:

SECTION 1: That the City Commission of the City of Texas City, Texas, hereby appoints Matthew Doyle to the Texas Economic Development Corporation Board of Directors.

SECTION 2: That this Resolution shall be in full force and effect from and after its passage and adoption.

PASSED AND ADOPTED this 15th day of July 2026.

_____
Abel Garza, Jr., Mayor
City of Texas City, Texas

ATTEST:

_____
Rhomari D. Leigh
City Secretary

APPROVED AS TO FORM:

_____
Kyle L. Dickson
City Attorney

CITY COMMISSION REGULAR MTG **(6) (e)**

Meeting Date: 07/15/2026

Tim Culp appointment to Planning Board

Submitted By: Rhomari Leigh, City Secretary

Department: City Secretary

Information

ACTION REQUEST

Consider and take action on Resolution No. 2026-081, appointing Tim Culp to the Planning Board.

BACKGROUND (Brief Summary)

Five (5) members. The Planning Board shall consist of five members and two alternate members who shall be appointed by the City Commission, upon recommendation of the Mayor. Each member appointed shall be appointed for a term of four (4) years. Meets 1st and 3rd Mondays at 5:00pm.

There is a vacancy due to the May 2026 election.

RECOMMENDATION

Fiscal Impact

CITY COMMISSION REGULAR MTG **(6) (f)**

Meeting Date: 07/15/2026

Commissioner Chris Sharp to the Zoning Board

Submitted By: Rhomari Leigh, City Secretary

Department: City Secretary

Information

ACTION REQUEST

Consider and take action on Resolution No. 2026-082, appointing Commissioner Chris Sharp to the Zoning Board. (City Secretary)

BACKGROUND (Brief Summary)

Five (5) members. Initially, two (2) members shall be appointed for a term of one (1) year and three (3) members for a term of two (2) years. Thereafter, all appointments shall be for a term of two (2) years. (Meets 1st and 3rd Tuesday)

RECOMMENDATION

Fiscal Impact

CITY COMMISSION REGULAR MTG **(7) (0)**

Meeting Date: 07/15/2026

amending Ordinance No. 2023-43, Section 1, §90.012

Submitted For: City Commission, Mayor's Office

Submitted By: Rhomari Leigh, City Secretary

Department: Mayor's Office

Information

ACTION REQUEST

Consider and take action on Ordinance No. 2026-25, amending Ordinance No. 2023-43, Section 1, §90.012, Use of Unimproved/Unopened Right-of-Way. (Submitted by Commissioner Barbie Tucker and Commissioner Chris Sharp)

BACKGROUND (Brief Summary)

REQUEST FOR AMENDMENT TO ORDINANCE NO. 23

To the Honorable Mayor and Members of the City Council:

I respectfully submit this formal request for consideration of an amendment to Ordinance No. 23, Section 1, §90.012, Use of Unimproved/Unopened Right-of-Way.

Specifically, I request that the City Council restore the following provision, which was previously contained within the ordinance but was subsequently removed:

"A maximum of four (4) single-family residences may be accessed by the same unimproved/unopened right-of-way. If, however, an application to construct a fifth (5th) single-family residence is sought, the owner of each existing single-family residence shall participate in the City's street assessment program for road improvements."

The removal of this provision has created significant and unintended hardships for property owners located in the City's rural and less-developed areas. Under the ordinance's current language, an individual property owner seeking to construct a single-family residence may be required to construct and dedicate a public street meeting all applicable City design standards and the requirements of Chapter 159. The financial burden associated with designing, engineering, constructing, and dedicating a public street is substantial and, in many cases, renders residential development economically infeasible.

Requiring a single property owner to bear the full cost of constructing public infrastructure that will ultimately benefit future development is inequitable and creates an unreasonable barrier to the reasonable use and enjoyment of privately owned property.
Furthermore, this ordinance presents an additional concern for long-established residential properties currently accessed by unimproved roads. The City contains numerous residences that have existed for decades with access provided by caliche or other unimproved roadways. Should one of these homes be destroyed by fire, hurricane, or other casualty, the current ordinance could effectively prohibit the homeowner from rebuilding on the same property

unless they first construct a public street meeting current City standards. Such a result would impose an extraordinary financial burden on property owners through no fault of their own and could deprive citizens of the practical ability to restore and occupy their long-established homesteads.
Reinstating the prior language would preserve responsible development while ensuring that the cost of public infrastructure is allocated more equitably as development expands beyond four residences. It would also protect existing property owners from unintended consequences that could otherwise prevent the reconstruction of homes destroyed by unforeseen disasters.

Accordingly, I respectfully request that the City Council amend Ordinance No. 23, Section 1, §90.012 by restoring the previously adopted language quoted above or adopting substantially similar language that achieves the same purpose.

RECOMMENDATION

Fiscal Impact

Attachments

Ordinance
Proposed Ordinance
Tucker Request
Sharp Request

ORDINANCE NO. 2023-43

AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF TEXAS, TEXAS AMENDING THE CODE OF ORDINANCES TITLE IX ENTITLED "GENERAL REGULATIONS", CHAPTER 90 ENTITLED "STREETS, SIDEWALKS AND OTHER PUBLIC PLACES"; AND PROVIDING FOR PUBLICATION AND AN EFFECTIVE DATE.

WHEREAS, there are several unimproved/unopened rights of way in Texas City which predate the current provisions of the Subdivision and Zoning ordinances; and

WHEREAS, it is the policy of the City of Texas City to maintain roads that are constructed in accordance with the design standards and applicable provisions of Chapter 159 – Subdivisions, including the donation of additional rights of way if necessary; and

WHEREAS, it is the policy of the City of Texas City that the public works department does not construct roads; and

WHEREAS, it is the policy of the fire department for fire engines and aerial apparatus to remain on solid surfaced roadways defined as asphalt or concrete surfaced pavement; and

WHEREAS, clarification is needed for the use of unimproved/unopened rights-of-way in residential zones.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF TEXAS CITY, TEXAS, THAT:

SECTION 1: That the Code of Ordinances of the City of Texas City, Texas Chapter 90, Section 90.012 Use of Unimproved/Unopened Rights of Way be amended as follows:

§ 90.012 USE OF UNIMPROVED/UNOPENED RIGHTS-OF-WAY.

An owner of real property within the city may be issued a permit to erect, construct and build a single-family residence adjacent to and accessible only by unimproved/unopened city-accepted right-of-way on the following conditions:

(A) The parcel of land upon which the residence is to be constructed shall be a minimum of two acres;

(B) No certificate of occupancy shall be issued unless and until all the requirements of this section are met;

(C) The parcel of land shall not be subdivided into smaller parcels unless approved by the city through a subdivision platting process;

(D) The property owner(s) shall construct and donate a street in accordance with the design standards and applicable provisions of Chapter 159 – Subdivisions, including the donation of additional rights of way if necessary;

(E) The street shall connect to an existing improved paved public street which is maintained by the City or other public entity;

(F) The street shall be donated to the City for ownership and perpetual maintenance only after inspection and testing, final approval of the testing and inspection results by the City Engineer, and acceptance by the City. The City may require the property owner(s) to provide the inspection and testing services prior to acceptance by the City;

(G) The City shall only accept and maintain streets which comply with the requirements of Chapter 159 - Subdivisions upon donation to the City and dedication to the public for use as a public street; and

(H) The City is not, nor shall it be, responsible for the construction, installation or maintenance of any road and/or roadside drainage improvements on any unimproved/unopened rights of way not meeting the design standards and applicable provisions of Chapter 159 – Subdivisions.

SECTION 2: This ordinance shall be cumulative of all provisions of the City of Texas City, Texas, except where the provisions of this Ordinance are in direct conflict with the provisions of such Ordinances, in which event the more restrictive provision shall apply.

SECTION 3: It is hereby declared to be the intention of the City Commission of the City of Texas City that the phrases, clauses, sentences, paragraphs, and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance should be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs or sections of this Ordinance, since the same would have been enacted by the City Commission without incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 4: All rights and privileges of the City of Texas City are expressly saved as to any and all violations of the provisions of any Ordinances affecting land use or development, which have accrued at the time of the effective date of this Ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such Ordinances, same shall not be affected by this Ordinance but may be prosecuted until final disposition by the courts.

SECTION 5: That this Ordinance shall be read on three (3) separate days and shall become effective upon its final reading, passage, and adoption.

SECTION 6: That this Ordinance shall be finally passed upon the date of its introduction and shall become effective from and after its passage and adoption and publication by caption only in the official newspaper of the City of Texas City, Texas

PASSED ON FIRST READING this 15th day of November 2023.

Dedrick D. Johnson, Sr., Mayor
City of Texas City, Texas

ATTEST:

Rhomari D. Leigh
City Secretary

PASSED ON SECOND READING this 10th day of December 2023.

Dedrick D. Johnson, Sr., Mayor
City of Texas City, Texas

ATTEST:

Rhomari D. Leigh
City Secretary

PASSED AND FINALLY ADOPTED this 20 day of December 2023.

Dedrick D. Johnson, Sr., Mayor
City of Texas City, Texas

ATTEST:

Rhomari D. Leigh
City Secretary

APPROVED AS TO FORM:

Kyle L. Dickson
City Attorney

ORDINANCE NO. 2023-43

AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF TEXAS, TEXAS AMENDING THE CODE OF ORDINANCES TITLE IX ENTITLED "GENERAL REGULATIONS", CHAPTER 90 ENTITLED "STREETS, SIDEWALKS AND OTHER PUBLIC PLACES"; DISPENSING WITH THE REQUIREMENT FOR READING THIS ORDINANCE ON THREE (3) SEPARATE DAYS; AND PROVIDING FOR PUBLICATION AND AN EFFECTIVE DATE.

WHEREAS, there are several unimproved/unopened rights of way in Texas City which predate the current provisions of the Subdivision and Zoning ordinances; and

WHEREAS, it is the policy of the City of Texas City to maintain roads that are constructed in accordance with the design standards and applicable provisions of Chapter 159 – Subdivisions, including the donation of additional rights of way if necessary; and

WHEREAS, it is the policy of the City of Texas City that the public works department does not construct roads; and

WHEREAS, it is the policy of the fire department for fire engines and aerial apparatus to remain on solid surfaced roadways defined as asphalt or concrete surfaced pavement; and

WHEREAS, clarification is needed for the use of unimproved/unopened rights-of-way in residential zones.

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§ 90.012 USE OF UNIMPROVED/UNOPENED RIGHTS-OF-WAY.

An owner of real property within the city may be issued a permit to erect, construct and build a single-family residence adjacent to and accessible only by unimproved/unopened city-accepted right-of-way on the following conditions:

(A) The parcel of land upon which the residence is to be constructed shall be a minimum of two acres;

(B) No certificate of occupancy shall be issued unless and until all the requirements of this section are met;

(C) The parcel of land shall not be subdivided into smaller parcels unless approved by the city through a subdivision platting process;

(D) The property owner(s) shall construct and donate a street in accordance with the design standards and applicable provisions of Chapter 159 – Subdivisions, including the donation of additional rights of way if necessary;

(E) A maximum of four single-family residences may be accessed by the same unimproved/unopened right-of-way. If, however, an application to construct a fifth single-family residence is sought, the owner of each existing single-family residence shall participate in the city's street assessment program for road improvements;

(E) The street shall connect to an existing improved paved public street which is maintained by the City or other public entity;

(F) The street shall be donated to the City for ownership and perpetual maintenance only after inspection and testing, final approval of the testing and inspection results by the City Engineer, and acceptance by the City. The City may require the property owner(s) to provide the inspection and testing services prior to acceptance by the City;

(G) The City shall only accept and maintain streets which comply with the requirements of Chapter 159 - Subdivisions upon donation to the City and dedication to the public for use as a public street; and

(H) The City is not, nor shall it be, responsible for the construction, installation or maintenance of any road and/or roadside drainage improvements on any unimproved/unopened rights of way not meeting the design standards and applicable provisions of Chapter 159 – Subdivisions.

SECTION 2: This ordinance shall be cumulative of all provisions of the City of Texas City, Texas, except where the provisions of this Ordinance are in direct conflict with the provisions of such Ordinances, in which event the more restrictive provision shall apply.

SECTION 3: It is hereby declared to be the intention of the City Commission of the City of Texas City that the phrases, clauses, sentences, paragraphs, and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance should be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs or sections of this Ordinance, since the same would have been enacted by the City Commission without incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 4: All rights and privileges of the City of Texas City are expressly saved as to any and all violations of the provisions of any Ordinances affecting land use or development, which have accrued at the time of the effective date of this Ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such Ordinances, same shall not be affected by this Ordinance but may be prosecuted until final disposition by the courts.

SECTION 5: That this Ordinance shall be read on three (3) separate days and shall become effective upon its final reading, passage, and adoption.

SECTION 6: That this Ordinance shall be finally passed upon the date of its introduction and shall become effective from and after its passage and adoption and publication by caption only in the official newspaper of the City of Texas City, Texas

PASSED AND ADOPTED this 15th day of July 2026.

_____
Abel Garza, Jr., Mayor
City of Texas City, Texas

ATTEST:

_____
Rhomari D. Leigh
City Secretary

APPROVED AS TO FORM:

_____
Kyle L. Dickson
City Attorney

I respectfully submit this formal request for consideration of an amendment to **Ordinance No. 23, Section 1, §90.012, Use of Unimproved/Unopened Right-of-Way**.

Specifically, I request that the City Council restore the following provision, which was previously contained within the ordinance but was subsequently removed:

> *"A maximum of four (4) single-family residences may be accessed by the same unimproved/unopened right-of-way. If, however, an application to construct a fifth (5th) single-family residence is sought, the owner of each existing single-family residence shall participate in the City's street assessment program for road improvements."*

The removal of this provision has created significant and unintended hardships for property owners located in the City's rural and less-developed areas. Under the ordinance's current language, an individual property owner seeking to construct a single-family residence may be required to construct and dedicate a public street meeting all applicable City design standards and the requirements of Chapter 159. The financial burden associated with designing, engineering, constructing, and dedicating a public street is substantial and, in many cases, renders residential development economically infeasible.

Requiring a single property owner to bear the full cost of constructing public infrastructure that will ultimately benefit future development is inequitable and creates an unreasonable barrier to the reasonable use and enjoyment of privately owned property.

Furthermore, this ordinance presents an additional concern for long-established residential properties currently accessed by unimproved roads. The City contains numerous residences that have existed for decades with access provided by caliche or other unimproved roadways. Should one of these homes be destroyed by fire, hurricane, or other casualty, the current ordinance could effectively prohibit the homeowner from rebuilding on the same property unless they first construct a public street meeting current City standards. Such a result would impose an extraordinary financial burden on property owners through no fault of their own and could deprive citizens of the practical ability to restore and occupy their long-established homesteads.

Reinstating the prior language would preserve responsible development while ensuring that the cost of public infrastructure is allocated more equitably as development expands beyond four residences. It would also protect existing property owners from unintended consequences that could otherwise prevent the reconstruction of homes destroyed by unforeseen disasters.

Accordingly, I respectfully request that the City Council amend Ordinance No. 23, Section 1, §90.012 by restoring the previously adopted language quoted above or adopting substantially similar language that achieves the same purpose.

Thank you for your consideration of this request. I respectfully ask that this item be placed on the agenda for discussion and possible action at the next available City Council meeting.

Respectfully submitted,

Barbie Tucker
City Commissioner, District 2

Barbie Tucker
Texas City Commissioner District 2
409-908-1040

Outlook

Agenda Item

From Chris Sharp <c.sharp055@gmail.com>
Date Mon 7/6/2026 11:47 AM
To Rhomari Leigh <rleigh@texascitytx.gov>

****EXTERNAL EMAIL****

This a is formal request for an Amendment to Ordinance No.23 Sect. 1, 90.012 Use of unimproved/unopened right of way.
I suggest the council approve restoring the quoted text as seen in Commissioner Tucker's request. Restoring the prior language will lift some of the burdens and restrictions that are presently impeding growth and development.
Any questions please let me know.
Thank you
Commissioner Chris Sharp

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CITY COMMISSION REGULAR MTG **(7) (a)**

Meeting Date: 07/15/2026

Consider and take action on Resolution No. 2026-079, determining whether to affirm or reverse the Planning Board's decision on the Development Plan for Mister Car Wash.

Submitted For: Curt Kelly, Transportation and Planning

Submitted By: Curt Kelly, Transportation and Planning

Department: Transportation and Planning

Information

ACTION REQUEST

Consider and take action on Resolution No. 2026-079, determining whether to affirm or reverse the Planning Board's decision on the Development Plan for Mister Car Wash.

BACKGROUND (Brief Summary)

Background: The Appellant applicant is Ashley Astor, on behalf of the prospective owner/developer, Mister Car Wash.

The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of a modern, eco-friendly car wash facility designed to provide high-quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

Requested Action: On April 20, 2026, the Planning Board UNANIMOUSLY (5-0) denied approval of a development plan for Mister Car Wash at P3721 Gulf Freeway. The applicant is appealing that denial by the Planning Board.

References and authorities: The Crystal Lagoon District within Lago Mar was intentionally established in 2021 as one of the most highly restricted and curated development areas in Texas City. The purpose of these restrictions is to create a distinctive, memorable destination that attracts visitors, encourages longer stays, and enhances the overall image of Texas City.

The District is divided into seven subareas, each with its own specific list of permitted uses. These lists of permitted uses were crafted to ensure that development within each subarea contributes to the overarching vision of quality, placemaking, and architectural character. See Table 1.0 Permitted Uses at pages 3 – 6 of the PUD amendment.

The site is located in Subarea 1 Commercial. Stand-alone car wash is not listed as a Permitted Use for Sub-area 1 in Table 1.0. A stand-alone car wash is not listed as a Permitted Use for any sub-area in the Crystal Lagoon District.

Section D1 on pg 3 of the Crystal Lagoon District PUD Amendment allows the Planning Board some leeway to consider whether any use that "is not expressly listed below and cannot be reasonably categorized as falling within the definition or common English interpretation of listed uses" may be suitable for the district based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

The Crystal Lagoon District was added to the Lago Mar PUD by PUD amendment approved by the City Commission on November 3, 2021. The approval of the PUD amendment followed review and approval by the Planning Board and public hearings before the Zoning Commission and the City Commission.

The stated purpose of the Crystal Lagoon District is "**envisioned as the heart of the development and should**

be crafted to create a unique identity for Lago Mar and the City of Texas City. The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will **serve as a regional destination and local amenity. Intended to create large areas of compatible and mutually supportive activities, the Crystal Lagoon District in Lago Mar will be appropriately landscaped and requires the allowed uses to demonstrate adherence to higher development performance standards** listed below and in the Developer's land use covenants and design guidelines."

The Lago Mar PUD is "**located at the gateway of the City**" and was adopted to set "a **tone for future development throughout the area."** Pg 5 of the PUD. Intended to provide a "diverse selection of lots", "wide range of housing prices", "appropriate spectrum of non-residential land uses", "quality residential development surrounded by amenities and open space", "diversity of land uses essential for market assumption and velocity". Pg 5 of the PUD. To "help ensure the character and quality of the community, and promote the efficient use of land, through land use controls, design standards and quality planning." Pg 6 of the PUD. "Adherence to the PUD document, deed restrictions and design guidelines requiring cohesive design, landscaping, and signage will serve to give common sense of place and will unify the development on both sides of I45." Pg 13.

The PUD also describes the project as promoting "the integration and construction of lifestyle centers", that "**Entertainment will be a primary component of the commercial areas.**" And that "**A strong architectural theme will be promoted through deed restrictions and design guidelines. "**Place makers" like clock towers, street furniture, public art, and designer streetlamps and signage will reinforce the theme.**"** Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. A stand-alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

- Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.
- A stand-alone car wash would typically be considered compliant with Section 160.035 District "E" (General Business), which enumerates in subparagraph "(11) Car washes, self-service, full service or automated." The Crystal Lagoon District PUD Amendment did not reference District "E" (General Business) as guidance for interpreting permitted uses. It referenced the more restrictive, District "E-2". District "E-2" does not include District "E" (General Business) by reference.

The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB, to be located at the south-west intersection of Lago Mar Blvd and the I-45 southbound frontage road, will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Planning Board denial of Use:

The planning board members thoroughly deliberated and discussed the requested approval before voting unanimously (5-0) to deny the development plan as a non-compliant use. The approved minutes of the April 20, 2026, show it was noted by the members that the restrictions on the permitted uses were known to the applicant and to the developer before either acquired the property. The original Lago Mar PUD was approved in 2007. The Crystal Lagoon District Amendment, which added additional restrictions, was approved by the City Commission in November 2021. The developer acquired the property in 2024 with full awareness of these restrictions.

Another consideration noted was the clear vision and purpose of the PUD, which has been followed consistently throughout the development of Lago Mar. No justification for changing the vision and purpose has been presented, and the decisions should remain consistent with the vision. Multiple members noted the proposed project was nice but did not fit the criteria for the Crystal Lagoon District. One member noted the Crystal Lagoon District as being similar to the north-east section of the Baybrook Mall, which had restaurants and other establishments. He did not see a car wash being consistent with that type of area. Another member, a resident of Lago Mar, noted the small number who turned out for the MCW open house and that a similar number was voicing opposition on the neighborhood Facebook page. It was noted that neither source had enough input from the public to justify changing the vision of the development so far.
It is very early in the buildout of the commercial subarea of the Crystal Lagoon District. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use follows the well-established precedence regarding the unique character and vibe of the District.
The decision of the Planning Board also affirms the substantial investments of the citizens of Texas City and residents of Lago Mar into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission in 2021 was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone, which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

RECOMMENDATION

City Commission Action: The City Commission can affirm the decision of the Planning Board, reverse the decision of the Planning Board or defer taking any action to request additional information.

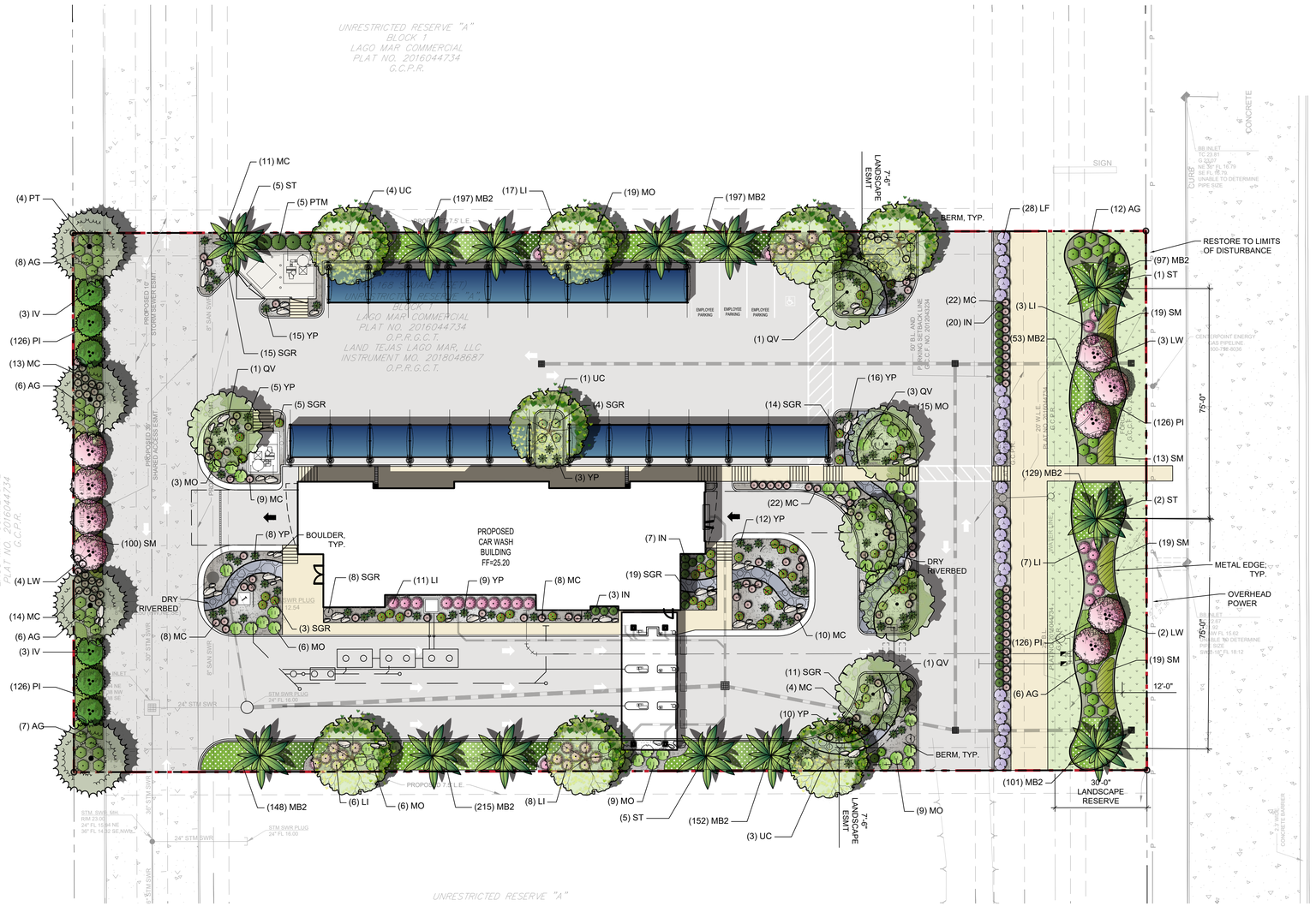
Fiscal Impact

Funds Available Y/N: N/A
Amount Requested: N/A
Source of Funds: N/A
Account #: N/A
Fiscal Impact:
No fiscal impact

Attachments

Site Plan
Staff Report to City Commission
Staff Report to Planning Board
Planning Board - Minutes 4.20.26
Crystal Lagoon District PUD Amendment

Original Lago Mar PUD
Land Uses Map
Planning Board Agenda Packet- 4.20.26
Vicinity Map
Position Paper from Miser Car Wash
MCW Overall Master Concept Plan



GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES. PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL SOLID SOD IN ALL RIGHT-OF-WAYS AND PARKWAYS (UNLESS NOT ALLOWED BY THE LOCAL JURISDICTION) AND SHALL PROVIDE WATERING AND MAINTENANCE UNTIL THE TURF IS ESTABLISHED AND HAS BEEN ACCEPTED BY OWNER.
6. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
7. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING, CURBS, WATER, STORM, OR SANITARY SEWER UTILITIES. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF NATIVE ROCK BASED MULCH (DO NOT USE DECOMPOSED GRANITE, LAVA ROCK, WHITE OR RED ROCK OR SMOOTH RIVER ROCK), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PROVIDE WEED BARRIER UNDER ALL ROCK AND GROUND COVER PER MISTER LANDSCAPE DESIGN GUIDELINES UNDER SECTION 3.4 MULCH SPECIFICATIONS

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PLANTING & IRRIGATION GUARANTEE

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL NEWLY INSTALLED AND EXISTING PLANTS SHALL SURVIVE FOR ONE YEAR AFTER FINAL OWNER ACCEPTANCE OF THE INSTALLATION WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR APPROPRIATE WATERING OF THE LANDSCAPE THROUGH INSTALLATION OF A PROPERLY DESIGNED IRRIGATION SYSTEM. THE OWNER SHALL APPROVE THE SYSTEM DESIGN BEFORE INSTALLATION OF PLANTS OR IRRIGATION.

NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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LANDSCAPE ARCHITECTURE
LAND PLANNING IRRIGATION DESIGN

LANDSCAPE CALCULATIONS

JURISDICTION:	TEXAS CITY, TX
ZONING:	PUD - LAGO MAR PLAN UNIT DEVELOPMENT
SITE AREA:	61,601 SF
LANDSCAPE AREA (L.A.):	18,163 SF (29.5%)
FRONT YARD LANDSCAPE AREA:	11,238 SF

160.088 LANDSCAPING REQUIREMENTS

TREES:	
REQUIRED:	36 TREES (1 PER 500 SF OF L.A.)
PROVIDED:	38 TREES

I-45 CORRIDOR LANDSCAPE REQUIREMENTS

MIN. 30' WIDE LANDSCAPE RESERVE	PROVIDED
PALMS REQUIRED:	3 PALMS (1 PER 75 LF)
PALMS PROVIDED:	3 PALMS
TREES REQUIRED:	5 TREES (2 PER 75 LF)
TREES PROVIDED:	5 TREES*

*ORNAMENTAL TREES USED DUE TO CONFLICT WITH OVERHEAD POWER LINES

MIN. 12' WIDE PLANTING BAND	PROVIDED AS REQUIRED
PARKING LOT SCREENING	MIN. 3' HT. EVERGREEN SCREEN PROVIDED BACK OF CURB

OFF STREET PARKING AREAS

MIN. ONE (3-IN CAL.) TREE PLANTED WITHIN 50' OF EACH PARKING SPACE
PROVIDED FOR PARKING SPACES AND VACUUM SPACES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SMALL TREES					
	IV	6	Ilex vomitoria Yaupon Holly	Cont. or B&B	3-5 canes, 6' ht.
	LW	9	Lagerstroemia indica `Whit II` Dynamite® Crape Myrtle	Cont. or B&B	3-5 canes, 30 gal.
SHADE TREES					
	PT	4	Pinus taeda Loblolly Pine	Cont. or B&B	3" cal., 10' ht.
	QV	7	Quercus virginiana Southern Live Oak	Cont. or B&B	3" cal., 10' ht.
	UC	7	Ulmus crassifolia Cedar Elm	Cont. or B&B	3" cal., 10' ht.
PALMS					
	ST	13	Sabal texana Texas Sabal Palm	Cont. or B&B	12' C.T., Matched, Booted

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SHRUBS					
	AG	45	Abelia x grandiflora Glossy Abelia	Cont.	3 gal.
	IN	30	Ilex vomitoria `Nana` Dwarf Yaupon	Cont.	36" ht.
	LI	52	Lagerstroemia indica `Monimp` Petite Red Imp™ Crape Myrtle	Cont.	3 gal.
	LF	28	Leucophyllum frutescens `compactum` Texas Sage	Cont.	36" ht.
	MC	121	Muhlenbergia capillaris Pink Muhly Grass	Cont.	1 gal.
	PTM	5	Philadelphus texensis Texas Mockorange	Cont.	36" ht.
	MO	67	Poliomintha longiflora Mexican Oregano	Cont.	3 gal.
	SGR	79	Salvia greggii 'Furmans Red` Autumn Sage	Cont.	3 gal.
	YP	78	Yucca pallida Twistleaf Yucca	Cont.	3 gal.
GROUNDCOVERS					
	PI	504	Phyla incisa Frog Fruit	Cont.	1 gal., 18" o.c.
PERENNIALS / ORNAMENTAL GRASSES					
	MB2	1,289	Melampodium leucanthum Blackfoot Daisy	Cont.	1 gal., 18" o.c.
	SM	170	Stipa tenuissima Mexican Feather Grass	Cont	1 gal., 24" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	NOTES
ROCK / STONE				
	STN		5/8" Black Star Gravel Stone Mulch	4" thick layer over landscape fabric
	DR		6"-12" Diam. Native Rock Dry Riverbed Rock	Buried 1/3 to 1/2 of ht over landscape fabric.
SOD/SEED				
	TRF		Cynodon d. x transvaalensis `DT-1` TifTuf™ Bermudagrass	sod
		26	42"-48" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		24	24"-30" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		26	12"-18" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	

NOTE: A LOCAL EQUIVALENT TO FIELDSTONE BOULDERS MAY BE USED WITH OWNER'S WRITTEN APPROVAL.

SANDLOT ENGINEERING
1415 NORTH LOOP WEST, STE. 825, HOUSTON, TX 77008
FIRM NUMBER F-20170

NO.	DATE	REVISION DESCRIPTION	BY

SANDLOT PROJECT NUMBER: **0123.0002**
CHECKED BY: SA
DRAWN BY: JS

MISTER CAR WASH - TX 2595 LAGO MAR
3721 GULF FREEWAY
TEXAS CITY, GALVESTON COUNTY, TX 77568

LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
SHARON M STACKHOUSE
3682
STATE OF TEXAS

3/11/2026

SHEET NO.
LP-1

Texas City
EST. 1911
ENGINEERING & PLANNING

STAFF REPORT

TO: City Commission – Regular Meeting July 15, 2026

FROM: Doug Kneupper, P.E, Consulting Engineer

DATE: July 6, 2026

RE: P3721 Gulf Freeway – Mr. Car Wash - Appeal of Development Plan denial by Planning Board for failure to meet the purpose and vision of the Crystal Lagoon District PUD Amendment – Mister Car Wash – P3721 Gulf Freeway

Background: The Appellant. Applicant is Ashley Astor, on behalf of prospective owner/developer, Mister Car Wash.

The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of a modern, eco-friendly car wash facility designed to provide high quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

Requested Action: On April 20, 2026 the Planning Board UNANIMOUSLY (5-0) denied approval of a development plan for Mister Car Wash at P3721 Gulf Freeway. The applicant is appealing that denial by the Planning Board.

References and authorities:

The Crystal Lagoon District within Lago Mar was intentionally established in 2021 as one of the most highly restricted and curated development areas in Texas City. The purpose of these restrictions is to create a distinctive, memorable destination that attracts visitors, encourages longer stays, and enhances the overall image of Texas City.

The District is divided into seven subareas, each with its own specific list of permitted uses. These lists of permitted uses were crafted to ensure that development within each subarea contributes to the overarching vision of quality, placemaking, and architectural character. See Table 1.0 Permitted Uses at pages 3 – 6 of the PUD amendment.

The site is located in Subarea 1 Commercial. Stand-alone car wash is not listed as a Permitted Use for Sub-area 1 in Table 1.0. Stand alone car wash is not listed as a Permitted Use for any sub-area in the Crystal Lagoon District.

Section D1 on pg 3 of the Crystal Lagoon District PUD Amendment allows the Planning Board some leeway to consider whether any use that "is not expressly listed below and cannot be reasonably categorized as falling within the definition or

common English interpretation of listed uses" may be suitable for the district based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

The Crystal Lagoon District was added to the Lago Mar PUD by PUD amendment approved by the City Commission on November 3, 2021. The approval of the PUD amendment followed review and approval by the Planning Board and public hearings before the Zoning Commission and the City Commission.

The stated purpose of the Crystal Lagoon District is "**envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City.** The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will **serve as a regional destination and local amenity. Intended to create large areas of compatible and mutually supportive activities the Crystal Lagoon District in Lago Mar will be appropriately landscaped and requires the allowed uses to demonstrate adherence to higher development performance standards** listed below and in the Developer's land use covenants and design guidelines."

The Lago Mar PUD is "**located at the gateway of the City**" and was adopted to set "a **tone for future development throughout the area**". Pg 5 of the PUD. Intended to provide a "diverse selection of lots", "wide range of housing prices", "appropriate spectrum of non-residential land uses", "quality residential development surrounded by amenities and open space", "diversity of land uses essential for market assumption and velocity". Pg 5 of the PUD. To "help ensure the character and quality of the community, and promote the efficient use of land, through land use controls, design standards and quality planning." Pg 6 of the PUD. "Adherence to the PUD document, deed restrictions and design guidelines requiring cohesive design, landscaping, and signage will serve to give common sense of place and will unify the development on both sides of I45." Pg 13.

The PUD also describes the project as promoting "the integration and construction of lifestyle centers", that "**Entertainment will be a primary component of the commercial areas.**" And that "**A strong architectural theme will be promoted through deed restrictions and design guidelines. "**Place makers" like clock towers, street furniture, public art, and designer streetlamps and signage will reinforce the theme.**"** Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. Stand-alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD

Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

- Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.
- A stand-alone car wash would typically be considered compliant with Section 160.035 District "E" (General Business) which enumerates in Subparagraph "(11) Car washes, self-service, full service or automated". The Crystal Lagoon District PUD Amendment did not reference District "E" (General Business) as guidance for interpreting permitted uses. It referenced the more restrictive, District "E-2". District "E-2" does not include District "E" (General Business) by reference.

The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB to be located at the southwest intersection of Lago Mar Blvd and the I-45 southbound frontage road will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Planning Board Denial of Use:

The Planning Board members thoroughly deliberated and discussed the requested approval before voting unanimously (5-0) to deny the development plan as a non-compliant use. The approved minutes of the April 20, 2026 meeting show it was noted by the members that the restrictions on the permitted uses were known to the applicant and to the developer before either acquired the property. The original Lago Mar PUD was approved in 2007. The Crystal Lagoon District Amendment which added additional restrictions was approved by the City Commission in November 2021. The developer acquired the property in 2024 with full awareness of these restrictions.

Another consideration noted was the clear vision and purpose of the PUD which has been followed consistently throughout the development of Lago Mar. No justification for changing from the vision and purpose has been presented and the

decisions should remain consistent with the vision. Multiple members noted the proposed project was nice but did not fit the criteria for the Crystal Lagoon District. One member noted the Crystal Lagoon District as being similar to the northeast section of the Baybrook Mall which had restaurants and other establishments. He did not see a car wash being consistent with that type of area. Another member, a resident of Lago Mar, noted the small number who turned out for the MCW open house and that a similar number was voicing opposition on the neighborhood Facebook page. It was noted that neither source had enough input from the public to justify changing from the vision of the development so far.

It is very early in the buildout of the commercial subarea of the Crystal Lagoon District. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use follows the well-established precedence regarding the unique character and vibe of the District.

The decision of the Planning Board also affirms the substantial investments of the citizens of Texas City and residents of Lago Mar into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission in 2021 was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

City Commission Action: The City Commission can affirm the decision of the Planning Board, reverse the decision of the Planning Board or defer taking any action to request additional information.

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ENGINEERING & PLANNING

STAFF REPORT

TO: Planning Board – Regular Meeting – April 20, 2026

FROM: Kim Golden, P.E., City Engineer

CC: Doug Kneupper, P.E, Consulting Engineer

DATE: April 16, 2026

RE: P3721 Gulf Freeway – Mr. Car Wash - Development Plan and Determination whether the proposed use meets the purpose and vision of the Crystal Lagoon District.

Background: The applicant is Ashley Astor, on behalf of prospective owner/developer, Mr. Car Wash. The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of modern, eco-friendly car wash facility designed to provide high quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

The site plan shows 22 vacuum stalls. Access to be shared with the adjacent Lot 4 from the I45 southbound frontage road.

Membership pricing for the closest existing installation of Mr Car Wash at Rankin Rd, Houston Tx is: For single exterior single was: Base - $10.00; Base Plus $14.00; Platinum $22.00; Titanium $26.00. For unlimited wash club Base - $22.99/mo; Platinum - $32.99/month; Titanium - $39.99/month. It has been represented the Texas City installation would have similar pricing. Details of the packages can be found at https://mistercarwash.com/store/rankin-road/?utm_source=google&utm_medium=organic&utm_campaign=gbp. The applicant advised promotions are regularly offered for new customers and members.

If the Development Plan is approved the anticipate timeline is 2 months to prepare construction documents; 3 to 4 months for permitting; 7 months for construction after the internal roads in the development are completed for access. Estimated grand opening: 2027-2028 dependent on overall development progress.

Requested Action: The prospective owner/developer seeks approval of a Development Plan for a stand-alone car wash. The use as a stand-alone car wash is not listed as a Permitted Use for the Commercial Subarea in the Crystal Lagoon District. Therefore, the Planning Board must first make a determination that the proposed use as a stand-alone car wash is consistent with the Permitted Uses for the Crystal Lagoon District before considering the Development Plan.

street furniture, public art, and designer streetlamps and signage will reinforce the theme." Pg 13.

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The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

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Discussion and Staff Recommendation re Proposed Use: The proposed Mr. Car Wash project, if approved, will be the first use which is not listed in the Permitted Use table for the Crystal Lagoon District. In January 2026, the Planning Board previously denied an application for a retail tire shop (Mavis Tire) at P3713 Gulf

Freeway as a non-compliant use. The Planning Board must consider whether the proposed use may be suitable for the District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

It is very early in the buildout of the commercial subarea. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use will establish a precedence regarding the unique character and vibe of the District.

The citizens of Texas City and residents of Lago Mar have made substantial investments into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

Consideration of these factors would tend not to support an interpretation that the use as a stand-alone car wash is consistent with the purpose and vision of the Crystal Lagoon District and PUD Amendment. **For these reasons, staff do not recommend approval of the proposed use as compliant with the Lago Mar PUD.**

Discussion and Staff Recommendation re Development Plan: The Planning Board should consider separately whether the proposed use as a stand-alone car wash is suitable for the Crystal Lagoon District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest." If the Planning Board determines the use is suitable, it will then consider approval of the proposed Development Plan. This section of the memo addresses the Development Plan.

The Final Plat for this location was approved by the Planning Board on October 6, 2025, but has not yet been recorded because the infrastructure for water, sewer, streets and drainage have not yet been constructed. Infrastructure plans have been

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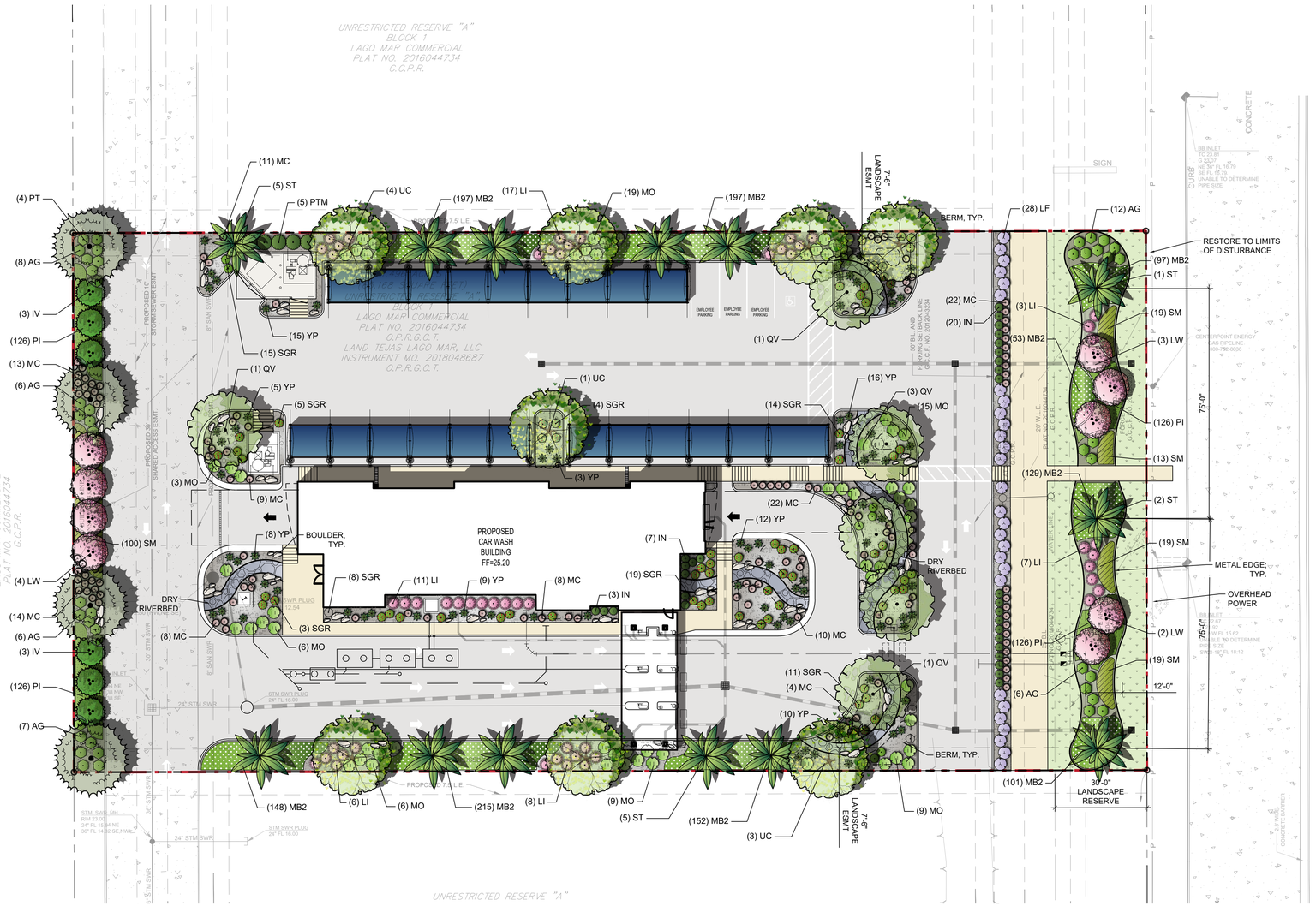
approved by the City, and construction is in progress. Completion of the construction of the infrastructure is expected in summer 2026. Upon inspection, testing and acceptance of the infrastructure by the City, the Final Plat can be recorded and a building permit issued.

The Applicant has addressed all comments regarding the site plan. The plans provide for the landscaping area along the I-45 frontage road and for connectivity to the green bolt through the commercial area. Building elevations showing compliance with the requirements of the Gateway Overlay District have also been provided.

Recommendation: If the Planning Board determines the proposed use as a stand-alone car wash is not compliant with the Crystal Lagoon District PUD Amendment, the Planning Board should deny the Development Plan.

If the Planning Board finds the proposed use compliant with the Crystal Lagoon District PUD Amendment approval of the Development Plan should be conditioned upon the restriction that no building permit can be issued until the Final Plat is recorded.



GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES. PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL SOLID SOD IN ALL RIGHT-OF-WAYS AND PARKWAYS (UNLESS NOT ALLOWED BY THE LOCAL JURISDICTION) AND SHALL PROVIDE WATERING AND MAINTENANCE UNTIL THE TURF IS ESTABLISHED AND HAS BEEN ACCEPTED BY OWNER.
6. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
7. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING, CURBS, WATER, STORM, OR SANITARY SEWER UTILITIES. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF NATIVE ROCK BASED MULCH (DO NOT USE DECOMPOSED GRANITE, LAVA ROCK, WHITE OR RED ROCK OR SMOOTH RIVER ROCK), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PROVIDE WEED BARRIER UNDER ALL ROCK AND GROUND COVER PER MISTER LANDSCAPE DESIGN GUIDELINES UNDER SECTION 3.4 MULCH SPECIFICATIONS

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PLANTING & IRRIGATION GUARANTEE

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL NEWLY INSTALLED AND EXISTING PLANTS SHALL SURVIVE FOR ONE YEAR AFTER FINAL OWNER ACCEPTANCE OF THE INSTALLATION WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR APPROPRIATE WATERING OF THE LANDSCAPE THROUGH INSTALLATION OF A PROPERLY DESIGNED IRRIGATION SYSTEM. THE OWNER SHALL APPROVE THE SYSTEM DESIGN BEFORE INSTALLATION OF PLANTS OR IRRIGATION.

NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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LANDSCAPE ARCHITECTURE
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LANDSCAPE CALCULATIONS

JURISDICTION:	TEXAS CITY, TX
ZONING:	PUD - LAGO MAR PLAN UNIT DEVELOPMENT
SITE AREA:	61,601 SF
LANDSCAPE AREA (L.A.):	18,163 SF (29.5%)
FRONT YARD LANDSCAPE AREA:	11,238 SF

160.088 LANDSCAPING REQUIREMENTS

TREES:	
REQUIRED:	36 TREES (1 PER 500 SF OF L.A.)
PROVIDED:	38 TREES

I-45 CORRIDOR LANDSCAPE REQUIREMENTS

MIN. 30' WIDE LANDSCAPE RESERVE	PROVIDED
PALMS REQUIRED:	3 PALMS (1 PER 75 LF)
PALMS PROVIDED:	3 PALMS
TREES REQUIRED:	5 TREES (2 PER 75 LF)
TREES PROVIDED:	5 TREES*

*ORNAMENTAL TREES USED DUE TO CONFLICT WITH OVERHEAD POWER LINES

MIN. 12' WIDE PLANTING BAND	PROVIDED AS REQUIRED
PARKING LOT SCREENING	MIN. 3' HT. EVERGREEN SCREEN PROVIDED BACK OF CURB

OFF STREET PARKING AREAS

MIN. ONE (3-IN CAL.) TREE PLANTED WITHIN 50' OF EACH PARKING SPACE
PROVIDED FOR PARKING SPACES AND VACUUM SPACES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SMALL TREES					
	IV	6	Ilex vomitoria Yaupon Holly	Cont. or B&B	3-5 canes, 6' ht.
	LW	9	Lagerstroemia indica `Whit II` Dynamite® Crape Myrtle	Cont. or B&B	3-5 canes, 30 gal.
SHADE TREES					
	PT	4	Pinus taeda Loblolly Pine	Cont. or B&B	3" cal., 10' ht.
	QV	7	Quercus virginiana Southern Live Oak	Cont. or B&B	3" cal., 10' ht.
	UC	7	Ulmus crassifolia Cedar Elm	Cont. or B&B	3" cal., 10' ht.
PALMS					
	ST	13	Sabal texana Texas Sabal Palm	Cont. or B&B	12' C.T., Matched, Booted

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SHRUBS					
	AG	45	Abelia x grandiflora Glossy Abelia	Cont.	3 gal.
	IN	30	Ilex vomitoria `Nana` Dwarf Yaupon	Cont.	36" ht.
	LI	52	Lagerstroemia indica `Monimp` Petite Red Imp™ Crape Myrtle	Cont.	3 gal.
	LF	28	Leucophyllum frutescens `compactum` Texas Sage	Cont.	36" ht.
	MC	121	Muhlenbergia capillaris Pink Muhly Grass	Cont.	1 gal.
	PTM	5	Philadelphus texensis Texas Mockorange	Cont.	36" ht.
	MO	67	Poliomintha longiflora Mexican Oregano	Cont.	3 gal.
	SGR	79	Salvia greggii 'Furmans Red` Autumn Sage	Cont.	3 gal.
	YP	78	Yucca pallida Twistleaf Yucca	Cont.	3 gal.
GROUNDCOVERS					
	PI	504	Phyla incisa Frog Fruit	Cont.	1 gal., 18" o.c.
PERENNIALS / ORNAMENTAL GRASSES					
	MB2	1,289	Melampodium leucanthum Blackfoot Daisy	Cont.	1 gal., 18" o.c.
	SM	170	Stipa tenuissima Mexican Feather Grass	Cont	1 gal., 24" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	NOTES
ROCK / STONE				
	STN		5/8" Black Star Gravel Stone Mulch	4" thick layer over landscape fabric
	DR		6"-12" Diam. Native Rock Dry Riverbed Rock	Buried 1/3 to 1/2 of ht over landscape fabric.
SOD/SEED				
	TRF		Cynodon d. x transvaalensis `DT-1` TifTuf™ Bermudagrass	sod
		26	42"-48" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		24	24"-30" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		26	12"-18" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	

NOTE: A LOCAL EQUIVALENT TO FIELDSTONE BOULDERS MAY BE USED WITH OWNER'S WRITTEN APPROVAL.

SANDLOT ENGINEERING
1415 NORTH LOOP WEST, STE. 825, HOUSTON, TX 77008
FIRM NUMBER F-20170

NO.	DATE	REVISION DESCRIPTION	BY

SANDLOT PROJECT NUMBER: **0123.0002**
CHECKED BY: SA
DRAWN BY: JS

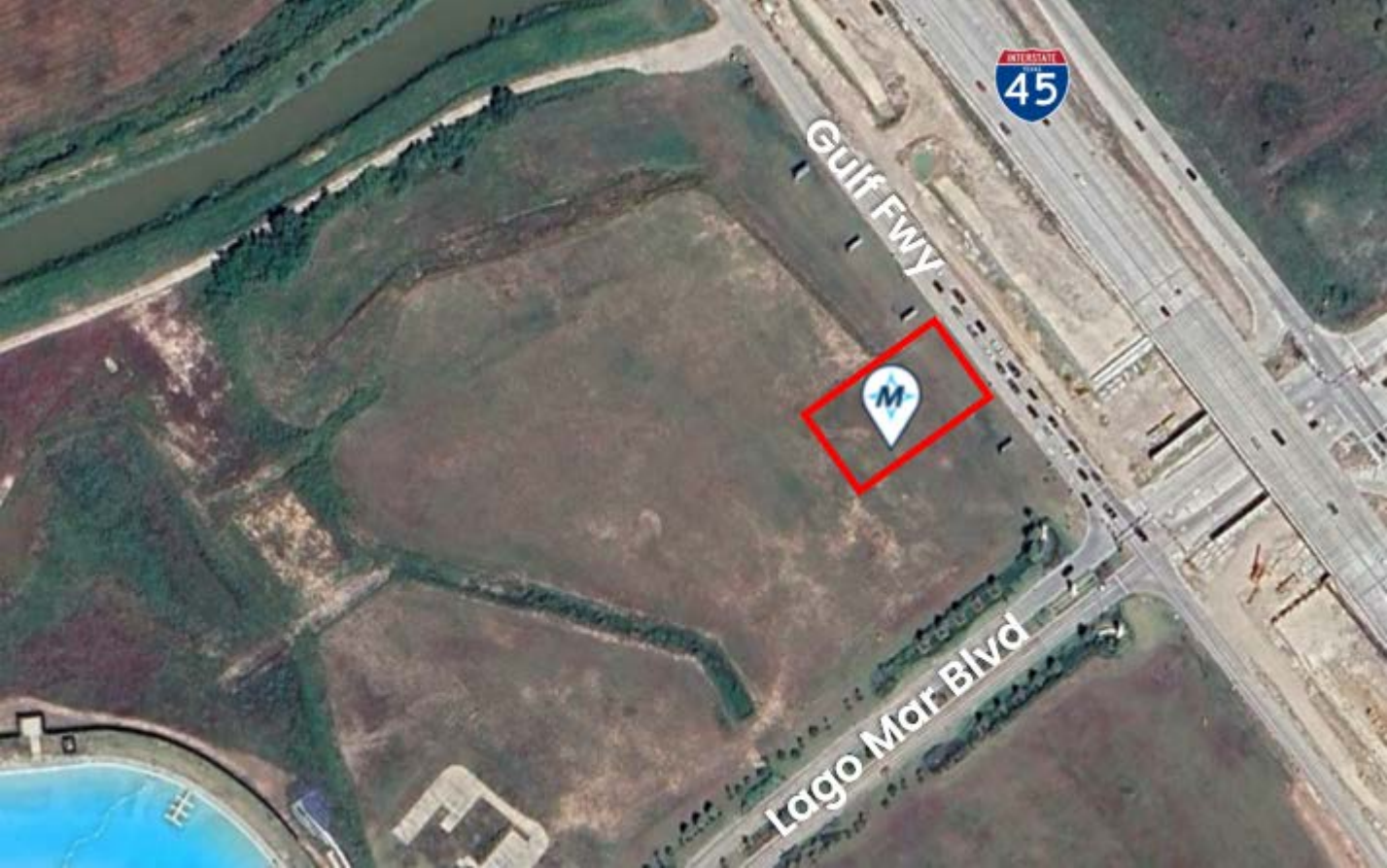
MISTER CAR WASH - TX 2595 LAGO MAR
3721 GULF FREEWAY
TEXAS CITY, GALVESTON COUNTY, TX 77568

LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
SHARON M STACKHOUSE
3682
STATE OF TEXAS

3/11/2026

SHEET NO.
LP-1


Gulf Fwy
45
Lago Mar Blvd

Mr. Car Wash
P3721 Gulf Fwy
Gulf Fwy
Gulf Freeway Frontage Rd
Beacon Pl Blvd
Central Park Rd
Lake Coleman
Lago Mar Blvd
Starboard Reach Dr
Lagoonfest Texas
Temporarily closed
Center Court Pizza & Brew - Lago Mar
Crystal View at Lago Mar - A Wan...
Crystal View Blvd
Galveston County Water Company Canal
Riviera Cv Dr
Lago Mar by CastleRock Communities
Golden Isle Dr
Rosemary Rd
Lago Mar by Pulte Homes
Secret Lagoon Ln
Blue Fort Dr
Red Pebble Ln
Playa Cove Ln
DR HORTON
Boterra at Lago Mar
Braids Take Down Service by Dee
DeMontrond Chevrolet
DeMontrond RV
Dickinson Junior High
Smart Living at Texas City
Sagecrest Ln
34th Ave N
N
Layers
Google Maps

To: City of Texas City - Planning Board
Attn: Kim Golden, City Engineer

From: Ashley Astor, Development Project Manager
Mister Car Wash

Date: March 13th, 2026

Subj: Mister Car Wash – 3721 Gulf Freeway - Texas City, TX
Consideration of Stand-Alone Express Car Wash within the
Crystal Lagoon District of the *Lago Mar Plan Unit Development*

Property Owner
First Hartford Realty Corp.
9121 Elizabeth Rd
Suite 105
Houston, TX 77055

Property Developer/Applicant
CWP Asset Corp.
Ashley Astor, Development Project Manager
3650 Annapolis Lane North
Suite 190
Plymouth, MN 55447
aastor@mistercarwash.com
Phone: (952) 715-8565

Applicant Interest

Dear Texas City Planning Board & Staff,

On behalf of Mister Car Wash, this letter is being submitted to provide additional context and rationale regarding the Site Plan Application request to develop a ±4,900sf stand-alone express car wash on a 1.50ac lot within the *Crystal Lagoon District* of the *Lago Mar Plan Unit Development ("PUD")* located at 3721 Gulf Freeway, Texas City, TX. Mister Car Wash appreciates staff's review of the application and hope these clarifications help demonstrate that the proposed use is appropriate, consistent with the intent of the PUD, and compatible with surrounding development.

The Mister Car Wash Development team has been working closely with the City of Texas City staff to advance this proposal for a new, modern express tunnel car wash. In advance of the Planning Board meeting, Mister Car Wash intends to host a community outreach meeting to further introduce the project, educate the community on the store's operations, and encourage community feedback and support. The proposed development meets all applicable City Code requirements for site compliance. In addition, Mister Car Wash has had close collaboration with the project's landscape partners to design a site plan that incorporates high-quality materials and enhanced landscaping to create an attractive and visually cohesive environment that complements the Lago Mar community and is in conformance with the *Crystal Lagoon District Lago Mar Plan Unit Development Developer's land use covenants and design guidelines*.

Crystal Lagoon District Lago Mar Plan Unit Development Consideration

While a stand-alone car wash is not listed as a by-right permitted use within the PUD, the PUD permits an ***automotive service station*** with an ***accessory car wash*** component. The Texas City Code defines this use as: *"A place or establishment where gasoline, oil, grease or motor vehicle accessories are sold, supplied or dispensed to the retail motor vehicle trade, and where the minor repair or washing of motor vehicles incidental to such gasoline service station is performed."* This definition confirms that a car wash use is considered acceptable within the PUD when associated with a higher-intensity automotive service station. From a planning and impact-analysis perspective, the proposed express car wash is significantly less intense than several uses already permitted within the PUD, such as a motel, night club, tobacco shop, etc. Noise levels, lighting impacts, and overall site activity for a modern stand-alone express car wash are significantly lower than those associated with fast-food restaurants, drive-thru uses, or service stations—uses that are permitted outright.

Because the PUD permits a car wash only when accessory to an automotive service station, an inherently more intensive land use, it is reasonable to conclude that a stand-alone express car wash aligns with, and in fact reduces, the impacts anticipated by the PUD. An accessory car wash attached to a gas station introduces several secondary impacts that do not exist with a primary-use express car wash, including fuel delivery traffic, late-night or 24-hour convenience store activity, increased on-site loitering, and heightened security concerns associated with fueling operations. By contrast, a stand-alone modern express car wash operates with a more limited and controlled activity profile, resulting in fewer overall site impacts than the automotive service station use that the PUD already contemplates.

The tract the Mister Car Wash parcel is located on is encumbered by private deed restrictions associated with the planned H-E-B grocery store. These restrictions expressly prohibit the development of *"convenience stores".* Although a convenience store is not, by definition, a *"gas station",* modern fueling facilities almost universally integrate a convenience store component as their primary commercial function. Under the *City of Texas City Development Code*, an *"auto-service station"* effectively operates as a gas station with a car wash as an accessory use. Because these private covenants cannot be modified by Mister Car Wash nor the City, the site cannot support a gas station or similar use that relies on a convenience store component. As a result, the only practical way to accommodate the car-wash function contemplated within the PUD is through a stand-alone express wash. This approach delivers the intended service without triggering the prohibited uses, and it does so with significantly fewer operational impacts than an auto-service station. Accordingly, a stand-alone express wash represents the most feasible, compliant, and lowest-impact means of implementing the PUD's envisioned car-wash use on this tract.

A grocery (H-E-B) anchored center is the type of commercial environment where convenience services such as express car washes perform well without conflict. If Mister Car Wash were required to locate elsewhere, the PUD could lose out on a complementary service-oriented user; the shopping center could lose valuable trip synergy; the pad site may remain vacant for an extended period until the owner finds a new non-deed restricted, permittable use; and the anchor tenant could lose a compatible service that supports the center's overall vitality.

Furthermore, any denial must be based on quantifiable land-use impacts, rather than a preference for the use to locate elsewhere in the city. The purpose of the Crystal Lagoon District Lago Mar PUD is to *permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity. The intent is to create large areas of compatible and mutually supportive activities with appropriate landscaping, by requiring the allowed uses to demonstrate adherence to higher development performance standards*. Mister Car Wash's proposal fulfills each of these objectives. The proposed use does not compete with H-E-B or any deed-restricted categories; it activates a parcel otherwise constrained by private covenants; it generates customer traffic that benefits surrounding tenants; and it aligns with the architectural standards and commercial character established for the PUD.

Mister Car Wash meets and exceeds all measurable standards of the PUD's *Developer's land use covenants and design guidelines* and the Texas City land use code. The company has also worked diligently with its landscape partners to enhance buffering, increase native plantings, and provide a robust, aesthetically refined landscape design that exceeds minimum requirements and ensures compatibility with surrounding development in the Lago Mar community.

Mister Car Wash Overview

Founded in Houston in 1969, Mister Car Wash has grown from a single local operation into the largest car wash operator in North America, with more than 540 locations across 21 states and over 30 sites within the Houston market. This long-standing regional presence reflects the company's proven ability to thrive in diverse community settings while delivering consistent, high-quality customer experience.

Mister Car Wash has an established track record of successfully operating in Houston's most affluent communities, including River Oaks, West University Place, Bellaire, Memorial, and Katy. These areas are characterized by high household incomes, multi-vehicle families, and a strong preference for convenient, quality-driven services, conditions that align closely with Mister Car Wash's operating model. Residents in these neighborhoods frequently own newer or luxury vehicles and value services that help maintain them. Mister's membership-based Unlimited Wash Club supports this lifestyle by offering convenience, consistent service, and routine visits that contribute to predictable and steady traffic within commercial centers.

The Mister brand is anchored in core values centered on quality, friendliness, and creating memorable experiences. The company lives its mission of Inspiring People to Shine through a culture defined by We Care. We Work Hard. We Have Fun. This philosophy informs every level of the organization and contributes to Mister's strong reputation as both a service provider and employer.

People, culture, and community investment are central to the company's identity. Mister Car Wash places significant emphasis on recruitment, retention, and professional development, supported by best-in-class training programs and ongoing employee investment. Approximately 90% of the company's General Managers are promoted internally, with average compensation packages exceeding $100,000 annually. Beyond its internal workforce investment, Mister actively partners with thousands of local organizations across the country, supporting education, youth programs, and community initiatives.

Environmental responsibility is another cornerstone of Mister's operations. The company partners with Project WET to promote water conservation and incorporates sustainability practices into all new-build facilities. These practices include utilizing more than 50% reclaimed or recycled water during the wash process, using proprietary phosphate and dye-free cleaning products, and deploying advanced reclamation systems that ensure water discharged back into municipal systems is clean and responsibly treated.

Operationally, Mister Car Wash facilities are designed for both efficiency and customer satisfaction. Most customers participate in the Unlimited Wash Club membership, which enables streamlined, RFID-based entry and reduces queuing onsite. A typical express wash operates with approximately 15 team members, with 3–4 employees on-site during operating hours, supported by regional maintenance staff overseeing two to three locations each. By keeping maintenance in-house, Mister maintains over 99% operational uptime. Additionally, Mister utilizes proprietary wash chemistry developed by an inhouse R&D team at its Tucson headquarters, ensuring consistent, high-performance results across all locations. On a portfolio-wide basis, the company reinvests the equivalent of approximately $150,000 per location each year to maintain clean, bright, and well-maintained facilities

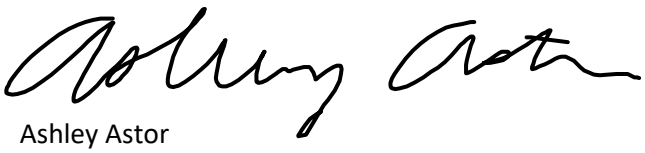
Conclusion

As the largest car wash operator in the United States, Mister Car Wash offers both long-term stability and strong brand recognition, making it a reliable tenant that enhances mixed-use retail environments within high-quality, master-planned communities such as Lago Mar. Mister Car Wash is committed to delivering a high-quality project that aligns with the intent of the PUD, fully complies with all zoning requirements, and contributes positively to the commercial character of the Lago Mar development. Considering the PUD's existing allowance for car washes as an accessory use, the added limitations imposed by private deed restrictions, and the low-impact operational profile of a modern express wash facility, Mister Car Wash believes this request is reasonable, appropriate, and fully consistent with the overall purpose and expectations of the PUD.

Mister Car Wash appreciates the Planning Board's time and consideration and welcomes the opportunity to meet with staff or provide any additional materials that may assist in finalizing this review.

Please contact me via my cell or email, listed below, with any questions.

Sincerely,



Ashley Astor
Development Project Manager
Mister Car Wash
aastor@mistercarwash.com
C: (952) 715-8565

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NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

LSA

March 2026

NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

Submitted to:

Ashley Astor
CWP West Corp., a Delaware corporation
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Plymouth, MN 55447

Prepared by:

LSA
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Project No. 20262806

LSA

March 2026

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APPENDICES

A: SOUNDPLAN NOISE MODEL PRINTOUTS

LIST OF ABBREVIATIONS AND ACRONYMS

City	City of Texas City
dB	decibel(s)
dBA	A-weighted decibel(s)
I-45	Interstate 45
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
project	Lago Mar (2595) Mister Car Wash Project

INTRODUCTION

This noise impact analysis evaluates the potential noise impacts and noise reduction measures associated with the proposed Lago Mar (2595) Mister Car Wash Project (project) in Texas City, Texas. Since Texas City does not have specific noise level standards within the municipal code, this report utilized the City of Houston's Municipal Code noise level requirements for a project-specific noise impact analysis by examining the impacts of the proposed uses on the project site to surrounding uses and identifies whether any noise reduction measures to reduce project noise impacts would be necessary.

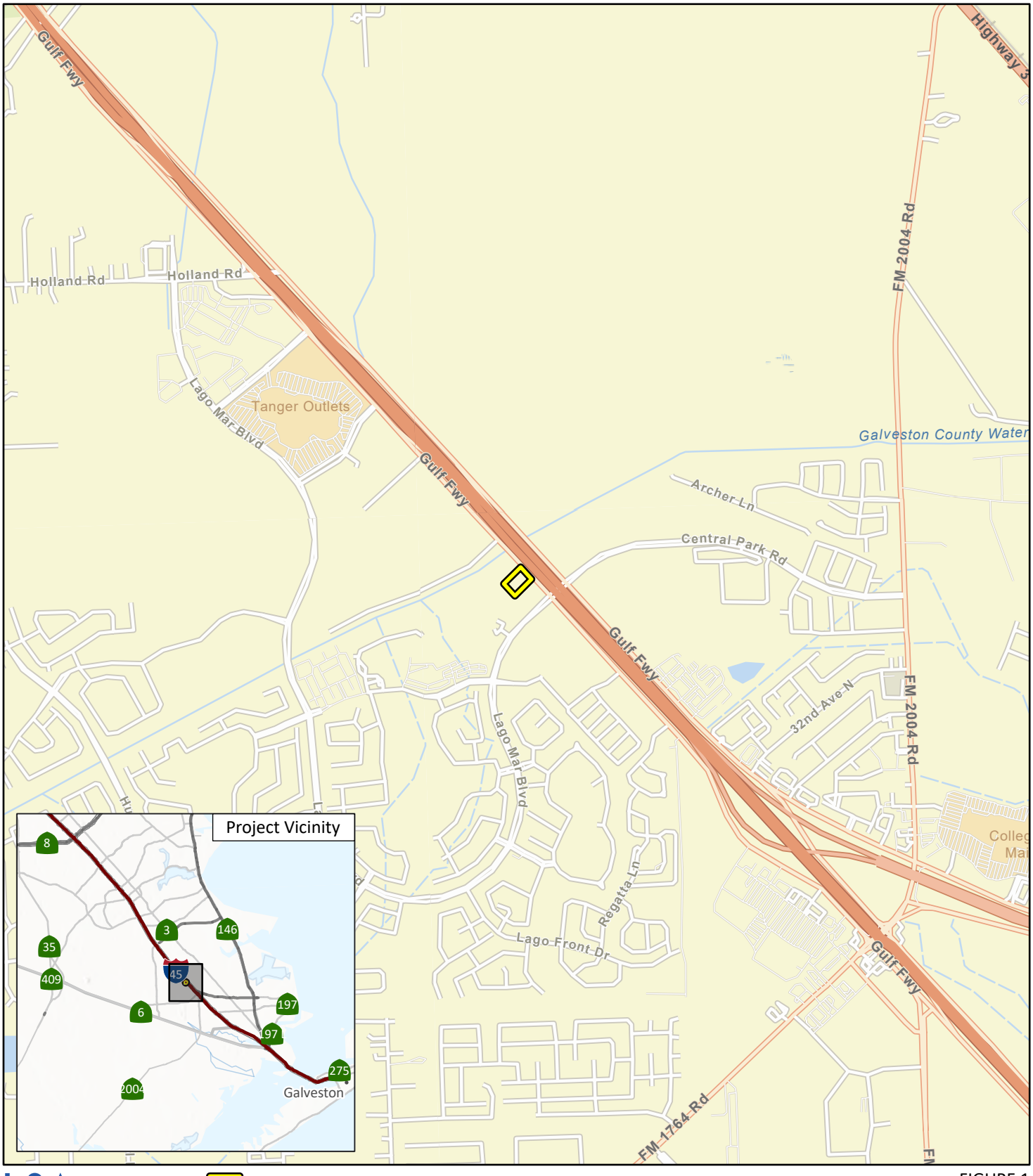
PROJECT LOCATION AND DESCRIPTION

The proposed project is located west of the intersection of Lago Mar Boulevard and Gulf Freeway Frontage Road in Texas City, Texas. The project location map and site plan are presented on Figures 1 and 2, respectively.

EXISTING LAND USES IN THE PROJECT AREA

The project site is primarily surrounded by residential uses. The areas adjacent to the project site include the following uses relative to true north:

- **Northeast:** Existing Gulf Freeway Frontage Road followed by Interstate 45 (I-45);
- **Southeast:** Existing vacant land that is planned commercial followed by residential uses;
- **Northwest:** Existing vacant land that is planned commercial; and
- **Southwest:** Existing vacant land which is zoned commercial followed by the existing Crystal Lagoon District.



LSA

Project Site

FIGURE 1

N

0 1000 2000
FEET

2595 Lago Mar - Noise Impact Analysis

Project Location

SOURCE: Esri Street Map (2026)

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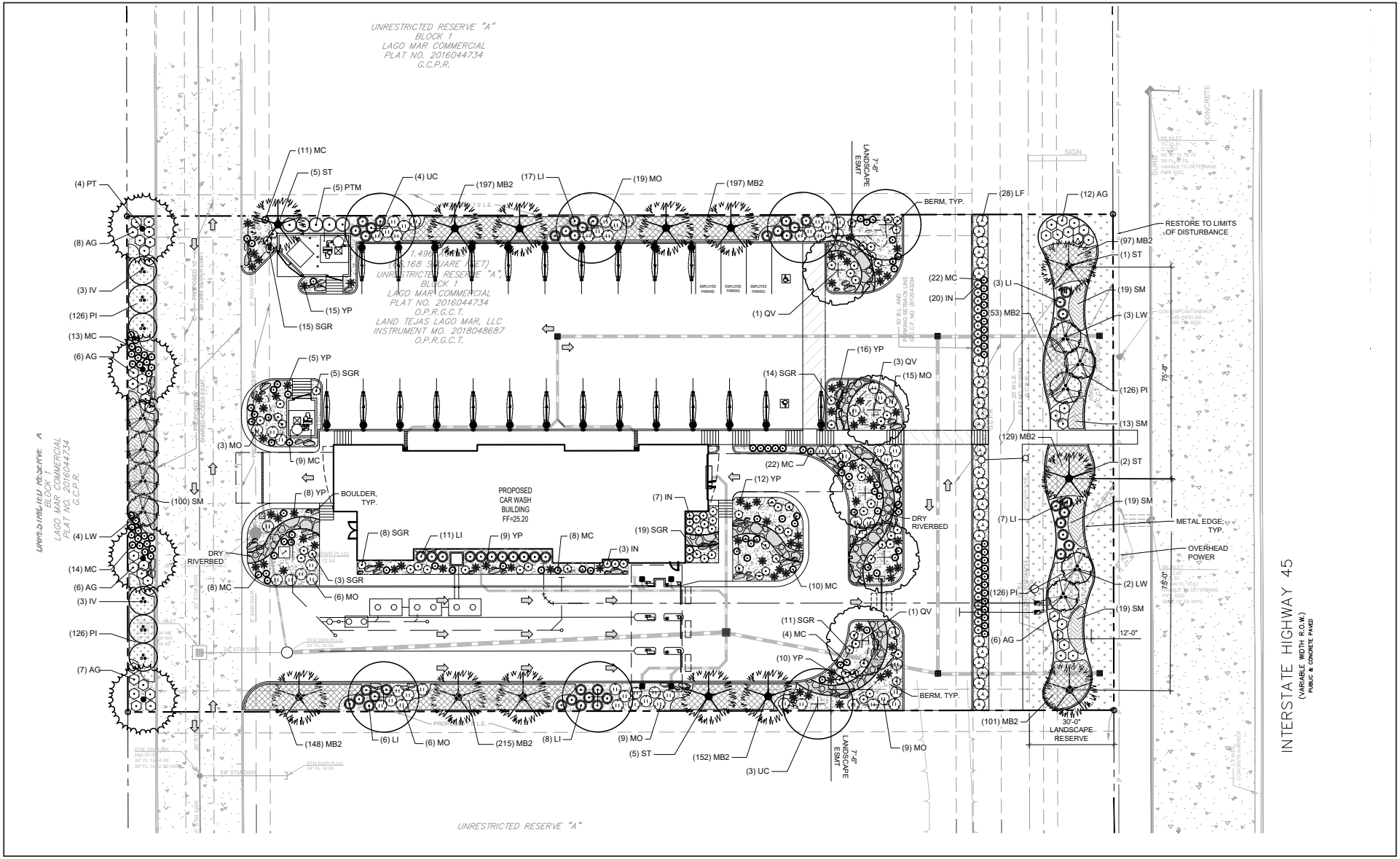

FIGURE 2

LSA

0 30 60
FEET

SOURCE: Sandlot Engineering

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Lago Mar TX MCW

Site Plan

NOISE FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound wave combined with the reception characteristics of the human ear. Sound intensity refers to the power carried by sound waves per unit area in a direction perpendicular to that area. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound pressure level and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound pressure level is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike linear units (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the sound's loudness. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels generate from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. Additionally, an increase of more than 5 dBA is typically considered readily perceptible in an exterior environment. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. It is usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Source 1 : *Technical Noise Supplement* (Caltrans 2013)
Source 2: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
Caltrans = California Department of Transportation
FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 ft		
	— 100 —	
Gas lawn mower at 3 ft		
	— 90 —	
Diesel truck at 50 ft at 50 mph		Food blender at 3 ft
	— 80 —	Garbage disposal at 3 ft
Noisy urban area, daytime		
Gas lawn mower, 100 ft	— 70 —	Vacuum cleaner at 10 ft
Commercial area		Normal speech at 3 ft
Heavy traffic at 300 ft	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	

Source : *Technical Noise Supplement* (Caltrans 2013).
Caltrans = California Department of Transportation
dBA = A-weighted decibels
ft = feet
mph = miles per hour

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

City of Houston Noise Ordinance

Since the City of Texas City does not include specific noise level standards in the Municipal code, the City of Houston's Municipal code is utilized in this report. The City of Houston addresses noise in Chapter 30: Noise and Sound Level Regulation. Section 30-5, Maximum permissible sound levels, states the following under (a):

"In addition to the violations established in other sections of this chapter, it is unlawful for any person to make, assist in making, permit, continue, cause to be made or continued, or permit the continuance of any sound beyond the property lines of the property on which the sound is being generated that exceeds the applicable dB(A) level listed below for the property on which the sound is received when measured from the property line of the residential or nonresidential property receiving the sound towards the source of the sound:

(1) Residential property:

a. 65 dB(A) during daytime hours.

b. 58 dB(A) during nighttime hours.

(2) Nonresidential property: 68 dB(A) at all times."

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

This section describes the existing noise environment in the project site vicinity. In Texas City, vehicle traffic is the primary source of noise. Other significant local noise sources include nearby commercial operations, construction noise, and mechanical equipment noise.

To determine the effect of existing and future noise levels in the vicinity of the project site generated by road traffic on I-45, a 3-D noise model, SoundPLAN, was used to incorporate the existing topography, traffic volumes, and traffic vehicle distribution. Traffic volumes were obtained from the Texas Department of Transportation traffic counts (TxDOT). The existing (2024) Average Annual Daily Traffic (AADT) on I-45 in the vicinity of the project site is approximately 90,747. The results show that typical daytime traffic noise levels at the project site would range from 72.5 dBA L_{eq} at the southwest property line to 78.0 dBA L_{eq} at the northeast property line of the project site. A printout of the SoundPLAN traffic noise model is presented in Figure 1 of Appendix A.

POTENTIAL PROJECT IMPACTS

LONG-TERM OPERATIONAL NOISE ASSESSMENT

The proposed car wash operations could affect existing and future off-site sensitive land uses. The two main stationary sources of noise include noise generated by the car wash tunnel and vacuum equipment. Operations of the car wash are expected to occur within the daytime hours of 7:00 a.m. to 10:00 p.m. No operations would occur during nighttime hours. The following provides a detailed noise analysis and discussion of each stationary noise source.

Car Wash Operations

The project would construct a drive-through car wash with a total of 24 vacuum stations, which would generate operational noise.

The vacuum stations are powered by equipment located west of the vacuum stations as shown on Figure 2. Based on reference noise specifications from noise measurements conducted by LSA at a similar Mister Car Wash (LSA 2025), the turbine used for this project would generate a noise level of 68.1 dBA at 10 feet (ft), and each of the vacuum stations would generate a noise level of 64.9 at 2 ft. For the purposes of this noise analysis, both vacuum equipment locations were assumed to be in operation simultaneously.

Based on reference noise level measurements gathered at a similar Mister Car Wash, noise levels at the car wash tunnel exit are 86.6 dBA L_{eq} at a distance of 25 ft. Additionally, noise levels at the car wash tunnel entrance are 79.7 dBA L_{eq} at a distance of 25 ft.

To determine the effect of future noise levels generated by the proposed project on noise-sensitive uses, SoundPLAN was used to incorporate the site topography, proposed buildings, road traffic, and stationary noise sources.

Cumulative Unmitigated Impact Assessment

Because existing daytime traffic noise levels exceed the applicable stationary noise standards, in order to determine if the proposed project operations would cause a noise impact, as assessment of operational noise levels as compared to traffic noise levels was completed. As shown in Figure 2 of Appendix A, the project would not cause a noise level increase of more than 5 dBA as compared to traffic noise levels beyond the project property line in all directions, which is the threshold for a readily perceptible noise level increase. For all areas showing no color, these areas indicate that project activities are less than 5 dBA above traffic or traffic noise is greater than project operational noise levels.

Therefore, operations from the project would not generate a perceptible impact and no reduction measures would be required.

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September.

City of Houston. 2026. *Code of Ordinances*. January 8.

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual. FTA Report 0123*. Office of Planning and Environment. September.

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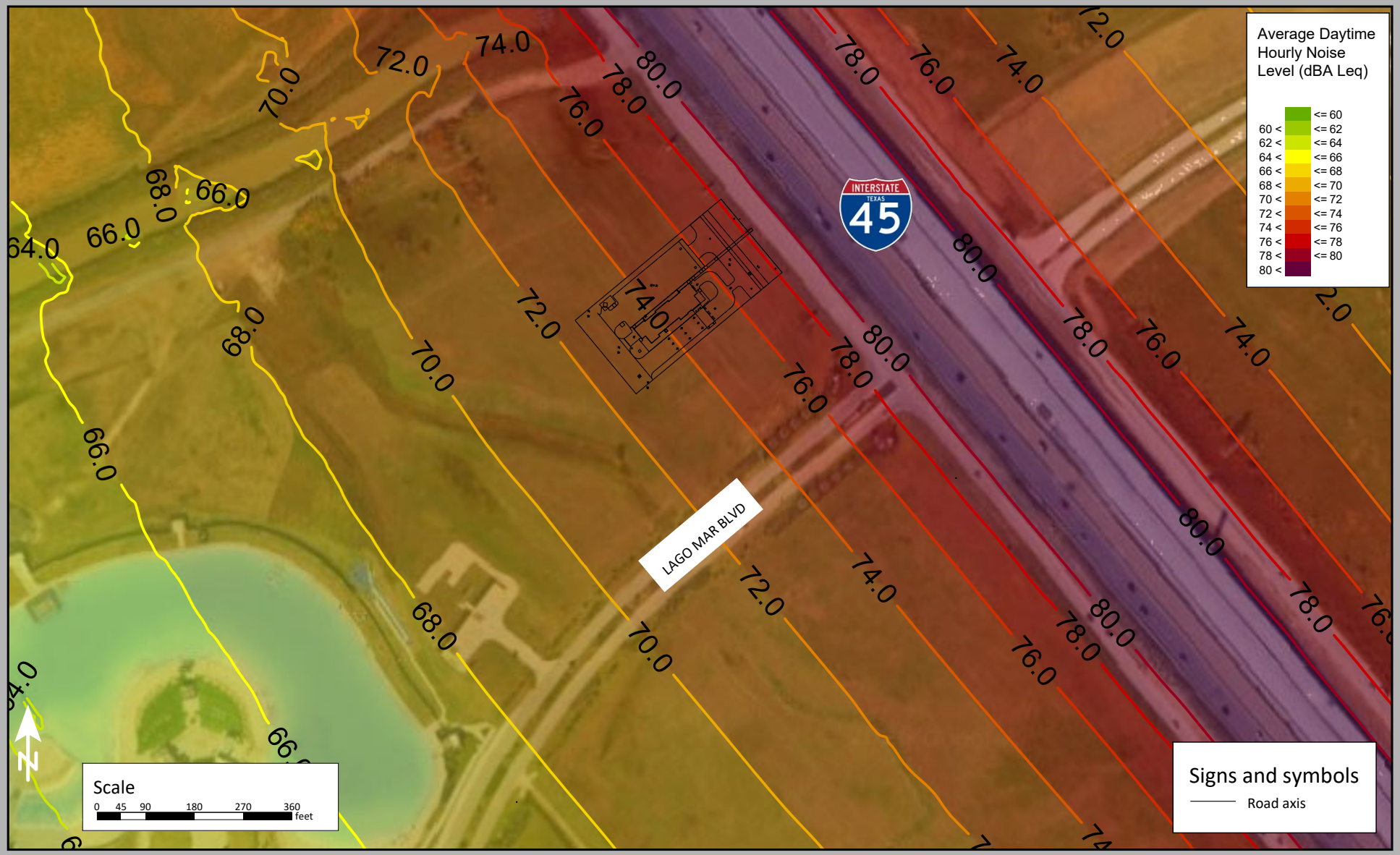
APPENDIX A

SOUNDPLAN NOISE MODEL PRINTOUTS

2595 Lago Mar TX MCW

Project No. 20262806

Figure 1: Existing I-45 Traffic Noise Levels



2595 Lago Mar TX MCW

Project No. 20262806

Figure 2: Project Operational vs Traffic Noise Levels

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PLANNING BOARD MINUTES
April 20, 2026

The Planning Board of the City of Texas City met in a regular meeting on Monday, April 20, 2026, at 5:00 p.m. Staff members present: Kimberly Golden, P.E. (City Engineer, Secretary), Casey Bennett (Chief Building Official), David Kinchen (Deputy Building Official), Lauren Atkinson (Plans Examiner), Veronica Carreon (Planning & Zoning Technician), Curt Kelly (E&P Administrator), Jack Haralson (Public Works Director), and DJ Hutchinson (Project Administrator). Guests were Jonathan Bellock, Chris Campbell, Ashley Astor, Clarence Blackerbyed, Tammy Webb, Christian Johns, John Rudloff, Cody Blanchard, and Caitlin King. Mayor Dedrick Johnson joined the meeting after it started.

Chairman Dickey Campbell indicated a quorum was present and called the meeting to order.

(1) ROLL CALL

The following members answered roll call: Commissioner Jami Clark, Co-Chairman Perry O'Brien, Chairman Dickey Campbell, Commissioner Thelma Bowie, and Alternate David Zacherl.

(2) PUBLIC COMMENTS

Chairman Dickey Campbell acknowledged the request by Ashley Astor to provide public comments regarding the matter on the agenda concerning Mister Car Wash.

Ashley Astor, Project Manager for Development, Mister Car Wash spoke about the alignment of land uses permitted by the Crystal Lagoon District PUD with the proposed project for Mister Car Wash, emphasizing that the core issue is whether the proposal aligns with the aesthetic and performance standards of Lago Mar and meets the land use criteria. Ms. Astor believes it does align. She indicated that while a standalone car wash isn't listed as a permitted use in the PUD, the PUD explicitly allows an automotive service station that includes an accessory car wash. Ms. Astor referred to Texas City's Ordinance 160.006 to define an automotive service station.

In her opinion, a service station has more significant impacts than what is being proposed, including fuel deliveries, extended hours of operation, increased lighting, and security concerns. On the other hand, a contemporary express car wash offers quick and predictable visits, does not sell fuel or operates late at night, and functions entirely within a controlled, enclosed environment. From a planning standpoint, this suggests a lower-impact option of a use that is already permitted by the PUD, rather than an expansion or alteration of it.

It is also important to analyze the comparisons made regarding car washes. She noted that the accessory car wash at Buc-ee's received approval in 2023 but has not begun construction. Additionally, she stressed that Buc-ee's acts as a highway-focused travel center, and any car wash associated with it is secondary to the primary high-intensity use that results in substantial traffic and longer customer wait times.

HEB car washes generally operate as a single-in-bay automatic wash. They serve as a convenience for grocery shoppers and are not intended to function as independent commercial operations. Neither Buc-ee's nor HEB employs a membership-based model for their car washes since this is not their main business focus. Mister Car Wash, on the other hand, operates as a professionally managed standalone establishment, maintaining full site control and long-term ownership.

The property is subject to private deed restrictions linked to HEB, which bans convenience stores. As modern automotive service stations depend on convenience stores as their primary function, this use is not viable. Since neither the City nor Mister Car Wash can modify this restriction, an express standalone car wash becomes the only feasible solution to deliver the car wash function envisioned for this location.

Chairman Campbell acknowledged the request by Chris Campbell to provide public comments regarding the matter on the agenda concerning Mister Car Wash.

Chris Campbell, Director of Development & Engineering, Mister Car Wash, stated his focus would be on the operational impacts related to the presence of a Mister Car Wash (MCW) facility. From an operational perspective, understandable concerns exist regarding traffic, noise, and the overall intensity associated with a car wash, but the data and experience with the MCW model are important. MCW primarily operates on a monthly subscription model. Most customers are local, with many being repeat users rather than regional traffic; their visits are short, usually taking about 3 to 5 minutes, with no prolonged dwell times or event-driven spikes. The access to the site is meticulously planned and reviewed; there is no direct access from the frontage road. City staff evaluated the circulation as part of the overall development to guarantee that traffic flows safely and efficiently. MCW also proactively consulted with sound experts to assess the site. Considering the existing background noise from I-45, the analysis indicates that MCW operations do not cause a noticeable increase above the current noise levels.

The MCW wash tunnel is entirely enclosed, with vacuum equipment shielded up to 8 feet with concrete masonry unit walls, and all lighting is down shielded to minimize impact, designed to stay on-site. Operations are restricted to reasonable daytime hours, typically from 7 a.m. to 7 p.m. This use is well-regulated. Moreover, MCW went further by engaging the community for feedback. Last week, on Thursday, he and Ashley Astor conducted a community open house that approximately 20 Lago Mar residents attended, who asked many insightful questions. Out of those, 10 residents voiced their support, one requested further information, and two opposed the project. Ashley provided those comment cards to the staff.

The concerns raised about traffic, noise, lighting, and safety mirror those addressed in the city staff report, the technical studies, and the operational controls outlined tonight. Together, these elements reinforce that this proposal should be viewed as a low-impact, well-managed commercial operation.

Finally, regarding Mister Car Wash, the company. It was established in Houston in 1969 and has expanded to become the largest car wash operator in the U.S., with over 550 locations, including around 40 in the greater Houston area. MCW successfully operates in communities like River Oaks, West University Place, Memorial, Katy, and Pearland, all of which have high standards for design, quality, property upkeep, and operational discipline. MCW is not a transient user or speculative developer; it is a long-term owner and operator, and its business relies on being a good neighbor and maintaining clean, well-managed facilities year after year. In closing, he believes this proposal aligns with the intentions of the Lago Mar PUD; it meets all municipal and PUD requirements, activates a site currently restricted by private governance, and provides essential convenience services with manageable impacts. They respectfully ask for your support and approval. Ashley, our engineer, the landowner, and he are available to answer any questions.

Chairman Campbell acknowledged the request by Jonathan Bellock to provide public comments regarding the matter on the agenda concerning Mister Car Wash.

Jonathan Bellock, **First Hartford (FH) Realty Corporation**, represents the main developer for the Lago Mar Commercial Project. FH has over 40 acres in total, having sold around 15 acres to HEB, and is planning a retail shopping center in conjunction with that. FH has faced some challenges recently, one of which continues to arise and has caused a delay in the Mister Car Wash development.

This issue pertains to the Lago Mar Crystal Lagoon Overlay District, which regulates the uses for this particular tract. He's sent several emails discussing this in detail but would like to review some of the uses listed as permitted and explain why they present a challenge for this specific site. There are six acres of highway frontage that is ideal for standalone uses. This includes restaurants, car washes, and various other types of facilities typically found near grocery stores. FH wants to support the community with diverse offerings for local residents, avoiding clustering to the same kinds of businesses. Some of

the permitted uses listed include multifamily housing, and clearly, a wedding venue is not suitable for a highway-facing location. Other items on the list include an outdoor stage, parking garage, auditorium, gas station, antique shop, art gallery, catering service, farmers' market, hotels, hobby studio, meat market, music store, tanning studio, nightclub, tobacco shop, and more.

The issue is that this overlay district conflicts with the objective of establishing a neighborhood shopping center, and Mister Car Wash exemplifies this challenge. FH aims to include restaurants, automotive services, car washes, medical facilities, and various other business types, avoiding an overabundance of any one category. Too many of the same types of business can lead to conflicts down the line; they often do not perform optimally and may eventually shift to something else, which FH seeks to prevent. Therefore, he is here to address this issue and hopes to navigate it effectively in this context. As they look to develop something appealing and sustainable, one comment raised was about the demand for a car wash in Texas City.

HEB has another location right here on SH-146 near the expressway, and there are five car washes within a 1.3-mile radius. The closest car wash to their location is 6.3 miles away, and reaching it requires crossing two major highways. Thus, he would contend that if there is enough demand for a new store, a car wash could also be justified in that vicinity. The vision and purpose of the Crystal Lagoon were meant to create a distinctive boardwalk environment as a destination. He recognizes that and is eager to support it in the best way possible. However, a six-acre highway frontage tract next to a grocery store may not be appropriate for some of the listed uses, such as a wedding venue, multifamily housing, or a parking garage. Those simply do not mesh well with the location. That's all he wanted to highlight, both for Mister Car Wash and as part of the broader development vision. FH is striving to introduce great options in a neighborhood shopping center that will endure over time and supports Mister Car Wash's efforts in contributing to that goal. Thank you.

(3) APPROVAL OF MINUTES- April 6, 2026

Minutes were not available, so this item was passed over until the next meeting.

(4) REGULAR AGENDA

a. Consider and take action on the requested location for EZ Burgers Mobile Food Truck. Located at 230 Dike Road (Lee's Bait & Tackle), Texas City.

Ms. Golden stated the Board's responsibility regarding mobile food trucks involves evaluating the suggested location and assessing it against the criteria outlined in the ordinance. The actual permitting process is handled by the police department. This particular site is located on Dike Road, situated between Lee's Bait and Tackle Shop and the levee. A two-year lease has been established with Lee's Bait Shop, with options for extension. Lee's has agreed to allow usage of their parking lot and restroom facilities, and there will be trash receptacles provided.

When examining the criteria and the ordinance, the first aspect to consider is the site's location and its impact on nearby businesses. While there is another restaurant, their menu differs significantly. Additionally, this food truck offers a different option compared to traditional restaurants, likely to attract visitors to the Dike and keep them on-site. The duration of the permission in the lease is also a relevant criteria which is met by the two-year lease with the possibility of an extension. Regarding the number of similar food trucks operating in the area, there are currently no other approved food trucks located in the area, nor have any applications been submitted.

The mobile food unit's appearance and quality of construction are quite appealing; it's a well-designed trailer. Any additional requirements related to parking, landscaping, and seating have been addressed in the agreement with Lee's Bait and Tackle Shop. Consequently, staff have reviewed everything, and Ms. Golden believes they meet the criteria established in the policy and considered in the ordinance, so staff have no objections to granting approval.

Chairman Campbell asked if there were any other questions, there were not.

a. **A motion was made by Co-Chairman Perry O'Brien/ Commissioner Thelma Bowie to approve the requested location for EZ Burgers Mobile Food Truck. Located at 230 Dike Road (Lee's Bait & Tackle), Texas City.**

All other members present voted aye.

Motion carried 5-0.

b. **Consider and take action on the Development Plan for White Tree Defense Co. to operate a small scale, appointment-based Federal Firearms License (FFL) transfer business. Located at 7500 FM 1765, Texas City.**

Ms. Golden stated that the proposed site is vacant and will be used for local firearms transfers between federally licensed dealers and individual customers. The transfers will occur in a controlled, secure indoor environment and will be by appointment only, minimizing traffic impact. The application is submitted for site approval, and all necessary regulations will be adhered to. There are no objections to the proposal.

Chairman Campbell stated that he thought that the site was Galveston Limousine. Mr. Christian Johns, the Applicant, stated that the main side is, but there is an office space that is unused.

Commissioner Thelma Bowie asked if it was by appointment only. Mr. Johns explained that if an individual purchases a new firearm online, they can ship it to him, and the purchaser can legally receive it from the business. But if it is a person selling to another person, he is not needed for that transaction.

Chairman Campbell asked if there were any other questions, there were not.

A motion was made by Commissioner Jami Clark/Co-Chairman Perry O'Brien to approve the Development Plan for White Tree Defense Co. to operate a small scale, appointment-based Federal Firearms License (FFL) transfer business. Located at 7500 FM 1765, Texas City.

All other members present voted aye.

Motion carried 5-0.

c. **Consider and take action on the Development Plan for the new Municipal Complex. Located at 1801 9th Avenue North, Texas City.**

Ms. Golden explained that this is the site of the existing, obsolete, 71-year-old City Hall, which is scheduled to be demolished and replaced with two new state-of-the-art municipal buildings. One of the buildings will be two stories tall and positioned at the site of the existing City Hall. This two-story structure will include additional space for what is currently in City Hall, and the Municipal Court will relocate there. Additionally, the Texas City Economic Development District staff will have its offices in this new building, along with the Office of Community Development. These offices, together with the existing City Hall functions, will occupy the two-story structure. The mayor's suite, as well as Human Resources, Purchasing, Finance, Communications, and the Innovation and Technology Departments will also be included.

Furthermore, there will be a second building, shown on the site plan, which will serve as the Emergency Operations Center (EOC). Presently, the EOC is located in leased space at the Gulf Coast Transit District terminal on Magnolia Avenue. The new EOC will be constructed on city-owned property and designed as a durable structure to withstand floods and hurricanes, ensuring continuity of operations. Both buildings will be elevated relative to their current level, and the EOC will be raised a few extra feet to enhance flood resilience. The existing parking lots will be replaced with concrete, and the rear lot will be enclosed with secure fencing. The number of parking spaces will increase due to the anticipated

influx of visitors and the greater public use of the courtroom.

The site plan will maintain the existing locations of driveways without creating new ones and will refurbishing the driveways, such as the one off of Palmer, which currently suffers from flooding issues. The fountain and centennial monument will be preserved, along with the memorial rose garden. Special measures will also be taken to protect existing trees and minimize the removal of any. The landscaping will feature a variety of native plants that thrive in the area. A hard surface will also be added for the fire lane, and it is expected to resemble grass while being durable.

The project is on schedule to begin construction this summer, with hopes to finish by next summer.

Co-Chairman Perry O'Brien asked if the contract had been awarded. Mr. Jack Haralson stated the City has contracted with a Construction Manager at Risk (CMAR) to build the project.

Alternate Member David Zacherl asked whether the building will have room to accommodate increased personnel over the next 15 to 20 years, and whether the court will relocate to the new complex. Ms. Golden stated the projections were based on staffing needs through 2035, and the courtroom will serve as a multi-use space for court and City Commission meetings. Alternate Member Zacherl noted the relocation of Municipal Court will free up space for the Texas City Police Department in the existing facility.

Chairman Campbell asked if there were any other questions, there were no more questions.

A motion was made by Alternate Member David Zacherl /Commissioner Jami Clark to approve the Development Plan for the new Municipal Complex. Located at 1801 9th Avenue North, Texas City

All other members present voted aye.

Motion carried 5-0.

d. Consider and take action on the Development Plan for Mr. Car Wash Located North of Lago Mar Blvd and west of the I-45 southbound frontage road at P3721 Gulf Fwy (Lot 3 of Lago Mar Commercial Replat No. 6), Texas City.

Ms. Golden explained that the Crystal Lagoon District within Lago Mar was intentionally established in 2021 as one of the most highly restricted and curated development areas in Texas City. The purpose of these restrictions is to create a distinctive, memorable destination that attracts visitors, encourages longer stays, and enhances the overall image of Texas City. The District is divided into seven subareas, each with its own specific list of permitted uses. These lists of permitted uses were crafted to ensure that development within each subarea contributes to the overarching vision of quality, placemaking, and architectural character.

The lot under consideration lies within Subarea 1, the Commercial Subarea. While this subarea contains the broadest range of potential uses, it is still governed by a curated and intentional use list. Nearby development activity on adjacent lots includes pending site plan review for a Chase Bank, a likely fast-food establishment, additional commercial pads, and a prospective Longhorn Steakhouse. These uses align with the District's intent to create a high-quality, destination-oriented commercial environment.

The other aspect mentioned in the specific PUD Amendment concerning PUD, is the authority granted to you all as the Planning Board, allowing you to evaluate uses not listed and determine if they are appropriate. Ms. Astor did an excellent job outlining the criteria for what does not fit, emphasizing that it does not align with the vision for this district. This isn't focused on impact; instead, it's about whether it contributes to the intended vision. Ultimately, this area was meant to be a highly curated, appealing destination.

When you review some of the excerpts Ms. Golden has gathered from the PUD, it emphasizes architectural elements and aims to create a memorable place that people want to visit—an area that

reflects placemaking, which in turn enhances the city. Keep in mind that Lago Mar has always aimed to be a distinctive feature for Texas City, intending to reshape its image since the early 2000s. Moreover, the Crystal Lagoon District aligns perfectly with that vision. There is nothing surprising or new about this.

It is important to note that the applicant, Mister Car Wash, was informed early in the pre-development process about the heightened restrictions associated with the Crystal Lagoon District. The question before the Board is not an impact-based analysis, but a determination of whether the proposed use "fits" within the established vision and development framework for this particular subarea, as allowed under the PUD's evaluation authority.

For context, only a small portion of the I-45 frontage falls within the Crystal Lagoon District (the gray-shaded area). The adjacent pink commercial areas are general commercial zones under the larger PUD, where a broader range of typical business uses is allowed. The proposed car wash use could be considered appropriate within those general commercial areas but must be evaluated for compatibility within the more restrictive Crystal Lagoon frontage.

Finally, should the Board choose to deny the Development Plan, the Applicant has the right to appeal that decision to the City Commission. The request must be in writing and submitted within 10 days of the meeting at which they received the denial.

To ensure a clear record, staff recommends that the Board treat this as two distinct questions:

1. Whether the proposed use is consistent with and fits the vision of the Crystal Lagoon District PUD for Subarea 1; and
2. Whether to approve or deny the Development Plan based on that determination regarding the use.

Chairman Campbell asked when the Lago Mar TIRZ was created and when did the Developer acquire the property. Ms. Golden explained that the original PUD was in 2006 or 2007, and the amendment was in 2021. The Developer acquired the property in 2024 and was made aware of the restrictions.

Co-Chairman O'Brien stated that his perspective is this: there has been a considerable amount of contemplation, a clear vision, and numerous expectations established from the outset. We have previously encountered items that failed to meet compliance, and he was among the first to reject them due to non-compliance. He doesn't wish to alter the vision without specific justifications for doing so. What he heard today was highly professional, and it was an outstanding effort. However, it does not change his belief that this does not meet compliance. This is the framework you have created. There are additional areas where that is applicable, yes. So that's his feedback. He has yet to see anything that persuades him this is a viable destination, which was the original purpose of that area. It was intended to be a place worth visiting. This was the same thing that the Board ran into with the tire shop. There are a lot of places the car wash can go, just not the Crystal Lagoon area. He stated he saw it as a promising project, but it's simply not located in an ideal area.

Commissioner Bowie stated that she attended their presentation. They managed to persuade many people, which was their goal. However, there was also an informal survey conducted on Facebook when this first came up for the residents of Lago Mar. The results showed a similar number of people opposed as reflected in your findings. Therefore, she believes reaching out to the community was a very positive approach, but she had hoped they would have garnered more participation than they did, as the survey does not accurately represent 4,000 homes, if you understand what she means. She truly thinks it looks appealing, but if it doesn't align, it can't go.

Alternate Zacherl stated that he sees the area we're discussing as similar to the northeast corner of Baybrook Mall, where the restaurants and other establishments are located. He stated he was not sure that having a car wash in the center of that type of area would be ideal and therefore, he does not see it as aligning with the vision for the area.

Commissioner Clark stated that she likes the design but agrees it doesn't fit the PUD.

Chairman Campbell asked if there were any questions for staff or the representative. There were no questions.

1. Chairman Campbell called for the vote on whether the proposed use is consistent and fits the vision of the PUD.

A motion was made by Co-Chairman Perry O'Brien/Commissioner Thelma Bowie deciding the proposed use by Mister Car Wash did not meet the requirements of the Crystal Lagoon District PUD because it does not meet the vision and objective of the District.

All members present voted aye [to deny the proposed use].

Motion carried 5-0.

2. Chairman Campbell called for the vote on whether to approve or deny the development plan based on the fact that it does not meet the vision of the PUD.

A motion was made by Co-Chairman Perry O'Brien/Alternate David Zacherl to deny the Development Plan for Mister Car Wash because the proposed use does not meet the vision and objective of the Crystal Lagoon District. Located north of Lago Mar Blvd and west of the I-45 southbound frontage road at P3721 Gulf Fwy (Lot 3 of Lago Mar Commercial Replat No. 6), Texas City.

All members present voted aye [to deny the Development Plan because the proposed use does not meet the vision and objective of the Crystal Lagoon District PUD].

Motion carried 5-0.

(5) GENERAL UPDATES

Ms. Golden mentioned to the Board that starting in August, the meetings will be held in the Alamo Room at the Nessler Center until the renovations are completed in the current location.

Chairman Campbell asked if there were any other items or questions which there we not.

(6) OTHER BUSINESS (Any conceptual development proposal requesting to come before the Planning Board)

None

(7) MOTION TO ADJOURN

A motion was made by Commissioner Thelma Bowie/Commissioner Jami Clark to adjourn. All members present voted aye.

Kimberly Golden, Secretary Date

Minutes approved by the Planning Board at its meeting held on May 4, 2026.

EXHIBIT B

Crystal Lagoon District
Lago Mar Plan Unit Development
Partial Amendment no. 1

A. Contents. This PUD amendment includes the following sections:

- B. General Provisions
- C. Land Uses
- D. Development Regulations
- E. General Conditions

B. General Provisions.

1. The PUD approved herein will be constructed, developed, and maintained in compliance with this ordinance and other applicable ordinances of the City. If any provision or regulation of any City ordinance applicable in the Lago Mar PUD, Mixed Use District is not contained in this ordinance, all the regulations contained in the Development Code applicable to the Lago Mar PUD, Mixed Use District in effect on the effective date of this ordinance will apply to this partial amendment as though written herein, except to the extent the City regulation or provision conflicts with a provision of this ordinance.

2. Areas in the PUD outside the Crystal Lagoon District will be constructed, developed, and maintained in compliance with the Approved Lago Mar PUD, the Master Plan, Exhibit B-3, *Lago Mar Single Family West Master Plan* and other applicable ordinances of the City.

3. Screening walls: where residential lots are platted adjacent to major roadways a minimum 8' tall masonry wall shall be built along the back or side lot line adjacent to major thoroughfares such as, Lago Mar Boulevard, and Hughes Road and internal collector streets such as, Lago Crossing, Crystal View Boulevard, Lago Front Drive and Sea Breeze Drive, and as shown on Exhibit B-4: *Lago Mar Fence Exhibit.*

4. Except as otherwise provided herein, the words used in this PUD Amendment have the meaning established by the Development Code. In this ordinance:

   Open Space means the portion of all land contained within the Crystal Lagoon District that is the Crystal Lagoon including the water, beach areas, paved plazas, walkways, club buildings and amenity areas adjacent to the Crystal Lagoon and all other areas not covered by buildings, parking lots, driveways, improved pedestrian areas (outside of publicly accessible plazas), or other impermeable material.

Approved PUD means the Planned Unit Development district created by ordinance, dated 12/18/06.

5. The following exhibits are attached to and made part of this PUD amendment:

Exhibit A:	*Location Map*
Exhibit B:	*PUD Amendment*
Exhibit B-1:	*General Development Plan-Crystal Lagoon District*
Exhibit B-2:	*GreenboLT Trail Plan*
Exhibit B-3:	*Lago Mar Single Family West Master Plan*
Exhibit B-4:	*Lago Mar Fence Exhibit*

6. As shown on Exhibit A, *Location Map*, the PUD amendment encompasses 121.52 acres, west of Interstate 45, south of the GCWA canal.

C. Purpose of the District:

The proposed Crystal Lagoon District in Lago Mar is envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City. The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity. Intended to create large areas of compatible and mutually supportive activities the Crystal Lagoon District in Lago Mar will be appropriately landscaped, and requires the allowed uses to demonstrate adherence to higher development performance standards listed below and in the Developer's land use covenants and design guidelines.

Sub-Areas

The District is divided into seven (7) sub-areas:

1. Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that will orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District E-2, Freeway Commercial zone.
2. Sub-area 2: Boardwalk. Sub-area 2 is intended to allow commercial retail, entertainment venues and other high activity destination use, including restaurants, bars and mobile vendors that will orient to the Crystal Lagoon and its beach areas.
3. Sub-area 3: Beach Club. The beach club area will feature a club house, including restaurants and bars, multi-purpose venue, rental bungalows, wedding and meeting center and beach concessions.
4. Sub-area 4: Hotel / Townhouse. Sub-area 4 will feature boutique style hotel uses and townhouses.
5. Sub-area 5: Condo / Multi-Family. Sub-area 6 will include high-density, maximum six-story residential units.

6. Sub-area 6: Townhome. Sub-area 6 is located on the west side of the District and is a transitional use, transitioning from the more intense water recreational uses adjacent to the Crystal Lagoon to the single family lots farther away from the lagoon. Uses will be mid-density residential, permitting attached and detached single-family residential use.
7. Sub-area7: Lagoon and Beach. Sub-area 7 includes the resident HOA club building, the Crystal Lagoon and its beach and lawn areas. Uses will be primarily recreation, but will also include entertainment venues, and mobile vendors.

D. Land Uses.

1. Permitted land uses are listed below in Table 1.0: *Permitted Uses*. Any use that is not expressly listed below and cannot be reasonably categorized as falling within the definition or common English interpretation of listed use, may be considered by Texas City Planning Board as a Conditional Use or Specific Use. When considering the suitability of an unlisted use, Texas City Planning Board shall have regard to the permissibility of similar land uses, the vision and objectives of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest.

2. Permitted land uses may be mixed horizontally or vertically on a single property in accordance with the Table 1.0: *Permitted Uses*.

3. Permitted Uses: The following table presents the permitted uses within the Crystal Lagoon District. Certain land uses are permitted when developed under specific conditions as established in the Notes section of the Table 1.0: *Permitted Uses*.

Table 1.0 – Permitted Uses:

Land Uses Permitted	1.Comm.	2.Boardwalk	3.Beach Club	4.Hotel/ Townhouse	5.Condo/ MF	6.Townhouse	7.Lagoon/Beach	Notes
Residential Land Uses								
Dwelling, Multifamily/ Condominium	X				X			Note 1
Dwelling, Single-Family Attached				X	X	X		
Dwelling, Single Family Detached				X		X		
Public and Civil Land Uses								
Wedding Venue	X	X	X	X			X	
Outdoor Stage, Performance Venue	X	X	X				X	

Community Center/ HOA amenities and club buildings							X	
Parking Garage	X	X	X					
Recreation and Entertainment								
Amusement and Recreational Services	X	X	X	X			X	
Other Spectator Sports, incl. rental concessions	X	X	X	X			X	
Other Reservation Services	X	X	X	X			X	
Auditorium/ Indoor performance Venue	X	X	X	X				
Performance Venue, Outdoor	X	X	X	X			X	
Membership Sports and Recreation Club	X	X	X	X			X	
Medical Land Uses								
Clinic	X							
Medical, Dental & Optical Retail Sales	X	X						
Medical, Dental Office	X	X						
Optician Shop	X	X						
Motor Vehicle/Transportation								
Auto Service Station	X							
Bicycle Sales, Repairs & Hire	X							
Recreational Vehicle Rental	X							
Recreation Vehicle and Boat Sales	X	X						
Professional Services								
Accessory Banking	X	X						Note 2
Bank, Savings and Loan Association, Financial Institution	X	X						
Office, Business	X	X						
Office, Professional	X	X						
Office, Real Estate Development Tract or Field Office	X	X						

Commercial, Retail, Personal Services								
Antique Shop	X	X						
Apparel Alteration and Retail or Tailor Shop	X	X						
Art Gallery	X	X						
Arts, Crafts and Hobby Shop	X	X						
Bakery, Retail Confectionery	X	X	X	X				Note 3
Barbershop, Beauty Salon, other Personal Shop	X	X						
Catering Service	X	X						
Convenience Store, without Fuel Sales	X							
Convenience Store, with Fuel Sales	X							Note 10
Department Store	X							Note 5
Farmers' Market, Outdoor	X	X					X	
Furniture, Fixture & Appliance Store	X	X						
Gift Shop including Florist	X	X						
Grocery Store	X	X						
Grocery Store, with Fuel Sales	X							Note 10
Health Club	X	X						
Hobby Studio, Private	X	X						
Hotel, Motel	X			X				Note 11
Kiosk	X	X	X				X	
Laundry, Dry Cleaning Pickup & Receiving Station	X	X						Note 6
Liquor Store, Packaging Sales	X	X						
Meat Market (includes Seafood)	X							
Mobile Food Unit	X	X	X	X			X	
Music Store	X	X						
Office Supply Store	X	X						
Pet Shop	X	X						

Pharmacy	X							
Restaurant	X	X	X	X				
Restaurant, Drive-in/Drive-thru	X							
Restaurant, Refreshment Stand (temporary or Seasonal)	X	X	X	X				
Tanning Studio	X	X						
Tavern, Bars & Nightclubs	X	X	X	X				Note 7
Tobacco Shop	X	X						
Manufacturing and Industrial								
Art & Craft Production	X							
Craft Brewery, Distillery or Winery	X	X	X					Note 9
Accessory Use								
Accessory Building	X	x	x	x	x	x	X	Note 12

Notes: Uses within the PD must be developed in compliance with the following conditions:

1. Condominium / Multi Family uses within the Commercial Sub-area 1 is limited to vertically integrated units with residential units located above retail.
2. Functions Closely Related to Banking excludes check cashing, credit access businesses, and motor vehicle title loans (as defined in Chapter 393 of the Texas Financial Code).

3. Subject to a maximum of 10,000 square feet gross leasable area per establishment.

4. Subject to a maximum of 20,000 square feet gross leasable area per establishment.

5. Subject to a maximum of 35,000 square feet of gross leasable area per establishment.

6. For Laundry, Dry Cleaning Pickup & Receiving Station, rear doors must be screened by masonry screening walls that are a minimum 6 feet in height.

7. Conditions for Tavern, Bars & Nightclubs - Drinking Places other than Micro-Brewery or BrewPub):

   (a) Use not permitted within 300 feet of any Single-Family Lot Line.
   (b) No Drinking Place shall be greater than 12,500 square feet per establishment.

8. Limited to office with no outdoor storage on site or overnight parking.

9. Conditions for Micro-Brewery, Brewpub:

   (a) Use not permitted within 300 feet of any existing Single Family Lot Line.
   (b) No Micro-Brewery or Brewpub shall be greater than 15,000 square feet per establishment.

10. Conditions for Gasoline Sales:

    (a) Recessed lighting under the pump station canopy and in fixtures throughout the site.
    (b) There shall be no outdoor speakers, except those required by law at pump stations.
    (c) Fueling canopy columns shall be 100% of the following two materials; brick and/or stone.
    (d) Canopy roofs over the pump dispensers shall have a pitched roof.
    (e) Minimum landscaping buffering to include:
        i. Hedges of at least three feet in height at time of planting screening the entire parking lot perimeter.
        ii. Trees of at least three inches in diameter and eight feet in height at the time of planting for every 50 feet of parking lot perimeter, except street trees.

11. Conditions for Hotel/Motel:

    (a) Entrance through exterior doors must be secured and accessible only to guests and employees;
    (b) Hotel management must be on-site 24 hours each day;
    (d) Prohibit overnight parking of trucks with more than two axles and recreational vehicles in the hotel's parking lot and parking garage, erect signs in compliance with Chapter 2308 of the Texas Occupations Code stating those vehicles will be towed from the hotel property;

(e) Delivery service areas must be screened from the view of any right-of-way or residential area by masonry walls.

(f) Must comply with City of Texas City zoning ordinance for District E-2.

12. Accessory uses, include uses which are subordinate to and incidental to the principal uses, including:

(a) Private garage;
(b) Swimming pool;
(c) One storage building per residence, not exceeding 225 square feet in floor area or 12 feet in height;
(d) Registered family home;
(e) Home occupation;
(f) Cabana, pavilion or roofed area;
(g) Meeting, party and/or social rooms; and
(h) Tennis courts and other recreational facilities, as an accessory to the principal use.
(i) Paved automobile parking lots incidental to the principal use

D. **Development Regulations** – Land within the boundaries of the Crystal Lagoon District, PUD amendment as shown on Exhibit B-1 *General Development Plan-Crystal Lagoon District*, shall be developed in accordance with the following development regulations:

1. Townhouse Residential:

a.	The total number of units shall not exceed.	275 units
	The maximum permitted density	17 units per acre
b.	The minimum lot area	1,300 sq. ft.
c.	The minimum lot width	20 feet
d.	The minimum lot depth	65 feet
e.	The minimum front yard setback	20 feet / 10 feet if vehicular access is from a rear alley/shared driveway.
f.	The minimum rear yard setback	10 feet / 3 feet if vehicular access is from a rear alley.
g.	The minimum side yard setback	0 feet between units; 6 feet at the end of each building complex
h.	The minimum side yard of corner lots	10 feet on street side/ 5’ if siding on “T” type or “L” Type turnaround (see below)
i.	The maximum lot coverage by structures	80 percent
j.	The maximum lot coverage by structures, driveways and parking	85 percent

k.	The maximum height.	40 feet

A. ▲Inidcates Driveway Access

B. 1,300 SF Minimum Lot Area

C. 20′ Minimum Lot Width

D. 65′ Minimum Lot Depth

E. 20′/ 10′ Minimum Front Yard Setback

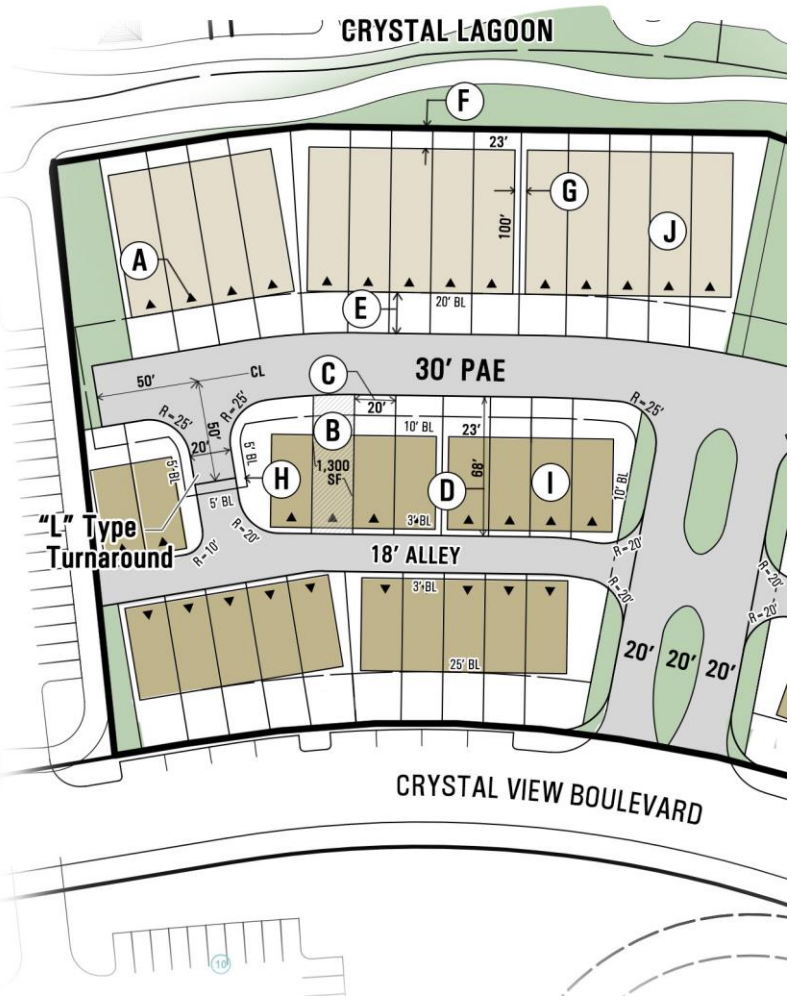
F. 10′ Minimum Rear Yard Setback

G. 0′/ 6′ Between Units/ Buildings

H. 10′ Side Yard Setback/ 5′ Side Yard Setback Siding "T" or "L" Type Turnaround

I. 70% Maximum Lot Coverage

J. 85% Maximum Permeable Lot Covereage



l. Lot access: Access to lots may be from either a public or private street, or from a permanent access easement (PAE). Lots may take driveway access from a private alley provided the lots also have adequate minimum frontage on either a public or private street, or from a permanent access easement.

i. The minimum right-of-way required for permanent access easement is 30 feet. The right-of-way width of a permanent access easement is coterminous with the pavement width and the terms are used interchangeably. The width shall be measured from edge to edge across the surface of the pavement.

ii. Sidewalks are not required adjacent or along a permanent access easement.

iii. Intersections along permanent access easements shall be spaced a minimum of 65 feet apart and shall not intersect at less than an 80-degree angle.

iv. When a permanent access easement intersects with another permanent access easement at a 90-degree angle, the permanent access easement shall provide a 25-foot radius at the intersection.

v. When a permanent access easement intersects with another permanent access easement at an angle of between 80 and 90 degrees each acute angle shall have a 25-foot radius at the intersection.

vi. A permanent access easement may not be a direct straight-line extension of a public street.

vii. Curves along a permanent access easement may have any centerline radius except that the centerline radius of a reverse curve shall not be less than 65 feet. Reverse curves shall be separated by a tangent of not less than 25 feet.

viii. Dead end permanent access easements shall not exceed 100 feet or must provide an “L” type, or “T” type turn around.

ix. The minimum right-of-way requirement for a private alley is 18’. The right-of-way width of a private alley is coterminous with the pavement width and the terms are used interchangeably. The width shall be measured from edge to edge across the surface of the pavement.

x. When a private alley intersects with a permanent access easement, or public street the alley shall provide a 20’ radius at the intersection.

xi. When a private alley intersects with another private alley the minimum radius shall be 10’.

xii. An alley may not be a direct straight-line extension of a public street.

xiii. Dead end alleys may not exceed 100’

m. Parking for Townhouse Residential Use.

i. Each subdivision providing for a townhouse residential use shall provide at least two off-street parking spaces per dwelling unit on each lot.

ii. Each subdivision plat providing for a townhouse residential use on a permanent access easement with six or more dwelling units shall provide one additional parking space for every six dwelling units. Each additional guest parking space shall conform to the following requirements:

a. The guest parking space shall be placed within the boundaries of the subdivision plat, unless the guest parking space abuts a continuous curb along a public or private street that is adjacent to or within the plat boundary and that is not a major thoroughfare;

b. For a subdivision plat where the lots abut a permanent access easement and take vehicular access only from a private alley, a guest parking space may be included within the permanent access easement;

c. The guest parking space shall not be placed within a lot;

d. The guest parking space shall not be placed where parking is prohibited by law; and

e. The guest parking space shall be accessible to all residents of each dwelling unit of the subdivision plat.

2. Condominium/Multi-Family Residential:

a.	The total number of units shall not exceed.	350 units
b.	The maximum Residential Density	N/A
c.	The minimum lot width	80 feet
d.	The minimum lot depth	100 feet
e.	The minimum front yard setback	25 feet from public street
f.	The minimum rear yard setback	20 feet
g.	The minimum side yard setback	20 feet
h.	The minimum distance between structures	20 feet
i.	The maximum lot coverage by structures	75 percent
j.	The maximum lot coverage by structures, driveways and parking	87.5 percent
k.	The maximum height.	75 feet or 6 stories (see l.)

l. Ornamental features, including but not limited to the following elements may be constructed up to 15 feet above the maximum height allowed:

- Chimneys,
- Ornamental tower spires,

- Cooling towers,
- Elevator bulkheads,
- Roof gables,
- Parapet walls, and
- Mechanical equipment.

m. Multi-family developments larger than 1 acre are required to have more than one point of access to the development from public streets adjacent to the boundaries of the development.

n. Except as otherwise provided in this section, each multi-family residential development shall provide paved pedestrian access to the Crystal Lagoon amenity.

3. Commercial and non-residential uses:

a.	The minimum lot area	None
b.	The minimum lot width	None
c.	The minimum lot depth	None
d.	The minimum front yard setback	50 feet from Interstate 45, 25 feet from any other public or private street.
e.	The minimum rear yard setback	30 feet if adjacent to any Residential Zone
f.	The minimum side yard setback	50 feet from Interstate 45, 25 feet from any other public street, 30 feet if adjacent to any Residential Zone.
g.	The minimum distance between detached structures	12 feet
h.	The maximum lot coverage by structures	65 percent
i.	The maximum lot coverage by structures, driveways and parking	90 percent
j.	The Maximum height.	No requirement

k. Parking requirements. All development within the Crystal Lagoon District will meet or exceed the minimum parking requirements specified in the City's Zoning Ordinance, Section 160.081. In calculating the required number of parking spaces for each land use, the Director may give credit for shared parking utilizing the Shared Parking criteria published by the Urban Land Institute. The Director shall determine and establish the parking requirements for each building in the PUD as part of the building permit issued for each building, in accordance with the requirements of the section.

l. Screening requirements. A minimum building setback of 50 feet will be provided adjacent to Interstate 45. A 30-foot wide landscape reserve will

parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hardwood or other decorative trees with a 4" caliper trunk, and a 12- foot wide planting band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub.
In order to promote a pedestrian oriented development in the Crystal Lagoon District, uses will be encouraged to be vertically or horizontally integrated, and as such, screening or buffering between uses will not be required.

m. Landscape requirements. All development within the Crystal Lagoon District will exceed the minimum landscape requirements specified in the City's Zoning Ordinance, Section 160.088 and shall meet the landscape requirements specified in the developer's commercial deed restrictions and development covenants. In addition, all parking lots shall have at least one tree planted within 50 feet of each parking space and the minimum size of parking lot trees shall be 3-inch caliper and 10 feet high or a reasonable substitute.

n. Open Space. The Crystal Lagoon will be provided for open space. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

o. Freeway Frontage Road Access. Driveways to Interstate 45 shall be located in accordance with the most recent version of the *Access Management Manual,* as administered by the Texas Department of Transportation, (TXDOT). The total number of driveways and their location may be limited due to the location of freeway access ramps and other denial of access criteria. In addition, all development tracts oriented to the freeway with less than 400 feet of frontage shall be required to provide a joint use private access easement between adjacent tracts fronting the freeway to minimize the total number of access points along the freeway and to facilitate traffic flow between the tracts.

p. Signage. Excluding project entry signs identifying the Lago Mar Development, tracts in Lago Mar are limited to building signs and monument signs and must otherwise comply with the City's Sign Ordinance, Chapter 155.

E. GreenboLT and Pedestrian Circulation Regulations – As shown on Exhibit B-2, *GreenboLT, Trail Plan*, in addition to sidewalks required by the City's current regulations, a 12' wide multi-use trail for use by electric (only) golf carts and other vehicles, like scooters, Segway scooters, etc. may be provided along one side only of Lago Mar Boulevard and/or other collector streets in lieu of the standard sidewalks on both sides of the street.

F. **Building Regulations** – Buildings within the Crystal Lagoon District shall be developed in accordance with the following regulations:

1. Building façade design criteria:

   (a) Building facades shall include offsets, or changes in building materials, colors and textures, or other methods to break up the horizontal and vertical building planes.
   (b) Building facades shall incorporate architectural details that create shade and cast shadows to provide visual relief.
   (c) Facades greater than 100 feet in length that face Crystal View Drive or Lago Mar Boulevard shall incorporate offsets having a minimum depth of at least 2 feet, and extending at least 20% of the length of the façade.
   (d) No uninterrupted length of a façade shall exceed 100 feet.

2. Building façade finishes:

   (a) Primary Finish means an exterior finish consisting of brick, stone (natural, cast, or cultured-textured), stucco and glass.
   (b) Secondary Finish means an exterior finish consisting of wood, ceramic tiles, concrete masonry units (indented, hammered, or split face concrete), and fiber cement siding.
   (c) Primary Finishes shall comprise at least 70% of each facade. The remaining portion of an exterior wall that is not constructed of a Primary Finish must be constructed of a Secondary Finish. No single primary building finish material shall cover more than 80% of the front of any building.
   (d) Secondary Finishes shall comprise no more than 30% of the façade for any building.
   (e) Use of architectural metals is limited to canopies, parapet walls, roof systems, and miscellaneous trim work, and such use shall meet the durability standards of the Development Code.
   (f) The Director may approve alternative Primary or Secondary Finishes not specified herein if the Director determines that the alternative finish is substantially equal to or better than a specified Primary or Secondary Finish in quality, durability, and appearance and the use thereof will not violate any provision of this article.
   (g) The following building materials shall not be used for a Primary or Secondary Finish:
      (i) Vinyl siding, wood fiber hardboard siding, oriented strand board siding, plastic or fiberglass panels.
      (ii) Unfired or underfired clay, sand, or shale brick.
      (iii) Smooth or untextured concrete surfaces.
      (iv) Exterior Insulated Finish Systems (E.I.F.S.)

3. Building façade features:

(a) Canopies shall be provided at all building entrances facing Lago Mar Boulevard or Crystal View Drive. Canopies may be structural extensions of the building or constructed of fabric attached to the building. An individual canopy shall cover a ground area of at least 20 square feet.
(b) The front façade (the side of the building facing the street or internal access easement) of the first floor of a retail building, within 50 feet of the Lago Mar Boulevard or Crystal View Drive, shall be at least 60% transparent to permit visibility between the building occupants and outdoor pedestrians and motor vehicle drivers.
(c) Ground floor façades for retail buildings that face Lago Mar Boulevard or Crystal View Drive shall have storefronts, canopies, arcades, display windows, entry areas, awnings or other features along at least 50% of their horizontal length.
(d) The Director may approve alternative canopy or façade treatments not specified herein if the Director determines that the alternative canopy or façade treatment is substantially equal to or better than a specified requirement in quality, durability, and appearance and the use thereof will not violate any provision of this article.

4. All façades of an individual building and the façades of multiple buildings within a single reserve shall be of similar architectural design, color and materials where facing or siding to a public street or pedestrian walkway.

5. Screening walls, wing walls, columns, and similar building extensions and supports shall be of complementary architectural design, color and materials as the building or structure to which they are attached.

6. Building canopies:
(a) Canopies shall be provided at all street facing building entrances intended for pedestrians.
(b) Canopies may be structural extensions of the building or constructed of fabric attached to the building.
(c) An individual canopy shall cover a ground area of at least 20 square feet.

(d) The Director may approve alternative canopy or façade treatments not specified herein if the Director determines that the alternative canopy or façade treatment is substantially equal to or better than a specified requirement in quality, durability, and appearance and the use thereof will not violate any provision of this article.

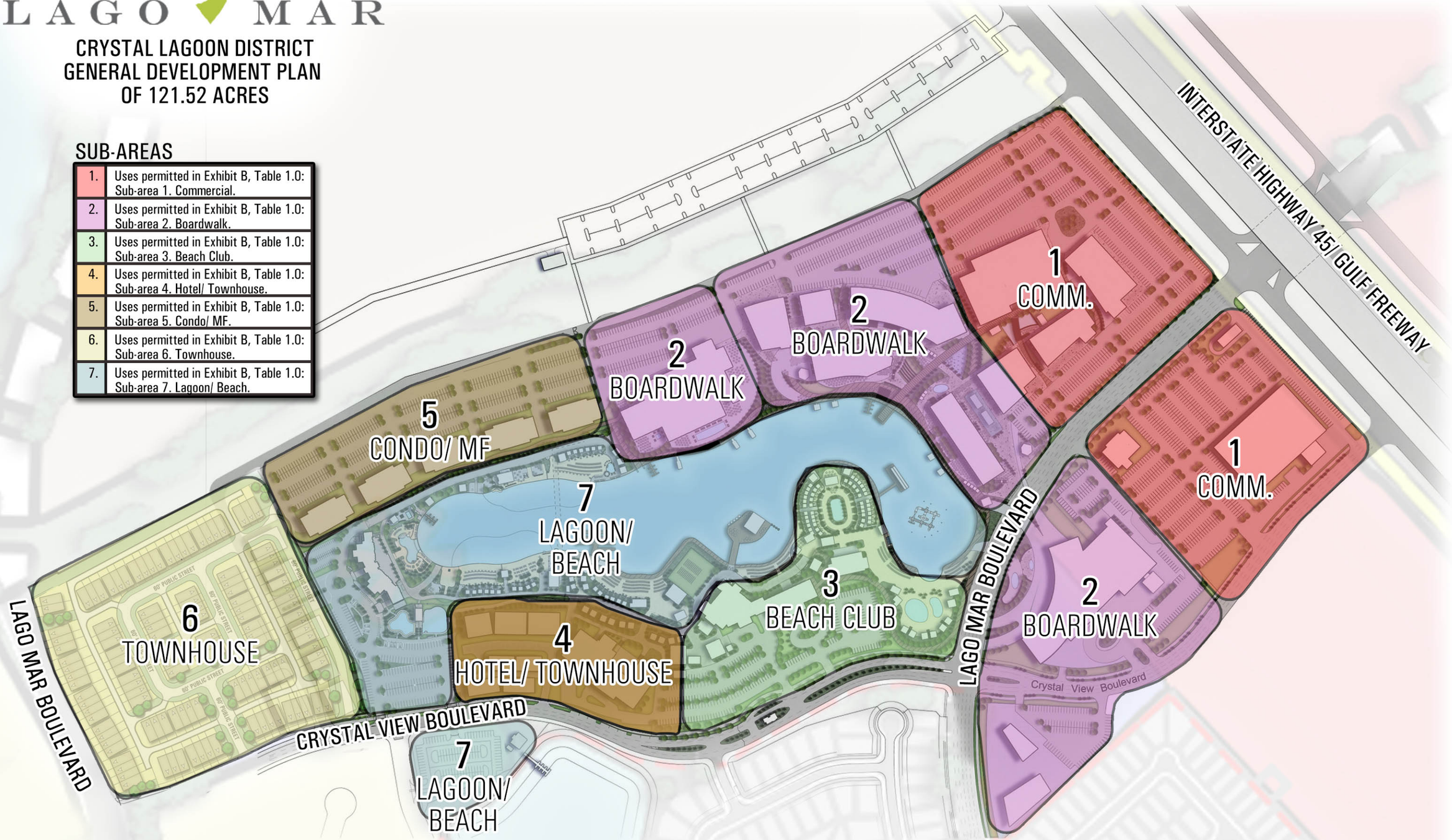
LAGO MAR

CRYSTAL LAGOON DISTRICT GENERAL DEVELOPMENT PLAN OF 121.52 ACRES

EXHIBIT B-1

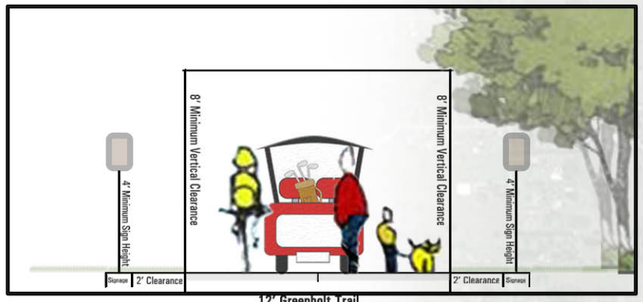
SUB-AREAS

1.	Uses permitted in Exhibit B, Table 1.0: Sub-area 1. Commercial.
2.	Uses permitted in Exhibit B, Table 1.0: Sub-area 2. Boardwalk.
3.	Uses permitted in Exhibit B, Table 1.0: Sub-area 3. Beach Club.
4.	Uses permitted in Exhibit B, Table 1.0: Sub-area 4. Hotel/ Townhouse.
5.	Uses permitted in Exhibit B, Table 1.0: Sub-area 5. Condo/ MF.
6.	Uses permitted in Exhibit B, Table 1.0: Sub-area 6. Townhouse.
7.	Uses permitted in Exhibit B, Table 1.0: Sub-area 7. Lagoon/ Beach.

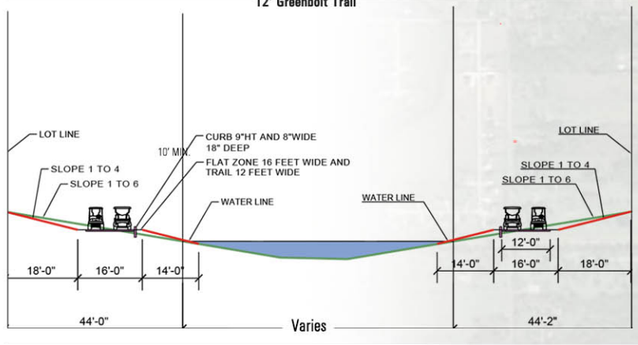


LAGO MAR

GREENBOLT TRAIL

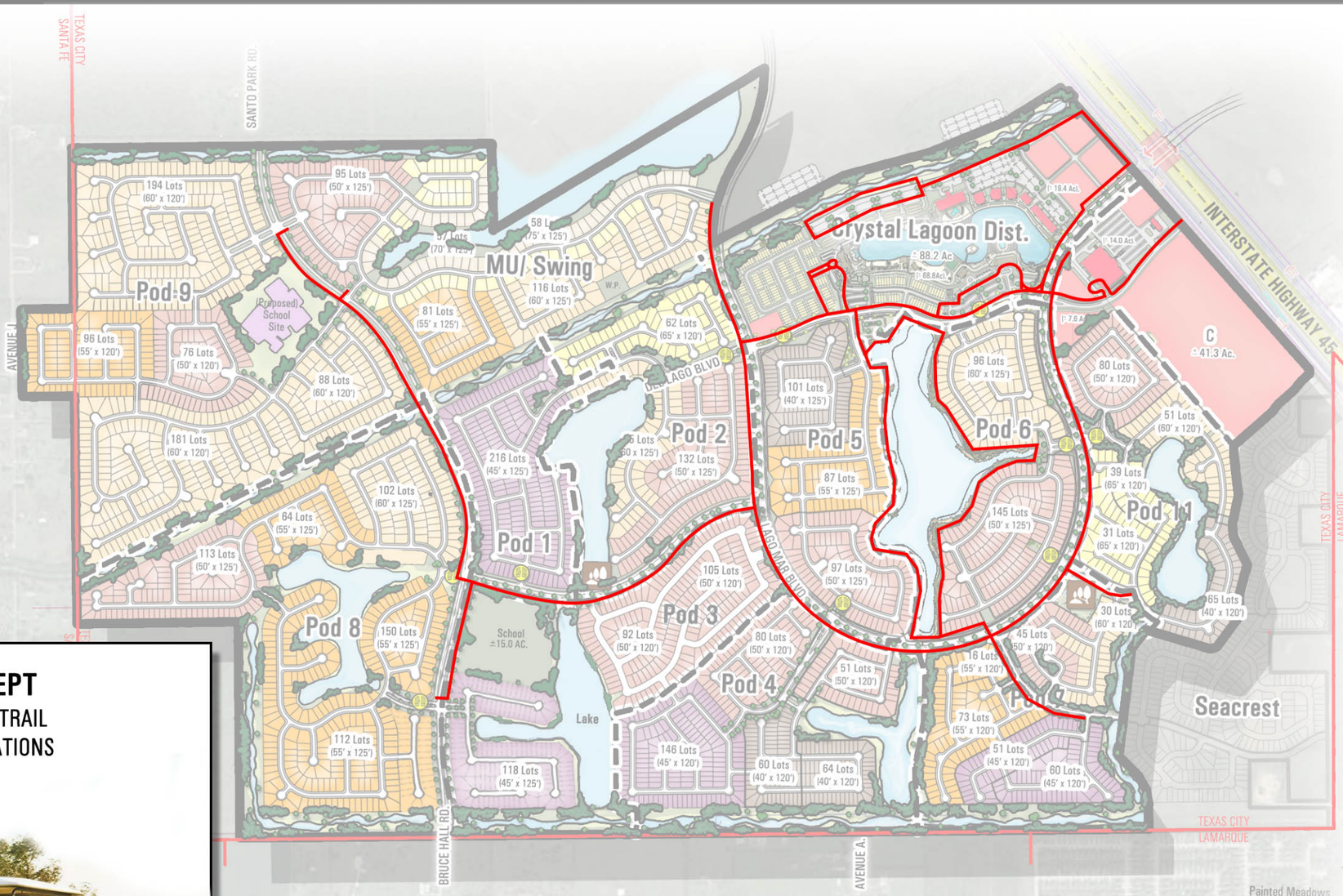


12' Greenbolt Trail



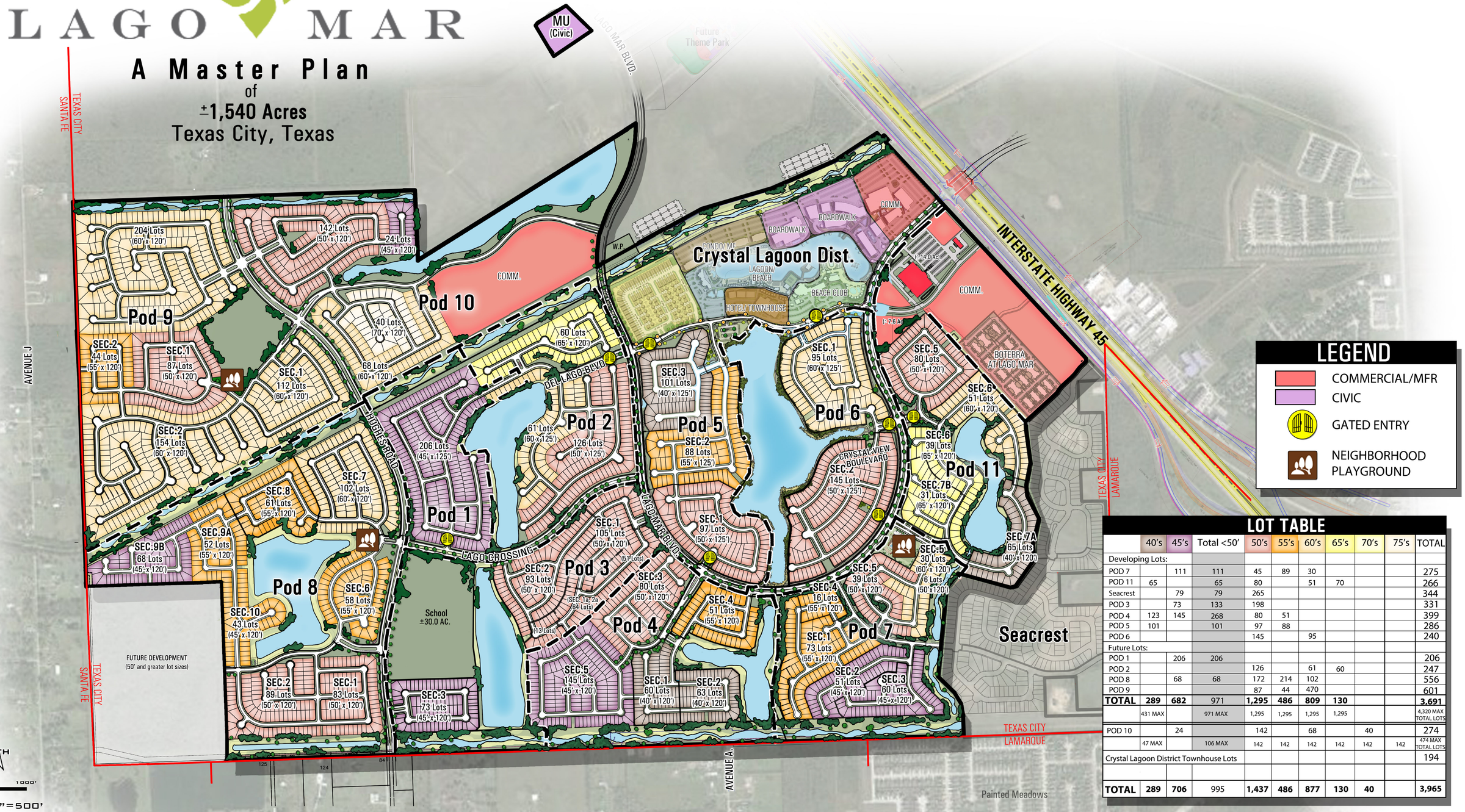
INDICATES GREENBOLT TRAIL CONCEPT

ADDITIONAL TRIAL SEGMENTS MAY BE ADDED OR TRAIL LOCATIONS, INTERSECTIONS, AND CROSSING LOCATIONS MAY BE RELOCATED.



LAGO MAR

A Master Plan
of
±1,540 Acres
Texas City, Texas



LEGEND

- COMMERCIAL/MFR
- CIVIC
- GATED ENTRY
- NEIGHBORHOOD PLAYGROUND

LOT TABLE

	40's	45's	Total <50'	50's	55's	60's	65's	70's	75's	TOTAL
Developing Lots:										
POD 7		111	111	45	89	30				275
POD 11	65		65	80		51	70			266
Seacrest		79	79	265						344
POD 3		73	133	198						331
POD 4	123	145	268	80	51					399
POD 5	101		101	97	88					286
POD 6				145		95				240
Future Lots:										
POD 1		206	206							206
POD 2				126		61	60			247
POD 8		68	68	172	214	102				556
POD 9				87	44	470				601
TOTAL	**289**	**682**	971	**1,295**	**486**	**809**	**130**			**3,691**
	431 MAX		971 MAX	1,295	1,295	1,295	1,295			4,320 MAX TOTAL LOTS
POD 10		24		142		68		40		274
	47 MAX		106 MAX	142	142	142	142	142	142	474 MAX TOTAL LOTS
Crystal Lagoon District Townhouse Lots										194
TOTAL	**289**	**706**	995	**1,437**	**486**	**877**	**130**	**40**		**3,965**

NORTH

0' 250' 500' 1000'

SCALE: 1"=500'
DATE: 06.17.2021

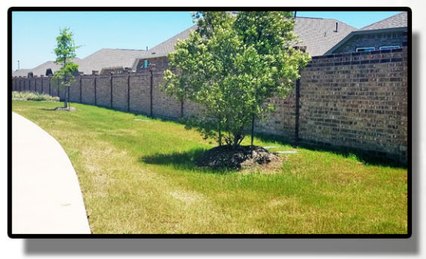
THIS PLAN WAS PREPARED USING REASONABLY RELIABLE SOURCES AND IS SUBJECT TO CHANGE PENDING A DETAILED BOUNDARY SURVEY. THIS PLAN HAS NOT BEEN REVIEWED BY ANY GOVERNMENTAL AGENCY. ADDITIONAL STREETS AND/OR DRAINAGE PROVISIONS MAY BE REQUIRED. THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES OR LAND USES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

LAGO MAR

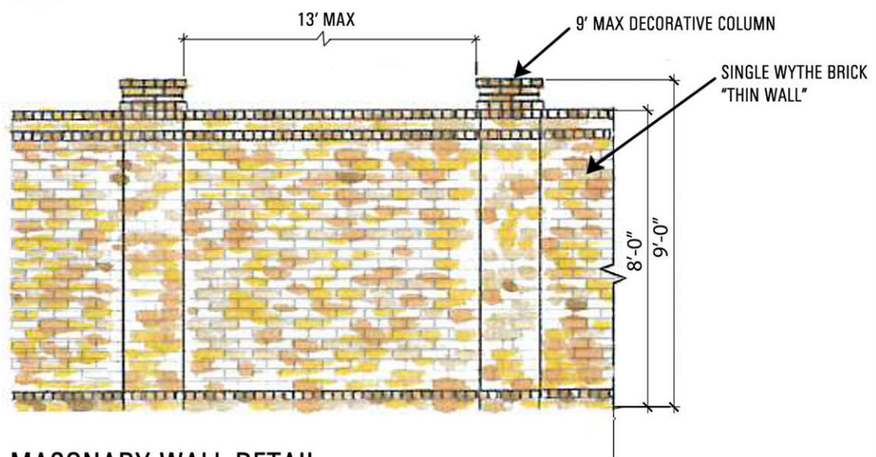
FENCE EXHIBIT

EXHIBIT B-4

PHOTOGRAPHIC EXAMPLES



INDICATES REQUIRED 8' WALL



MASONARY WALL DETAIL

LAGO MAR

Proposed Planned Unit Development

City of Texas City

DATE: 12/18/06

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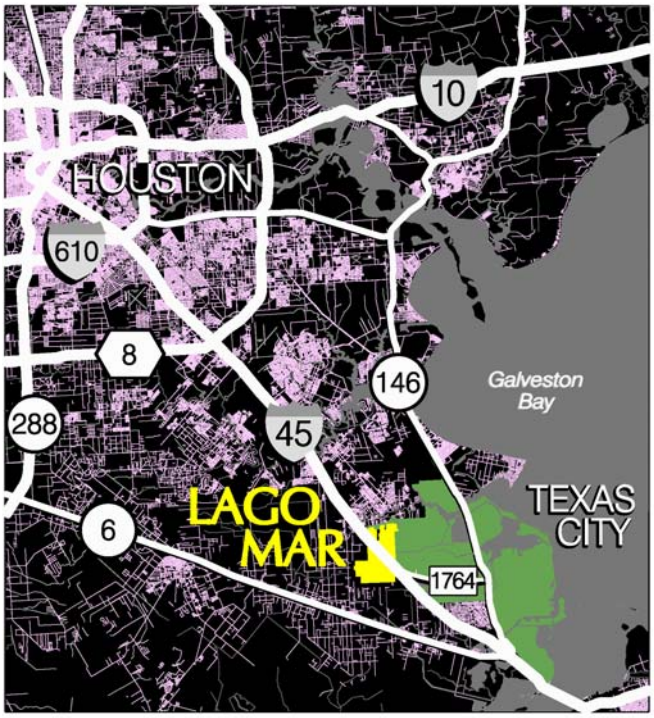
PLAN UNIT DEVELOPMENT

This Plan Unit Development is an important opportunity for the City of Texas City to participate in the strategic planning of a major master-planned community located at the gateway to the City setting a tone for all future development in the area. The Plan is intended to align elements of the Comprehensive Plan with the goals and objectives of a major master-planned development. The quality and cohesiveness of this development should set a standard of the type of development the City desires to promote within the City and it's ETJ.



1. Project Description

The developer desires to construct a community with a wide range of housing prices, a diverse selection of lots, and an appropriate spectrum of non-residential land uses to support a quality residential development surrounded by amenities and open space. Lago Mar is a proposed master-planned community of approximately 3,334 acres, consisting of residential, civic and commercial uses; including facilities such as schools, churches, day care, medical, office, fire, EMS, police stations, parks, lakes, trails, and significant open space, and landscape features and waterscape.

The Planned Unit Development will provide a high quality community through the employment of a harmonious mix of land uses and facilitate a diversity of land uses essential for market assumption and velocity.

The PUD Plan ordinance will establish a comprehensive land use plan and zoning regulations to guide future improvements. It will help ensure the character and quality of

the community, and promote the efficient use of land, through land use controls, design standards, and quality planning.

Up to six Municipal Utility Districts, (M.U.D.'s) will be created to finance necessary public infrastructure including water, sewer and drainage facilities. (See Figure 1.)

In addition the developer and the landowner have also requested that the City create a Tax Increment Re-Investment Zone (T.I.R.Z.) to finance additional public works and improvements to support the development of the project. (See Figure 2.)

LAGO MAR
PROPOSED MUD BOUNDARY

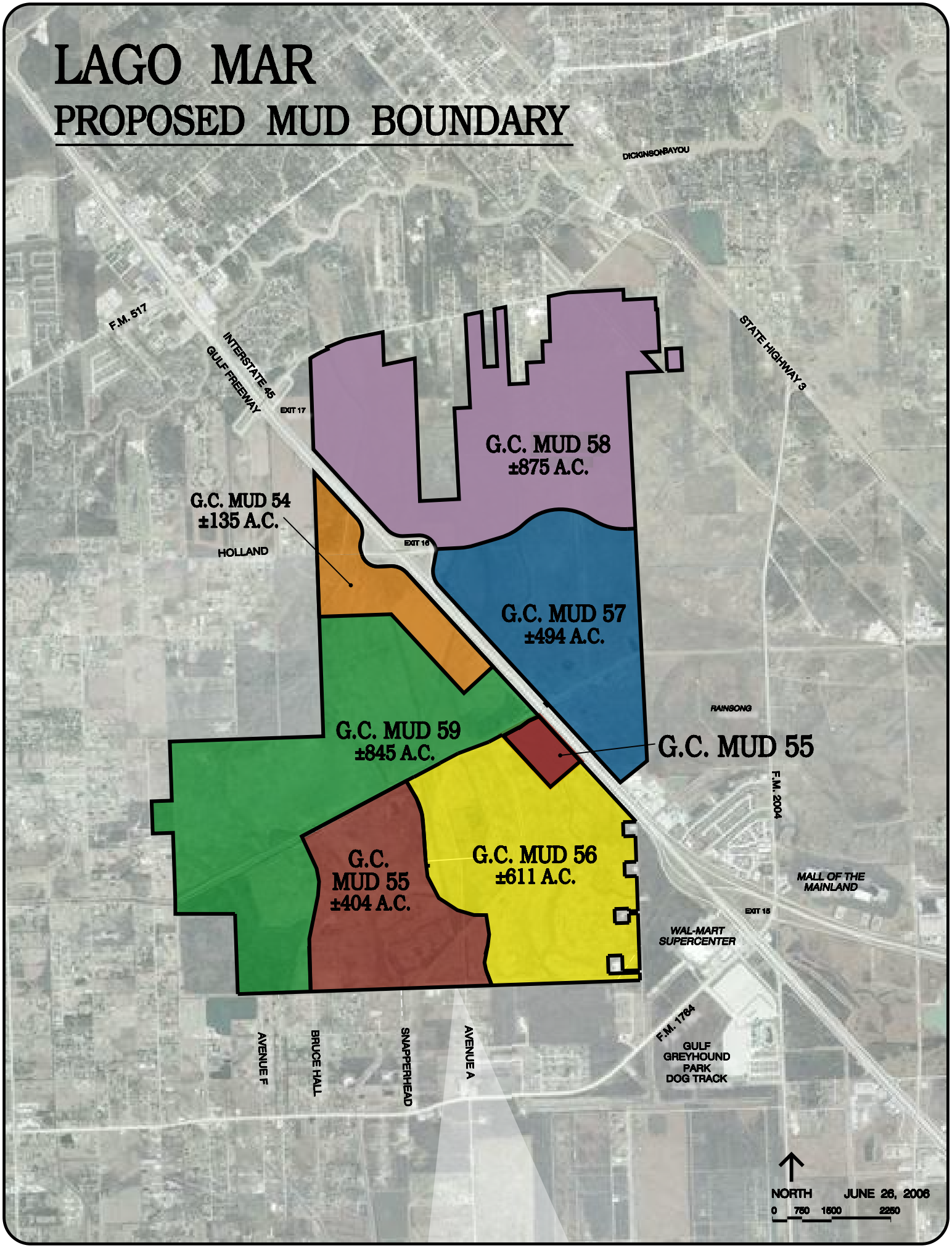


FIGURE 1.

LAGO MAR T.I.R.Z.

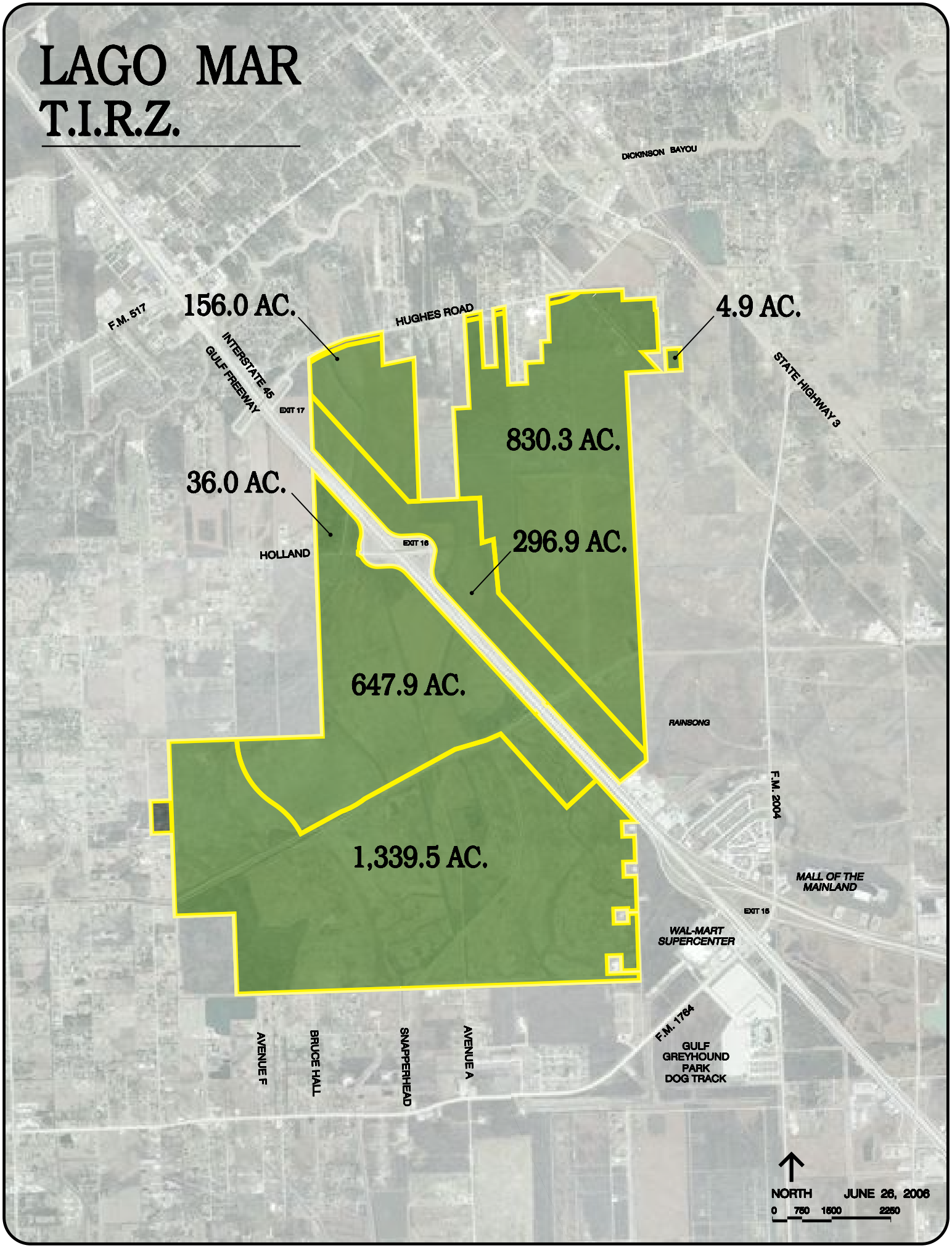


FIGURE 2.

2. Existing Conditions

The property is irregular in shape and includes several non-contiguous parcels. The total area of the site is 3,333.8 acres but is divided by Interstate 45 resulting in 1,300.7 acres east of the interstate and 2,033.1 acres west of I.H. 45. The site is generally located south of Hughes Road, north of F.M. 1764, west of F.M. 2004 and east of F.M. 646. Except for 9.6 acres on the west side of the tract that is located in the unincorporated portions of Galveston County and approximately 12.6 acres fronting on Hughes Road that is located in the City of Dickinson the site is located within the corporate limits of the City of Texas City.

Figure #4 – Texas City Limit

Interstate 45 divides the property resulting in approximately 2.3 miles of freeway frontage on the west side of Interstate 45, (southbound) and approximately 2.1 miles of frontage on the eastside of Interstate 45, (northbound). Holland Road, an east/west major thoroughfare will be constructed across the middle of the site extending from its existing interchange with Interstate 45. Hughes Road bounds the site on the north and although numerous out tracts fragment the northern boundary the site has approximately 3,200 feet of frontage on the existing major thoroughfare.

The property is currently vacant and unimproved, consisting of coastal plain used for cattle grazing. The terrain is flat with elevations ranging between 18 and 22 feet. Except for the southwest corner of the property, which is heavily wooded, the site has only scattered trees located along fencerows and along drainage canals.

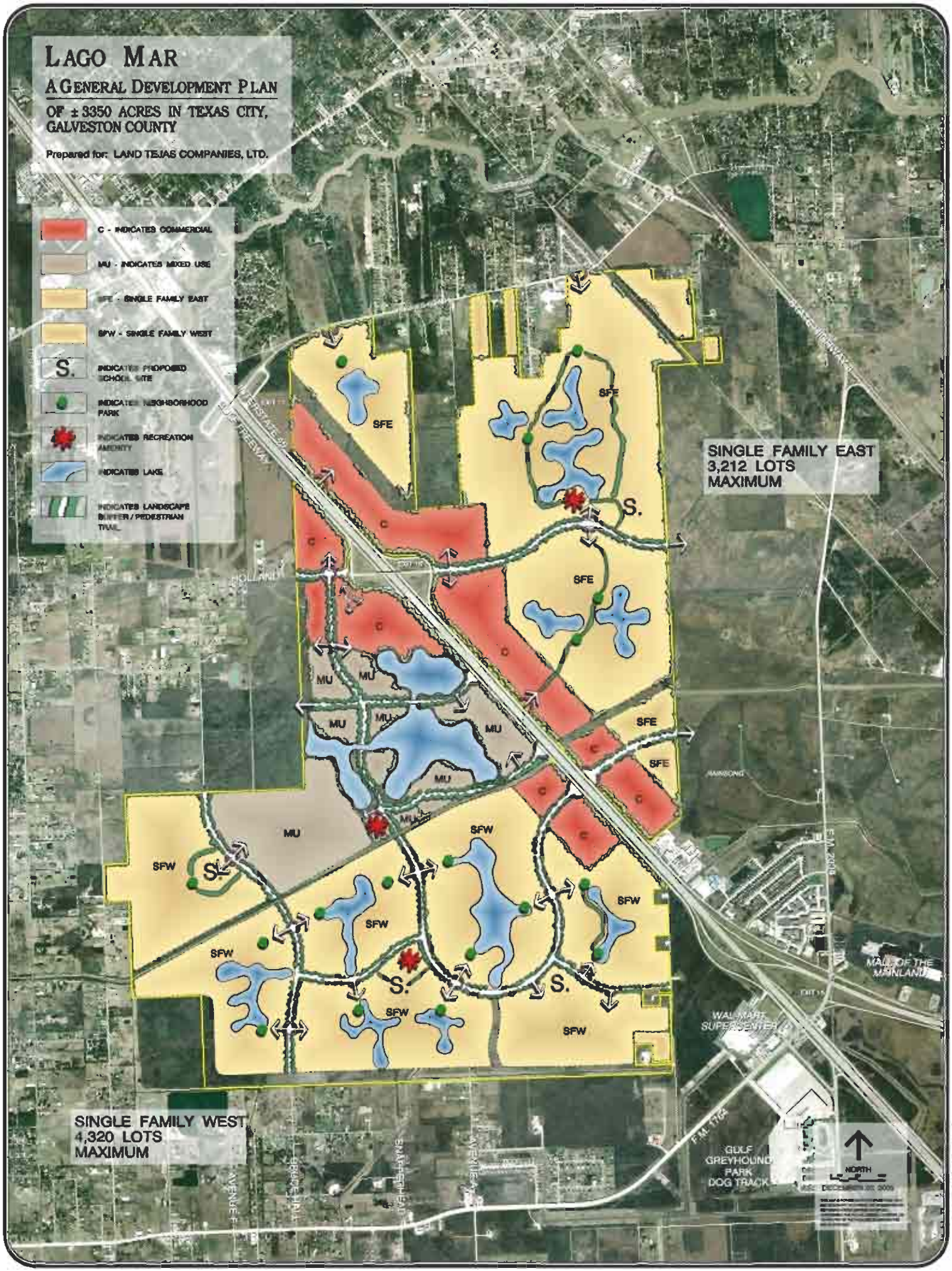
LAGO MAR
EXISTING CONDITIONS
4.86
ACRES
1300.59
ACRES
2037.08
ACRES

FIGURE 5.

The Gulf Coast Water Authority fresh water canal crosses east/west through the site and divides the drainage flows on the site. Storm water north of the canal will drain into Dickinson Bayou, located north of the site, through Metzler Gully and Galveston County Drainage District Number 2. Storm water south of the canal will drain into Highland Bayou located in Galveston County Drainage District Number 1, south of the site.

In addition to the G.C.W.A. canal the site is encumbered with a total of six existing easements that run through the site. In the far northeast corner, the Galveston Houston Railway Electric Company has a 100' easement that cuts off a small part of the corner tract as it runs from the southeast to the northwest. Running in a Northeast to Southwesterly direction, the Coastal Transmission Corporation Pipeline has a 30' easement through the northern part of the tract. Also, the Pan American Gas Company and Houston Pipeline Company have almost parallel easements that runs along the center of the tract in a Southeast to Northwesterly direction. The Pan American Gas Company Pipeline has a 20' easement and the Houston Pipeline Company, a 30' easement.

Detailed studies are currently being preformed to identify and properly manage all existing natural amenities that might exist on the site, including jurisdictional wetlands. It is the developer's intention to utilize the natural amenities in the plan for Lago Mar. Additionally, the developer will look for opportunities to incorporate into the open space plan other existing site encumbrances such as pipeline corridors and the G.C.W.A. canal for use as pedestrian corridors or green belts.


LAGO MAR
A GENERAL DEVELOPMENT PLAN
OF ± 3350 ACRES IN TEXAS CITY, GALVESTON COUNTY
Prepared for: LAND TEJAS COMPANIES, LTD.
C - INDICATES COMMERCIAL
MU - INDICATES MIXED USE
SFE - SINGLE FAMILY EAST
SFW - SINGLE FAMILY WEST
S. INDICATES PROPOSED SCHOOL SITE
INDICATES NEIGHBORHOOD PARK
INDICATES RECREATION AMENITY
INDICATES LAKE
INDICATES LANDSCAPE BUFFER / PEDESTRIAN TRAIL
SINGLE FAMILY EAST
3,212 LOTS
MAXIMUM
SINGLE FAMILY WEST
4,320 LOTS
MAXIMUM
SFE
SFW
MU
C
S.
HOLLAND
WAL-MART SUPERCENTER
MALL OF THE MAINLAND
GULF GREYHOUND PARK DOG TRACK
NORTH

3. Proposed Land Use

The proposed General Development Plan, Figure 6, presents a mixed use, master-planned community with low density residential offering a wide range of attractive and affordable housing in well-defined neighborhoods.

Lago Mar will feature a large lake, centrally located within the development, visible from Interstate 45 and surrounded by a variety of land uses, including commercial, office, residential, civic and recreation. Adherence to the P.U.D. document, deed restrictions and design guidelines requiring cohesive design, landscape, and signage will serve to give common sense of place and will unify the development on both sides of Interstate 45. Much of the frontage on Interstate 45 will be developed into commercial uses. The project will accommodate market demands for individual pad sites and big-box users, but will also promote the integration and construction of life style centers. Entertainment will be a primary component of the commercial areas. Lakes will be afforded frontage on I-45 to offer views to the development and promote Lago Mar as a destination. Additional areas will be developed for alternative residential uses, and incorporated into the mixed-use areas.

A strong architectural theme will be promoted through deed restrictions and design guidelines. "Place makers" like clock towers, street furniture, public art, and designer street lamps and signage will reinforce the theme.

Early implementation of a landscape plan along the frontage of Interstate 45 will create identity for the project and the City of Texas City. (See Figures 7a and 7b.) A minimum building and parking setback of 50 feet will be provided adjacent to Interstate 45, exceeding the City's requirements within the "Gateway Overlay District". Within the 50' wide setback a 30-foot wide landscape planting reserve will parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hardwood or other decorative trees with a 4" caliber trunk, and a 12-foot wide planting band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub. At various locations along the interstate the landscape buffer will be augmented with a number of landscape features. (See Figure 7c) Landscape features will include a variety of project monuments and freeway frontage will be reserved for the large lake amenity in order to vary the look and experience of driving along the freeway.

The residential development will be divided into separate villages, each with unique identity, signage and marketing characteristics. Figure 8. is an illustration of the type of residential development that is anticipated on the west side of Interstate 45. The plan represents the diversity of lot sizes and the lot mix that is anticipated throughout Lago Mar in similar ratio and mix.

We anticipate that many of the residential villages will be gated with private streets and most will feature wet bottom detention lakes as an amenity. Recreation sites will be provided and a pedestrian trail/greenbelt will interconnect the neighborhood cells with the recreation sites and amenity areas. On each side of the major roads will be a landscape reserve and setback sufficient for a curvilinear, meandering pathway and landscape features like benches, plazas, landscape screening and buffers. Strategically located throughout the community will be various recreational reserves.

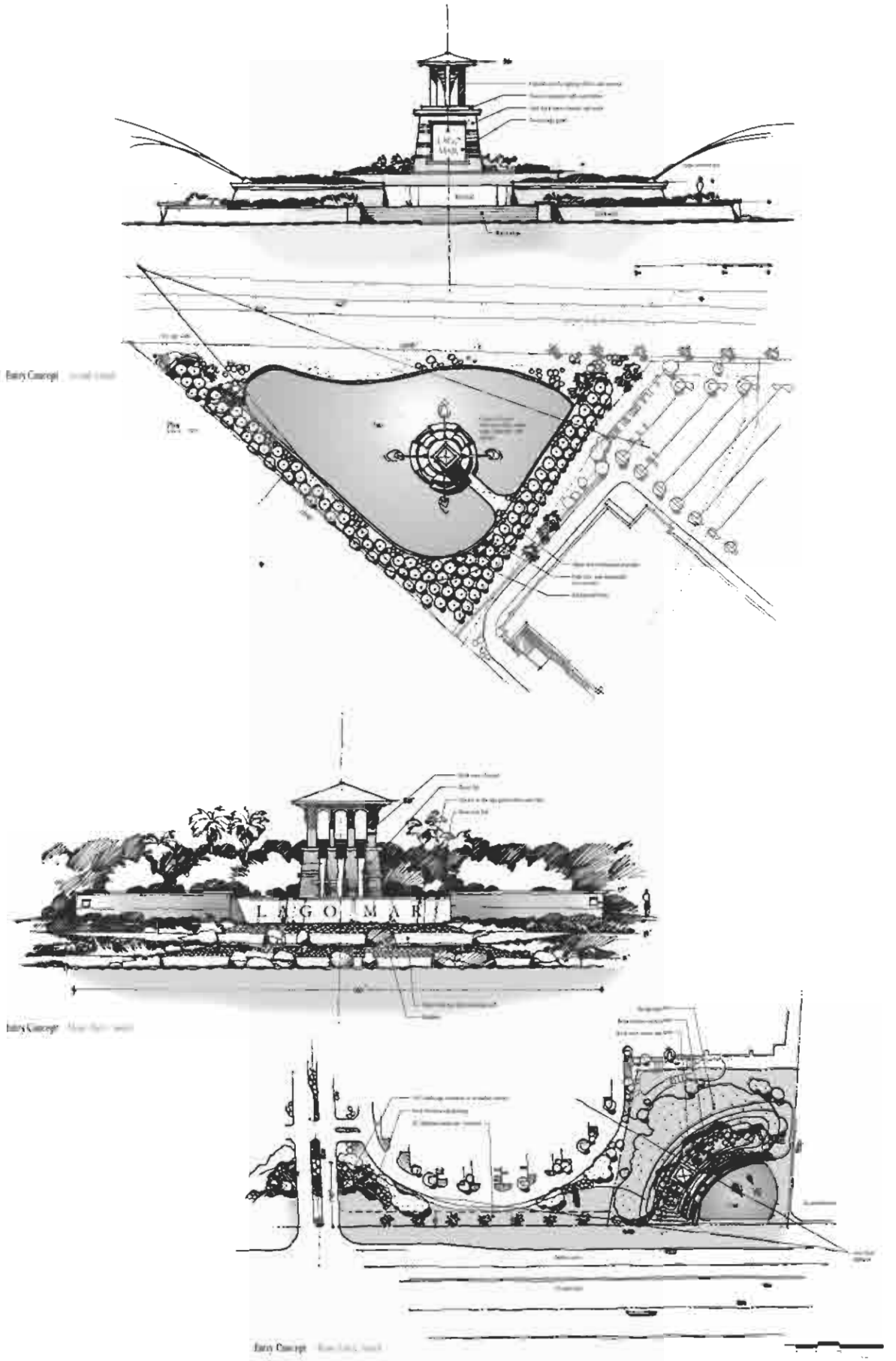
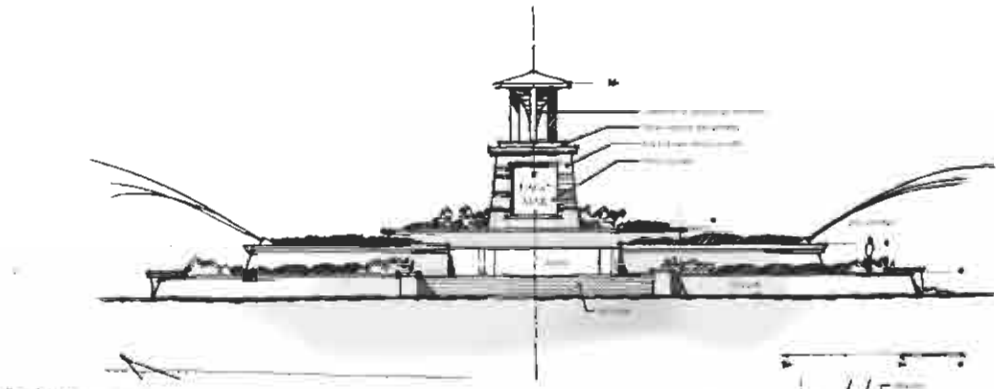
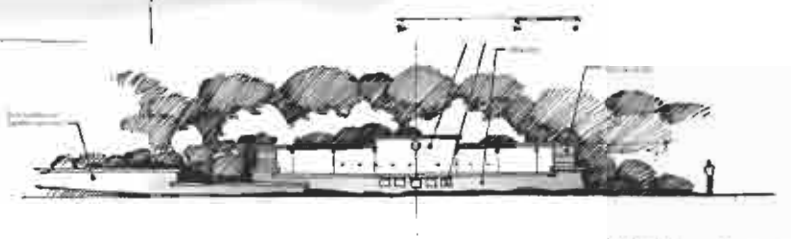
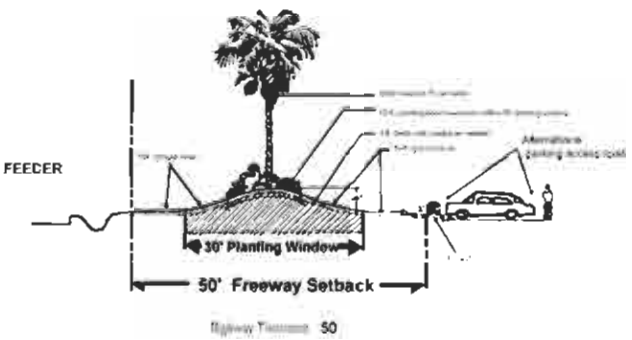


FIGURE 7a.

THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND NOTHING PRESENTED ON THIS PLAN SHALL OBLIGATE THE LAND TEJAS COMPANIES, L.P. OR ANY OTHER ENTITY. PUBLIC OR PRIVATE TO CONSTRUCT FACILITIES AS SHOWN.







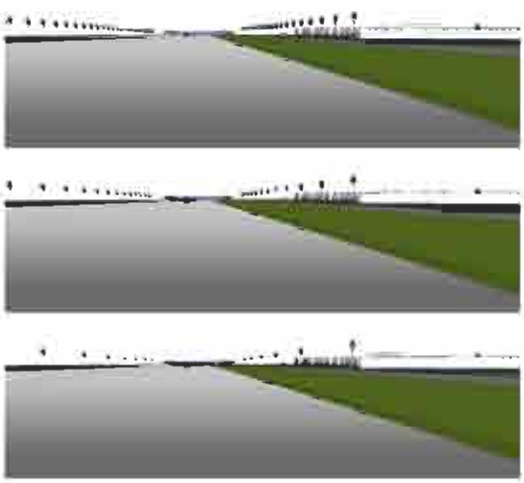
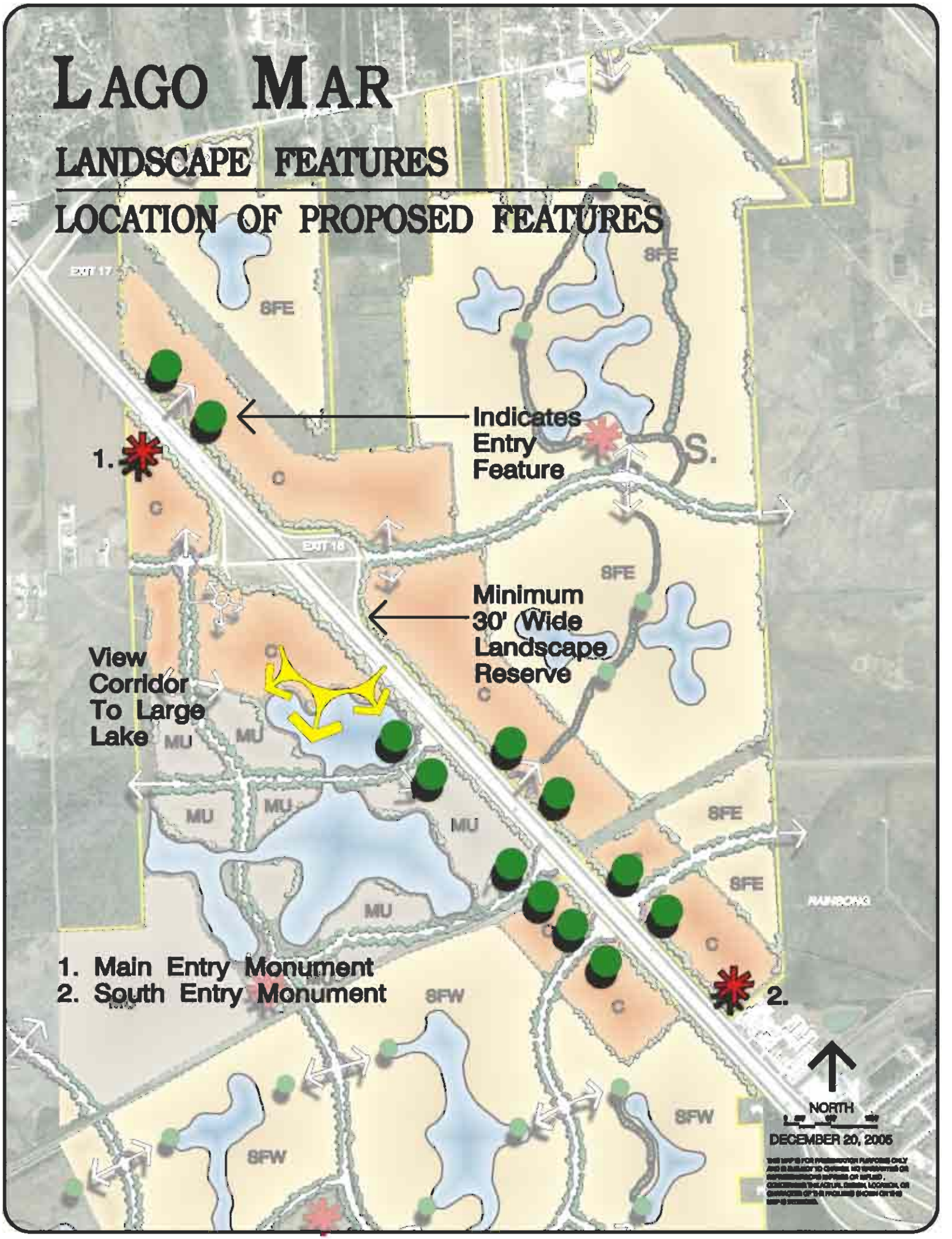


FIGURE 7b.

THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND NOTHING PRESENTED ON THIS PLAN SHALL OBLIGATE LAND TEJAS COMPANIES, L.P. OR ANY OTHER ENTITY, PUBLIC OR PRIVATE TO CONSTRUCT FACILITIES AS SHOWN


LAGO MAR
LANDSCAPE FEATURES
LOCATION OF PROPOSED FEATURES
EXIT 17
EXIT 18
SFE
SFW
C
MU
S.
1.
2.
Indicates Entry Feature
Minimum 30' Wide Landscape Reserve
View Corridor To Large Lake
1. Main Entry Monument
2. South Entry Monument
NORTH
DECEMBER 20, 2005

LAGO MAR

A SCHEMATIC PLAN

OF SINGLE FAMILY RESIDENTIAL WEST
1,349.2 ACRES IN TEXAS CITY, TEXAS

LOT SIZE	QTY.	%
40'	352	8%
40' VAR	442	11%
45'	133	3.5%
50'	1129	27%
55'	374	9%
60'	901	22%
65'	581	14%
70'	96	2%
75'	115	3.5%

TOTAL LOTS 4123

3.2 D.U./AC.

NORTH 12-20-05

0 200 400 1000

Prepared by Vernon G. Henry & Associates, Inc.
Planning Consultants and Landscape Architects

A large lake will be located near the main project entry and an adjacent recreation area will include a club building providing a meeting place for the community in addition to dressing rooms for a swimming pool. This area will also include a playground and picnic facilities. Centrally located in the community will be additional large recreational areas designed for more active sports including athletic fields for soccer, football, softball and baseball. A basketball pavilion, volleyball courts and additional playground equipment will be provided. A separate area will be established for the construction of a "splash pad" water park and additional swimming pool. The athletic fields will be located adjacent to the proposed school site to create additional synergy for the site.

On-site storm water detention will be provided throughout the project utilizing permanent lakes as additional recreational amenities and open space features.

Table 1 below illustrates the composition of land uses proposed for the development.

Table 1: Composition of Land Usage

Land Use	Acres within total site	Mix within total site	Acres within Texas City P.U.D	Mix within Texas City P.U.D.
Single Family Residential	1,805.0	54.0%	1,782.8	54.0%
Commercial	468.8	14.0%	468.8	14.0%
Mixed Use	250.0	7.5%	250.0	7.5%
Schools	63.0	2.0%	63.0	2.0%
Open Space	165.0	5.0%	165.0	5.0%
Pipeline and Drill Sites	80.0	2.5%	80.0	2.5%
Thoroughfare Right-of-way	27.0	1.0%	27.0	1.0%
Storm Water Detention and Drainage	475.0	14.0%	475.0	14.0%
TOTAL	**3,333.8**	**100%**	**3,321.2**	**100%**

Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts. No less than 5 percent of the total area shall be set-aside as common landscape areas, and does not include utility or pipeline easements,

drainage easements, or the water surface area within detention basins. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

The Planned Unit Development will be divided into four land use zones.

1. Single Family Residential East
2. Single Family Residential West
3. Mixed Use
4. Commercial

Table 2 below illustrates the total areas within each zone.

Table 2: Land Use Zones – Area Calculations

Land Use	Acres within total site	Percentage of total site	Acres within Texas City P.U.D	Percentage within Texas City P.U.D.
Single Family Residential East	1,003.8	30.0%	991.2	30%
Single Family Residential West	1,349.2	40.0%	1,339.5	40.0%
Mixed Use	458.2	14.0%	458.2	14.0%
Commercial	522.6	16.0%	522.6	16.0%
TOTAL	**3,333.8**	**100%**	**3,311.5**	**100%**

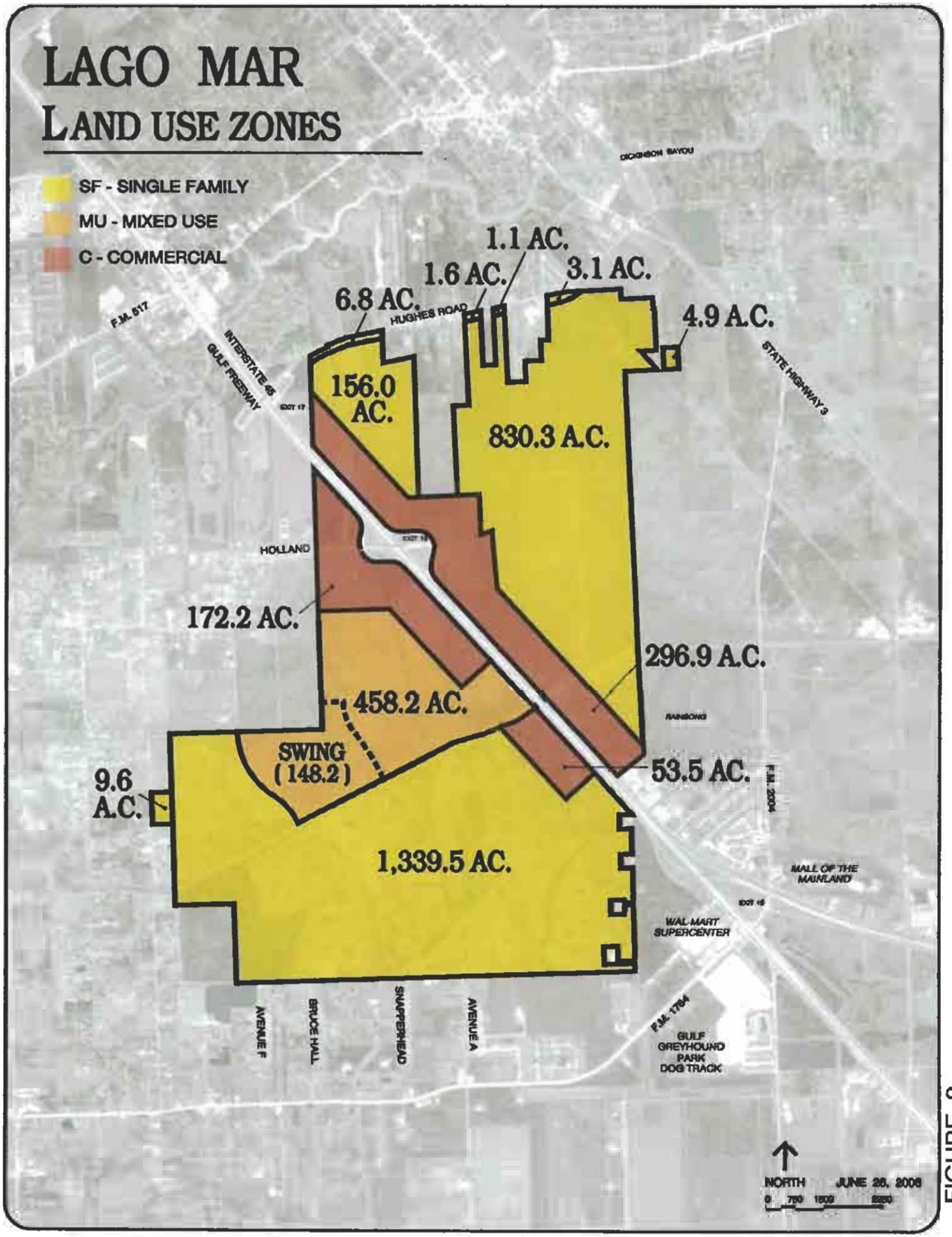

LAGO MAR
LAND USE ZONES
SF - SINGLE FAMILY
MU - MIXED USE
C - COMMERCIAL
DICKINSON BAYOU
1.1 AC.
1.6 AC.
3.1 AC.
6.8 AC.
HUGHES ROAD
4.9 A.C.
F.M. 517
INTERSTATE 45
GULF FREEWAY
EXIT 17
STATE HIGHWAY 3
156.0 AC.
830.3 A.C.
HOLLAND
EXIT 16
172.2 AC.
296.9 A.C.
458.2 AC.
RAINBOW
SWING (148.2)
9.6 A.C.
53.5 AC.
F.M. 2004
1,339.5 AC.
MALL OF THE MAINLAND
EXIT 15
WAL-MART SUPERCENTER
AVENUE F
BRUCE HALL
SNAPPERHEAD
AVENUE A
F.M. 1764
GULF GREYHOUND PARK DOG TRACK
NORTH
JUNE 28, 2006
0 750 1500 3000

FIGURE 9.

SF-W Single Family West

(a) Purpose of District:

Single family residential provides for single-family detached dwellings. Lot sizes will range between 40 and 75 feet in width and diversity of lot sizes will be encouraged. Smaller lots, lots less than 6,000 s.f., must not encompass more than 250 lots within a single contiguous area. And lots less than 6,000 s.f., will be limited in number and will be integrated into the community having the same requirements for quality landscape and architectural standards, being a part of the same homeowners association and having access to the same amenities as larger lots. Larger "custom" lots (lots wider than 75 feet) may also be provided. This district is intended to accommodate public or parochial schools, churches, parks, or governmental uses other than prisons or halfway houses.

(b) Principal uses may include.

1. Single Family detached residential dwellings.
2. Public and non-profit institutions of an educational or religious function, excluding corrective institutions and hospitals.
3. Government buildings.
4. Public utility uses.
5. Public and private, noncommercial parks, playgrounds, or community centers.

(c) Accessory uses.

1. Private garage.
2. Guest quarters.
3. Private swimming pools.
4. Other uses which are subordinate to, and incidental to, the principal use.

(d) General Conditions:

1. The maximum number of total lots shall not exceed 3.2 lots per gross acre or 4,320 lots. (1,349.2 X 3.2 = 4,317)

2. Diversity of lot size.

    - Maximum number of “front load” 40’ wide lots shall not exceed 431 lots, ten percent of the total lots.

    - Maximum number of “rear load” 40’ wide lots shall not exceed 647 lots, fifteen percent of the total lots.

    - Maximum number of all lots less than 50’ wide lots shall not exceed 971 lots, twenty two and one half percent of the total lots.

    - Maximum number of 50’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 55’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 60’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 65’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 70’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

    - Maximum number of 75’ wide lots shall not exceed 1,295 lots, thirty percent of the total lots.

      (For the purpose of calculating lot width, Lot dimensions shall be rounded down to nearest 5-foot increment.)

3. Area Requirements:

    a. Except as provided in subsection (b), the minimum Lot Size shall be 6,000 square feet.
    b. Up to twenty two and one half (22.5%) percent of the total lots, (994 lots) may be less than 6,000 square feet, provided the

number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 4,000 square feet

c. Except as provided in subsection (d) the minimum Lot Width shall be 50 feet in width, measured at the front building line.
d. Up to twenty two and one half (22.5%) percent of the total lots, (994 lots) may be less than 50 feet in width, provided the number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 40 feet in width, measured at the front building line.
e. Minimum Lot Depth – 100 feet in depth.
f. Maximum Lot Coverage – No more than 60% of the total lot area shall be covered by structures. At least 10% of the total lot shall be provided as permeable area.

4. Yard Requirements (Setbacks)

a. Except as provided in subsections (b) and (c), Front yards shall be at least twenty-five (25) feet.
b. Except as provided in subsection (c), Front yards on lots facing the circular turnaround on a cul-de-sac street shall be at least twenty (20) feet.
c. Front Yards on lots where vehicular access is provided from an alley, and a minimum 1/3 of the front width of the house is a porch may be a minimum of ten (10) feet.
d. Side Yards on Corner Lots shall be a minimum of fifteen (15) feet.
e. Side Yards on Key Lots shall be a minimum of twenty-five (25) feet.
f. Side Yard on interior lots shall be a minimum of five (5) feet.
g. Rear Yards shall be a minimum of 20 feet, except detached garage and accessory buildings may be five (5) feet. No improvements may encroach upon an easement.

5. Height Restrictions:
No building shall exceed thirty-five (35) feet in height.

6. Open Space:

Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins.

Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become an added potential “no-mans” land.

SF-E Single Family East

(a) Purpose of District:

Single family residential provides for single-family detached dwellings. Lot sizes will range between 40 and 75 feet in width and diversity of lot sizes will be encouraged. Smaller lots, lots less than 6,000 s.f., must not encompass more than 250 lots within a single contiguous area. And lots less than 6,000 s.f., will be limited in number and will be integrated into the community having the same requirements for quality landscape and architectural standards, being a part of the same homeowners association and having access to the same amenities as larger lots. Larger "custom" lots (lots wider than 75 feet) may also be provided. This district is intended to accommodate public or parochial schools, churches, parks, or governmental uses other than prisons or halfway houses.

(b) Principal uses may include.

1. Single Family detached residential dwellings.
2. Public and non-profit institutions of an educational or religious function, excluding corrective institutions and hospitals.
3. Government buildings.
4. Public utility uses.
5. Public and private, noncommercial parks, playgrounds, or community centers.

(c) Accessory uses.

1. Private garage.
2. Guest quarters.
3. Private swimming pools.
4. Other uses which are subordinate to, and incidental to, the principal use.

(d) General Conditions:

1. The maximum number of total lots shall not exceed 3.2 lots per gross acre, or 3,212 lots. (1,003.8 X 3.2 = 3,212)

2. Diversity of lot size.
    - Maximum number of "front load" 40' wide lots shall not exceed 321 lots, ten percent of the total lots.

- Maximum number of “rear load” 40’ wide lots shall not exceed 481 lots, fifteen percent of the total lots.
- Maximum number of all lots less than 50’ wide lots shall not exceed 722 lots, twenty two and one half percent of the total lots.
- Maximum number of 50’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 55’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 60’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 65’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 70’ wide lots shall not exceed 963 lots, thirty percent of the total lots.
- Maximum number of 75’ wide lots shall not exceed 963 lots, thirty percent of the total lots.

  (For the purpose of calculating lot width, Lot dimensions shall be rounded down to nearest 5-foot increment.)

3. Area Requirements:

    a. Except as provided in subsection (b), the minimum Lot Size shall be 6,000 square feet.
    b. Up to twenty-two and one half (22.5%) percent of the total lots, (731 lots) may be less than 6,000 square feet, provided the number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 4,000 square feet.
    c. Except as provided in subsection (d) the minimum Lot Width shall be 50 feet in width, measured at the front building line.
    d. Up to twenty two and one half (22.5%) percent of the total lots, (731 lots) may be less than 50 feet in width, provided the number of lots is also in compliance with the general conditions stated in subsection 2 above, and not less than 40 feet in width, measured at the front building line.
    e. Minimum Lot Depth – 100 feet in depth.
    f. Maximum Lot Coverage – No more than 60% of the total lot area shall be covered by structures. At least 10% of the total lot shall be provided as permeable area.

4. Yard Requirements (Setbacks)

    a. Except as provided in subsections (b) and (c), Front yards shall be at least twenty-five (25) feet.
    b. Except as provided in subsection (c), Front yards on lots facing the circular turnaround on a cul-de-sac street shall be at least twenty (20) feet.
    c. Front yards on lots where vehicular access is provided from an alley, and a minimum 1/3 of the front width of the house is a porch may be a minimum of ten (10) feet.
    d. Side Yards on Corner Lots shall be a minimum of ten (10) feet.
    e. Side Yards on Key Lots shall be a minimum of twenty-five (25) feet.
    f. Side Yards on interior lots shall be a minimum of five (5) feet.
    g. Rear Yards shall be a minimum of 20 feet, except detached garage and accessory buildings may be five (5) feet. No improvements may encroach upon an easement.

5. Height Restrictions
   No building shall exceed thirty-five (35) feet in height.

6. Open Space
   Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins.

   Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential “no-mans” land.

MIXED USE

(a) Purpose of District:

The mixed–use areas in Lago Mar are envisioned as the heart of the development and should be crafted to create a unique identity for Lago Mar and the City of Texas City. The mixed-use district is intended to permit an extensive variety of uses that serve as a transition zone from intensive commercial and higher density residential uses.
Intended to create large areas of compatible and mutually supportive activities the Mixed-Uses in Lago Mar will be appropriately landscaped, and requires the allowed uses to demonstrate adherence to higher development performance standards listed below and in the Developer's land use covenants and design guidelines. 148.2 acres of land located in the southwest quadrant of the Mixed-Use district is considered a "swing" area, (See Figure 9), and may be used for single-family purposes. If the swing area is developed for single-family use, then all of the conditions for the SF-W, Single-Family West District shall apply to the swing area, except: The maximum number of lots shall not exceed 3.2 lots per gross acre or 474 lots. (148.2 x 3.2 = 474)

(b) Principle uses may include:

1. Townhouse Residential
2. Multi-Family Residential
3. Office
    a. Administrative Offices
    b. Business and commercial schools
    c. Schools, Day Care and kindergartens
    d. Financial institutions
    e. Government buildings and uses
    f. Medical services
    g. Veterinary clinics where all activities are conducted within a totally enclosed building
    h. Nursing homes.
4. Neighborhood Services
    a. Retail stores and food markets
    b. Personal and professional services including barber and beauty shops and dry cleaning
    c. Minor repair shops: automotive repair excluded.
    d. Cafes, restaurants or cafeterias.
    e. Automobile service stations
4. General Business

a. Motion picture theaters.
b. Spa, health studio, or fitness centers
c. Bowling alley, skating rinks, amusement arcades.
d. Hotels and motels

5. Educational, Religious and Civic Uses.

a. Churches
b. Private, non profit, for profit schools
c. Municipal and Civic Uses.

(c) Accessory uses.

1. Paved automobile parking lots incidental to the principal use.
2. Other uses, which are subordinate to, and incidental to, the principal uses.

(d) General Conditions:

1. Townhouse Residential:

a.	The total number of units shall not exceed.	300 units
b.	The minimum lot area	2,904 sq. ft.
c.	The minimum lot width	30 feet
d.	The minimum lot depth	90 feet
e.	The minimum front yard setback	25 feet / 10 feet if vehicular access is from a rear alley and 1/3 of the front width of the house is a porch.
f.	The minimum rear yard setback	20 feet / 5 feet if vehicular access is from a rear alley.
g.	The minimum side yard setback	0 feet between units; 6 feet at the end of each building complex
h.	The minimum side yard of corner lots	15 feet on street side
i.	The maximum lot coverage by structures	50 percent
j.	The maximum lot coverage by structures, driveways and parking	70 percent
k.	The maximum height.	35 feet

2. Multi-Family Residential:

a.	The total number of units shall not exceed.	1,250 units (see n.)
b.	The maximum Residential Density	25 units per acre
c.	The minimum lot width	80 feet
d.	The minimum lot depth	100 feet
e.	The minimum front yard setback	25 feet
f.	The minimum rear yard setback	20 feet
g.	The minimum side yard setback	20 feet
h.	The minimum distance between structures	20 feet
i.	The maximum lot coverage by structures	75 percent
j.	The maximum lot coverage by structures, driveways and parking	87.5 percent
k.	The maximum height.	36 feet or 3 stories

l. Multi-family developments larger than 1 acre are required to have more than one point of access to the development from public streets adjacent to the boundaries of the development.

m. All multi-family projects must be gated and shall provide buffering on the subject property. The screening may be a minimum eight (8) foot high masonry wall or a 30-foot wide landscape buffer.

n. The maximum number of units that can be built in a single development cannot exceed 750 units. Each separate multi-family development must be separated by a lake or an open space buffer a minimum three hundred (300) feet wide. If not separated by a lake or open space buffer, must be located at least 600 feet away from any other multi-family development.

o. Except as otherwise provided in this section, each multi-family residential development shall provide open space in accordance with the following schedule:

Dwelling Unit Size	Square Feet Open Space required per Dwelling Unit
Efficiency	200
1 Bedroom	240
2 Bedroom	320
3 Bedroom	440
4 Bedroom	500

For purposes of this section, "open space" shall mean land within the development plat boundary that is not covered by buildings, covered walkways, parking spaces, private streets or driveways. Areas counted, as open space shall be a minimum of 10 feet in all directions. In lieu of the requirements above, a multi-family development may provide for open space by providing at least ten percent of the total land area in the development as open space. Enclosed amenities, such as exercise or game room, may constitute up to 15 percent of the open space required.

3. Commercial and Mixed Uses:

1.	The minimum lot area	None
2.	The minimum lot width	None
3.	The minimum lot depth	None
4.	The minimum front yard setback	50 feet from Interstate 45, 25 feet from any other public or private street.
5.	The minimum rear yard setback	30 feet if adjacent to any Residential Zone
6.	The minimum side yard setback	50 feet from Interstate 45, 25 feet from any other public street, 30 feet if adjacent to any Residential Zone.
7.	The minimum distance between detached structures	12 feet
8.	The maximum lot coverage by structures	65 percent
9.	The maximum lot coverage by structures, driveways and parking	90 percent
10.	The Maximum height.	No requirement

4. Parking requirements. All development within the Commercial Zone will meet or exceed the minimum parking requirements specified in the City's Zoning Ordinance, Section 40-56

5. Screening requirements. A minimum building setback of 50 feet will be provided adjacent to Interstate 45. A 30-foot wide landscape reserve will parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hardwood or other decorative trees with a 4" caliber trunk, and a 12 foot wide planting

band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub. All non-compatible uses shall provide buffering on the subject property, from any other non-compatible use. Compatible uses are defined as uses that are not in conflict with abutting uses as defined by the Compliant Use Matrix, Table 3 that follows. Provided that the desired land use is not listed among the compliant uses, a screening wall, and/or landscape buffer zone must be provided. The maximum height of multi-family buildings along the perimeter of a multi-family project cannot exceed the distance between the multi-family building and the nearest single family lot line and maintain a minimum 1:1 height to distance ratio.

In order to promote a pedestrian oriented development core in the Mixed Use areas in Lago Mar, a landscape buffer or "design solution" may be preferred to a screening wall to buffer specified non-compatible uses. (Uses specified in the Compliant Use Matrix with a **NC1**) A "design solution" may be submitted to and approved by the Architectural Review Committee and by the Texas City City Commission or a continuously maintained, 30 foot wide, landscape buffer may be substituted for a screening wall for specified non-compatible uses provided the following:

a. No structures, at or above ground level, including buildings or parking areas may encroach into the buffer area.
b. Buffers shall be planted with an evergreen plant mix of trees shrubs and flowering plants as specified in the Lago Mar Development Guidelines.

Table 3. Compliant Use Matrix

	Single Family	Townhouse Residential	Multi-Family Residential	Office	Neighborhood Services	General Business
Single Family		**NC1**	**NC**	**NC**	**NC**	**NC**
Townhouse Residential	**NC1**		**NC1**	**C**	**C**	**C**
Multi-Family Residential	**NC**	**NC1**		**NC**	**NC**	**NC**
Office	**NC**	**C**	**NC**		**C**	**C**
Neighborhood Services	**NC**	**C**	**NC**	**C**		**C**
General Business	**NC**	**C**	**NC**	**C**	**C**	

C – Compliant Land Use – No Screening is required.
NC1 – Non – Compliant Land Use - shall provide buffering on the subject property. The screening may be a minimum eight (8) foot high masonry wall, a 30-foot wide landscape buffer or an approved "design solution".
NC – Non – Compliant Land Use - shall provide buffering on the subject property. The screening shall be a minimum eight (8) foot high masonry wall.
If a masonry wall is visible from any public street or place then landscaping must be provided between the wall and the public space to soften the appearance of the wall.

6. Landscape requirements. All mixed use and commercial development within Lago Mar will exceed the minimum landscape requirements specified in the City's Zoning Ordinance, Section 40-63 and shall meet the landscape requirements specified in the developer's commercial deed restrictions and development covenants. In addition, all parking lots shall have at least one tree planted within 50 feet of each parking space and the minimum size of parking lot trees shall be 3-inch caliper and 10 feet high or a reasonable substitute.

7. Open Space. Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

COMMERCIAL

(a) Purpose of District:

The commercial district is intended to permit an extensive variety of commercial uses that are oriented to the freeway including retail trade, personal and business service establishments, offices, hotels, motels, restaurants and commercial recreational uses. The commercial uses in Lago Mar are intended to create an appropriately landscaped, higher intensity use corridor, consistent with the requirements established in the City's Zoning District E-2, Freeway Commercial, and requires the allowed commercial uses to demonstrate adherence to higher development performance standards listed below and in the Developer's land use covenants and design guidelines.

(b) Principle uses:

1. Office.
2. Business and commercial schools.
3. Schools, Day Care and kindergartens.
4. Nursing homes.
5. Veterinary clinics where all activities are conducted within a totally enclosed building.
6. Retail stores and food markets.
7. Personal and professional services including barber and beauty shops and dry cleaning. Excluding tattoo parlors.
8. Minor repair shops: automotive repair excluded.
9. Cafes, restaurants or cafeterias.
10. Automobile service stations.
11. Financial institutions.
12. Government buildings and uses.
13. Automobile, motorcycle, light load truck and motor home sales and leasing.
14. Spa, health studio, or fitness centers.
15. Bowling alley, skating rinks, amusement arcades.
16. Hotels and motels. Minimum 80 rooms per development.
17. Medical services, funeral homes.
18. Hospitals.
19. Ambulance services.
20. Multi-Family Residential.

(c) Accessory uses.

1. Paved automobile parking lots incidental to the principal use.
2. Other uses, which are subordinate to, and incidental to, the principal uses, including plant nursery, lumber sales, equipment and vehicle rental.

(d) General Conditions:

1. Multi-Family Residential:

a.	The total number of units shall not exceed.	1,250 units (see n.)
b.	The maximum Residential Density	25 units per acre
c.	The minimum lot width	80 feet
d.	The minimum lot depth	100 feet
e.	The minimum front yard setback	25 feet
f.	The minimum rear yard setback	20 feet
g.	The minimum side yard setback	20 feet
h.	The minimum distance between structures	20 feet
i.	The maximum lot coverage by structures	75 percent
j.	The maximum lot coverage by structures, driveways and parking	87.5 percent
k.	The maximum height.	36 feet or 3 stories

l. Multi-family developments larger than 1 acre are required to have more than one point of access to the development from public streets adjacent to the boundaries of the development.
m. All multi-family projects must be gated and shall provide buffering on the subject property. The screening may be a minimum eight (8) foot high masonry wall or a 30-foot wide landscape buffer.
n. The maximum number of units that can be built in a single development cannot exceed 750 units. The maximum number of units that can be built in the Commercial Zone west of Interstate 45 cannot exceed 750 units. Each separate multi-family development must be separated by a lake or an open space buffer a minimum three hundred (300) feet wide. If not separated by a lake or open space buffer, must be located at least 600 feet away from any other multi-family development.
o. Except as otherwise provided in this section, each multi-family residential development shall provide open space in accordance with the following schedule:

Dwelling Unit Size	Square Feet Open Space required per Dwelling Unit
Efficiency	200
1 Bedroom	240
2 Bedroom	320
3 Bedroom	440
4 Bedroom	500

For purposes of this section, "open space" shall mean land within the development plat boundary that is not covered by buildings, covered walkways, parking spaces, private streets or driveways. Areas counted, as open space shall be a minimum of 10 feet in all directions. In lieu of the requirements above, a multi-family development may provide for open space by providing at least ten percent of the total land area in the development as open space. Enclosed amenities, such as exercise or game room, may constitute up to 15 percent of the open space required.

2. Commercial

1.	The minimum lot area	none
2.	The minimum lot width	none
3.	The minimum lot depth	none
4.	The minimum front yard setback	50 feet from Interstate 45, 25 feet from any major thoroughfare or collector street, 18 feet from any other public or private street.
5.	The minimum rear yard setback	30 feet if adjacent to any Residential Zone
6.	The minimum side yard setback	50 feet from Interstate 45, 25 feet from any other public street, 30 feet if adjacent to any Residential Zone.
7.	The minimum distance between detached structures	12 feet
8.	The maximum lot coverage by structures	65 percent
9.	The maximum lot coverage by structures, driveways and parking	90 percent
10.	The Maximum height.	No requirement

3. Parking requirements. All development within the Commercial Zone will meet or exceed the minimum parking requirements specified in the City's Zoning Ordinance, Section 40-56

4. Screening requirements. A minimum building setback of 50 feet will be provided adjacent to Interstate 45. A 30-foot wide landscape reserve will parallel the freeway and will feature palm trees planted 75 feet on center interspersed with a minimum of 2 hard wood or other decorative trees with a 4" caliber trunk, and a 12 foot wide planting band containing a variety of seasonal and perennial plant materials. Parking areas will be screened from view of the interstate with a minimum 3' high evergreen shrub. All multi-family and nonresidential development shall provide buffering on the subject property, from any and all adjacent Residential Zone land. The screening shall be a minimum eight (8) foot high masonry wall.

5. Landscape requirements. All development within the Commercial Zone will exceed the minimum landscape requirements specified in the City's Zoning Ordinance, Section 40-63 and shall meet the landscape requirements specified in the developer's commercial deed restrictions and development covenants. In addition, all parking lots shall have at least one tree planted within 50 feet of each parking space and the minimum size of parking lot trees shall be 3-inch caliper and 10 feet high or a reasonable substitute.

6. Open Space. Five percent of the gross acreage will be provided for open space. Open Space includes only public and private parks, community recreation centers, linear parks, landscape reserves and greenbelts including areas adjacent to the detention lakes but does not include utility or pipeline easements, drainage easements, or the water surface area within detention basins. Pipeline easements, drainage easements and other areas not included as open space or suitable for development will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. These areas will then be maintained by the owner associations and will not become a potential "no-mans" land.

7. Freeway Frontage Road Access. Driveways to Interstate 45 shall be located in accordance with the most recent version of the *Access Management Manual*, as administered by the Texas Department of Transportation, (TXDOT). The total number of driveways and their location may be limited due to the location of freeway access ramps and other denial of access criteria. In addition, all development tracts oriented to the freeway with less than 400 feet of frontage shall be required to provide a joint use private access easement between adjacent tracts fronting the freeway in order to minimize the

total number of access points along the freeway and to facilitate traffic flow between the tracts. The total number of driveways that will be permitted in Lago Mar will be 22 driveways on the south bound service road and 25 driveways on the north bound service road.

8. Signage. Excluding project entry signs identifying the Lago Mar Development, tracts in Lago Mar are limited to building signs and monument signs and must otherwise comply with the City's Sign Ordinance, Chapter 98.

4. Development Schedule

The proposed Lago Mar Planned Unit Development will be built out over a projected period of twenty years, with completion anticipated in 2027. We anticipate many changes in market conditions and public preferences during the development life of this project. Flexibility to respond to those market changes will be key to achieve the highest quality of development possible. Lago Mar will be completed in phases, some phases implemented simultaneously and others sequentially, but each phase will constitute a self-sufficient neighborhood. Each neighborhood will have all the qualities of an independent successful community, including a range of housing opportunities, and prominent open space.

5. Land Use Changes

Land use shall be regulated on a total acreage basis as indicated in Table 1 and by a finite cap on the number of dwelling units. Each land use category, except single family residential, (SFR) may be changed in acreage by up to 15%. SFR may be changed in acreage by up to 5%, as long as the total number of dwelling units does not exceed 4,320 lots west of Interstate 45 and 3,212 lots east of Interstate 45. The "Swing Area" included in the Mixed Use District may include up to 474 lots. Before a proposed land use is changed in area by more than 15%, an amendment to this Plan of Development must be requested and approved by the City of Texas City. No increase will be allowed in the number of multi-family units permitted.

6. Area Mobility

Interstate Highway 45, a limited access, federally controlled freeway, dissects the property and is the primary traffic corridor for north/south traffic in the region. Freeway service roads exist along both sides of the freeway to accommodate local traffic. State Highway 3 and State Highway 6 also provide regional access into and out of the region. And F.M. 646 and F.M. 2004 will become important north/south corridors.

F.M. 517 and F.M. 1764, Emmett Lowry Expressway provides east/west circulation to the area. And The Grand Parkway will be built just north of the site encircling the greater Houston Metropolitan area.

Figure 10 illustrates the existing and planned thoroughfares in the vicinity of the site.

Hughes Road is a major east/west thoroughfare located along the northern boundary of the site. It has an existing interchange with Interstate 45 and is built to the east connecting State Highway 3 to Interstate 45. West of the interstate, Hughes Road is planned to turn south, avoiding Mount Olivet Cemetery, extending to State Highway 6. The P.U.D. will extend the major thoroughfare through the site tying to Bruce Hall Road south of the site. Approximately 7,000 linear feet of the major thoroughfare will be built through Lago Mar.

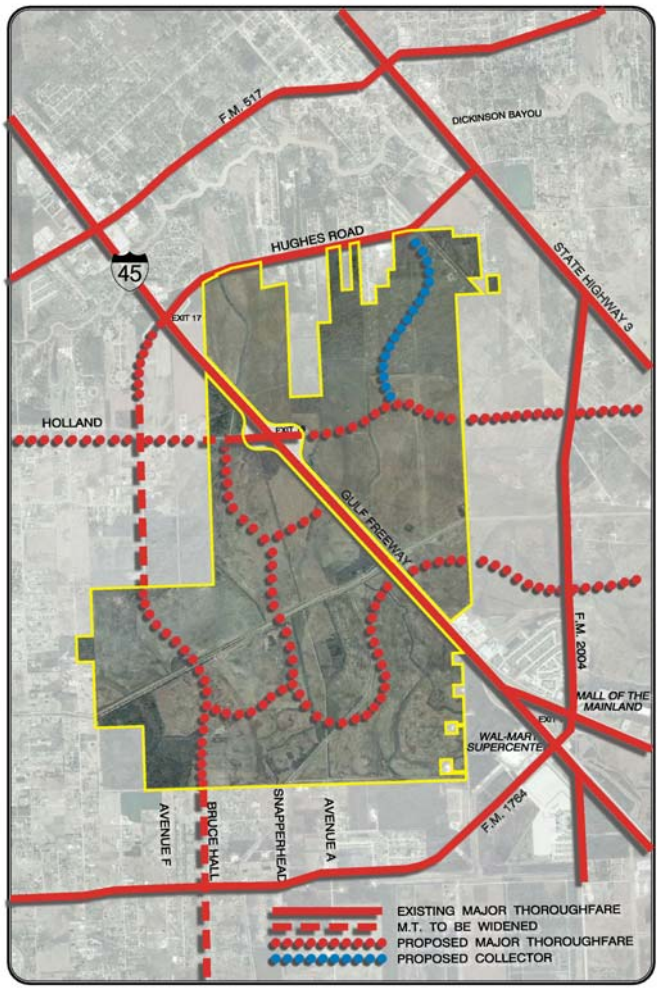


Figure #10 – Major Thoroughfares

Holland Road is a proposed east/west major thoroughfare that will be extended approximately 5,350 feet across the site and will extend east of F.M. 2004 and S.H. 3 to S.H. 146. It is planned to extend west of the site to F.M. 646. The existing interchange at Interstate 45 is planned to be reconstructed to an urban, "spread diamond", interchange.

Central Park Blvd. is a proposed east/west thoroughfare extending thorough the site across F.M. 2004 and serving the west side of Texas City. The thoroughfare will be constructed through the P.U.D. to facilitate a possible future interchange with Interstate 45 and west of the interstate the road will serve as the primary road through Lago Mar, "T-ing" into Holland Road.

Figure 11 illustrates the proposed cross-section for the planned major thoroughfares, including Hughes Road, Holland Road and Central Park Blvd.

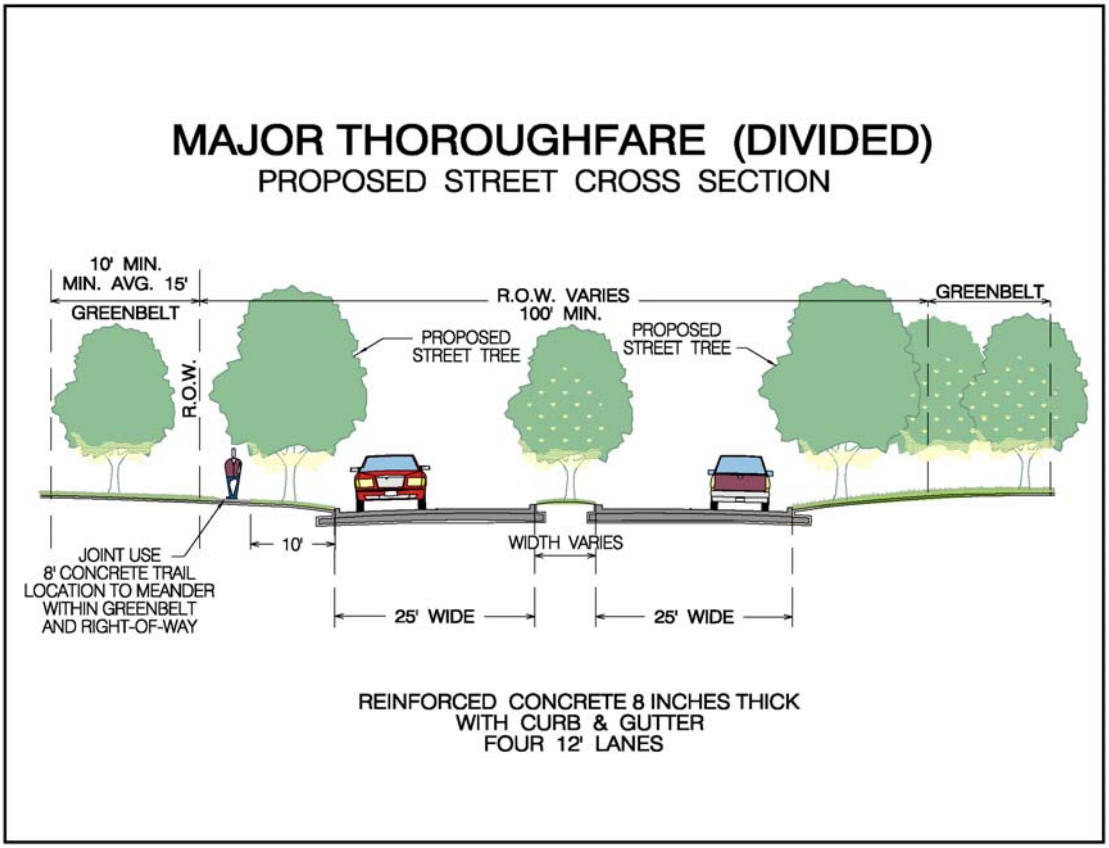


Figure #11 – Major Thoroughfare (Divided)

Lago Mar will be designed to encourage pedestrian trips by providing sidewalks and landscaped greenbelts along the major thoroughfares, collector roads and throughout the development. In lieu of the required 4 foot wide sidewalk the developer will construct an 8 foot wide joint use trail that will meanderer in and out of the landscape buffer.

Collector streets will be located to provide circulation through the development and to carry traffic from minor streets to arterial streets and to commercial areas.

Figure 12 illustrates the proposed cross-section for divided collector streets proposed in Lago Mar. The right-of-way will vary, typically 100 feet and will feature two "cart ways" each with 25' wide paving.

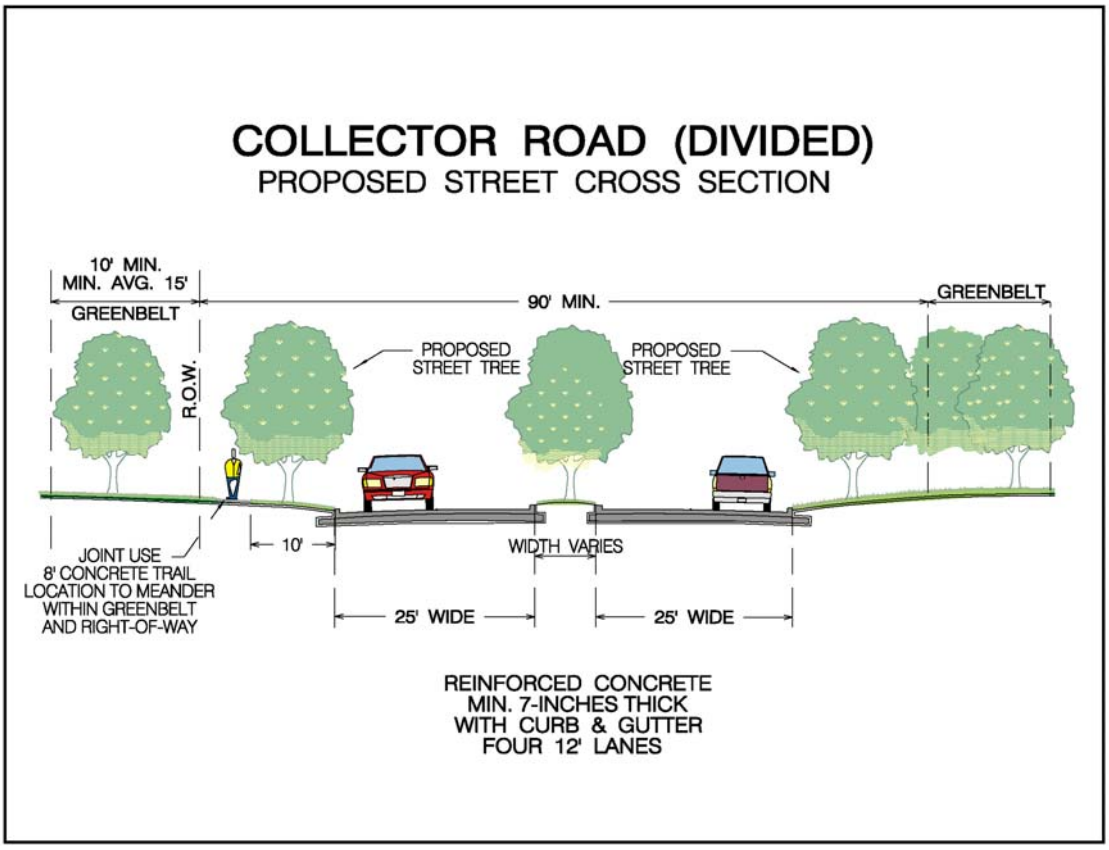


Figure #12 – Collector Road (Divided)

Figure 13 illustrates the proposed cross-section for the undivided collector streets in Lago Mar. The developer will dedicate greenbelts along each side of the collector street to facilitate pedestrian traffic and to screen adjacent land uses.

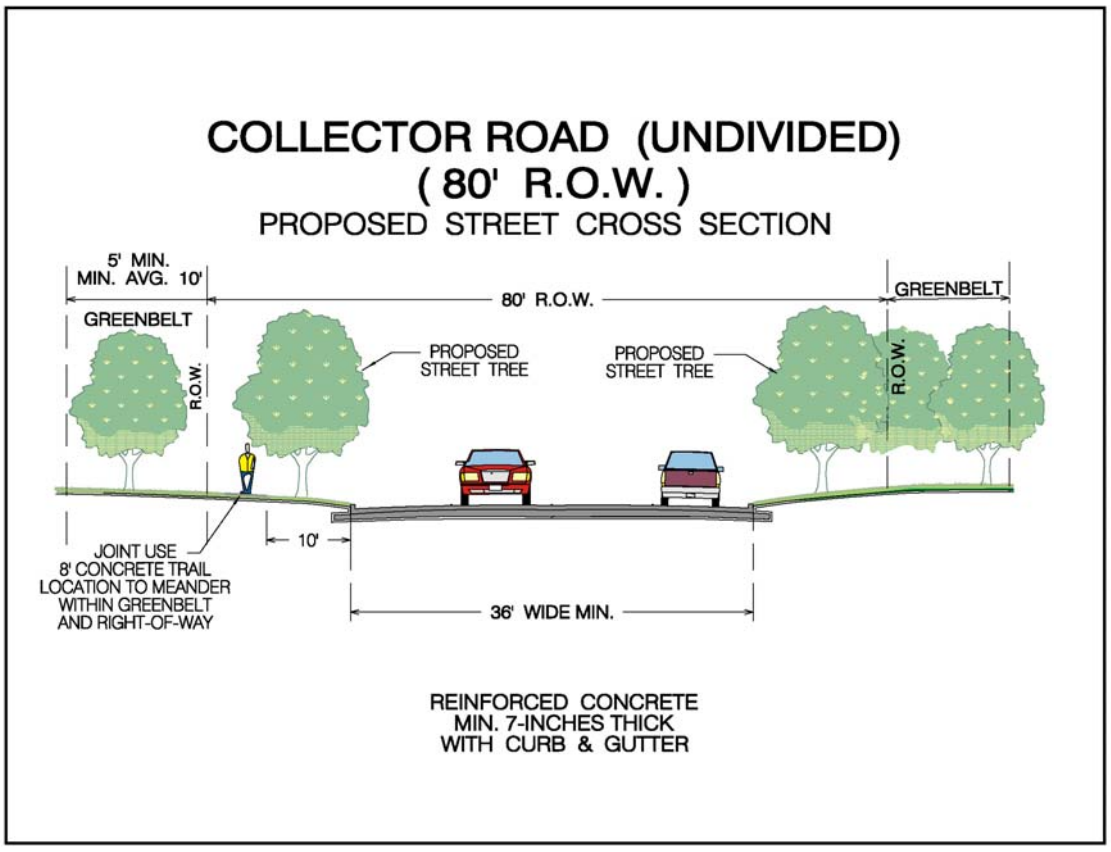


Figure #13 – Collector Road (Undivided)

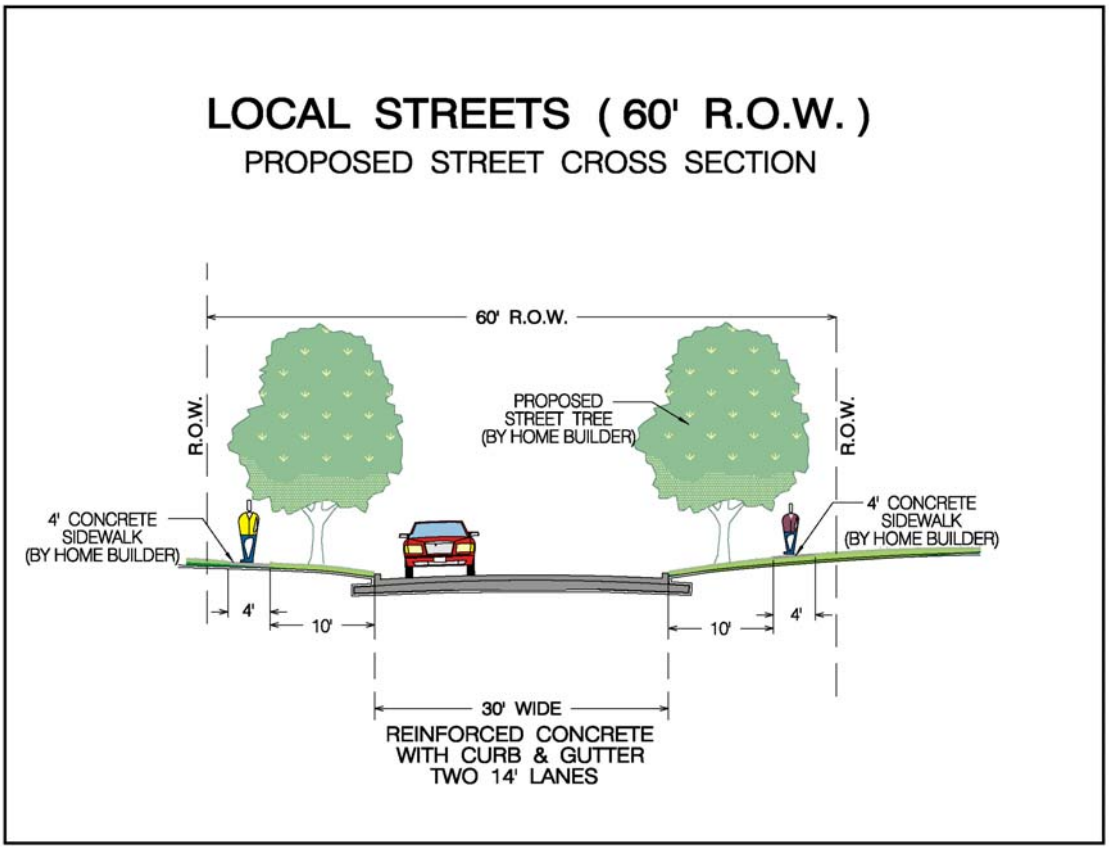


Figure #14 – Local Streets

All local streets, public and private, will be designed and constructed in accordance with the City's design standards and will have a 60' right-of-way and a minimum 30 foot wide paving. In addition to constructing a 4’ wide concrete sidewalk, home builders will be required to plant two street trees on each lot, to be located between the property line and the back of the curb. Lago Mar will be designed to discourage through traffic on minor streets, which will be used to access abutting residential lots.

7. General Conditions

The Developer desires to construct a project with a wide range of housing prices, a diverse selection of lots, and an appropriate spectrum of non-residential land uses to support a quality residential community. The intent of the City's Subdivision Ordinance is to allow special, alternative designs to create a quality environment through the use of a PUD. This includes smaller lot sizes, reduced building setbacks and mixed land uses. Implementation of the plan for *Lago Mar* includes the following design elements and necessitates the granting of the following cited variances:

1. ***Sec. 110-37. (b):*** *No building, repair, pluming or electrical permit shall be issued by the city for any structure on a lot in a subdivision for which a final plat has not been approved and filed for record….*

   We request a variance to permit the construction of certain uninhabited buildings, including sales offices, model homes and community recreation buildings prior to the recordation of the final plat, but after permanent access is available. In order to have available for marketing purposes those facilities as early as possible, it is important to begin construction as soon as permanent access to the properties is provided. We anticipate that a variance will afford the developer approximately a 4 to 6 week "head start" on the construction of the facilities. No building will be inhabited until the subdivision has been approved and filed for record and a certificate of occupancy is awarded.

2. ***Sec. 110-40. (c)*** *Final plat. There shall be no construction of improvements on the proposed subdivision until the final plat has been approved by the planning board, except and unless approved by the city commission…There shall be no lots sold in the proposed subdivision until all improvements are completed in accordance with this section and the final plat has been accepted by the planning board, signed by the mayor and filed for record in the county clerk's office by the city secretary….*

   We request that "all improvements" be defined to include only paving and public utilities, water, sewer and drainage. As long as the contracts to install private utilities are pending we request that the transfer of lots to third party builders be permitted. Construction of other improvements including private utilities, sidewalks, trails and landscaping is not practical in many cases prior to actual building construction and should not restrict the sale of lots to third party builders. Typically, only the rough grading of a lot is complete when a builder begins the

construction of a home and the final grading is performed only after the home is constructed.

"Retail sales" of lots will not be permitted, lots will not be sold or conveyed to a homeowner until all improvements are complete and the plat has been filed for record.

3. ***Sec. 110-40. (c)*** *Approval of the preliminary plat expires at the expiration of a period of six months.*

   We request that the approval of the preliminary plat expire at the end of twelve months.

4. ***Sec. 110-40. (c)(13)*** *Approval of the final plat shall expire unless the plat is recorded in the office of the county clerk within a period of six months after the date of the final approval.*

   We request that the approval of the final plat expire at the end of twelve months.

5. ***Sec. 110-42. (a) (1.):*** *Conformity with comprehensive plan.* ***Sec. 110-42. (b) (1.):*** *Layout.* ***Sec. 110-42. (b)(2.):*** *Relation to adjoining street system.* ***Sec. 110-42. (b) (3.):*** *Projection.* ***Sec. 110-42. (b)(9.):*** *Location and width of streets shown on the comprehensive plan*

   We request that the development of the subdivision shall conform to the approved "Planned Unit Development". The Planned Unit Development will remain current for seven (7) years after the date of the last plat recordation of any section contained in the P.U.D. Consistent with provisions specified in the P.U.D. ordinance, the future development of the subdivision will be governed by the layout, design and general conditions as approved on the Planned Unit Development". Additional streets or different street alignments or land uses will not be required in *Lago Mar* as a result of changes to the City's plans or regulations.

6. ***Sec. 110-42. (b)(8.):*** *Cul-de-sac. In general, cul-de-sac shall not exceed 600 feet in length, and shall have a turnaround of not less than 100 feet in diameter in residential areas.*

   Due to various circumstances, site constraints and the desire to create a superior configuration of streets and lots we request a variance to permit cul-de-sac streets

in excess of 600 feet. All cul-de-sac streets exceeding 600 feet will be private and access will be limited to local traffic only. The total number of single-family residential lots facing onto a cul-de-sac street will be limited to a maximum of 35 lots.

7. ***Sec. 110-42. (b)(16.):*** *Streetlights shall be installed by the developer as per the notes on the City Development Standards at all street intersections within the subdivision….*

   We request that in lieu of the standard light fixtures, the developer may (but not be obligated to) install decorative street light fixtures. Any light fixture installed by the developer will be approved by the City and will be maintained by the property owner's association.

8. ***Sec. 110-42.(b)(17.):*** *Street signs shall be installed by the developer as per the notes on the City Development Standards at all intersections within or abutting the subdivision.*

   We request that in lieu of the standard street signs, the developer may (but not be obligated to) install decorative street signs at locations meeting or exceeding the City's minimum location requirement. Any decorative street sign installed by the developer will be approved by the City and will be maintained by the property owner's association.

9. ***Sec. 110-42.(d)(1.):*** *Utility easements; Each block that does not contain an alley as provided for in subsection (c) of this section shall have a utility easement at the rear of all lots reserved for the use of all public utility lines, conduits and equipment. These utility easements shall be 20 feet in width…..*

   If there are no City utilities located in the utility easement at the rear of the lot we request that rear utility easements be a total of 14 feet in width, contingent on the approval or agreement of the private utility companies utilizing the rear utility easement.

10. ***Sec. 110-42. (e):*** *Water system:*

    Special provisions relating to water as specified in the "Utility Services Agreement" shall control.

11. ***Sec. 110-42. (f):*** *Sanitary sewer system system:*

    Special provisions relating to wastewater as specified in the "Utility Services Agreement" shall control.

12. ***Sec. 110-42. (j):*** *Blocks. Block lengths shall not be less than 300 feet or more than 1,200 feet.*

    We do not anticipate the construction of any street that would exceed the maximum intersection of 1,200 feet, as measure from a "t" intersection. We request a variance to permit an internal block length of up to 2,600 feet, as measured from a cross intersection, to permit, the construction of major drainage ditches, (minimum 100' wide), detention basins and/or lakes which may serve as amenity features within Lago Mar.

13. ***Sec. 110-42. (k):*** *Crosswalk ways. Crosswalk ways six feet in width shall be dedicated where deemed necessary by the planning board to provide circulation or access to schools, playgrounds, shopping centers and transportation and other community facilities, or to provide pedestrian circulation within the subdivision. Crosswalk ways shall be provided with a concrete sidewalk six feet wide.*

    Lago Mar will be developed to encourage pedestrian traffic. An 8-foot wide joint use trail will be constructed within a greenbelt adjacent to all major thoroughfares and collector streets. Schools, playgrounds and other pedestrian destinations will be located along the greenbelts or greenbelts will be extended to them. In order to facilitate constant surveillance of the pedestrian areas we will attempt to locate walks and trails only adjacent to streets along the perimeter of residential blocks. Crosswalks will not be required at mid block.

14. ***Sec. 110-42. (l)(1):*** *Sewered lots. Where off-lot sewerage is provided, each residential lot shall have an area of at least 6,000 square feet, shall be at least 100 feet deep and shall be at least 50 feet wide…*

    We request special consideration for a reduced lot width and lot size. The minimum single-family lot shall be 4,000 square feet with a minimum lot depth of 100 feet and minimum lot width of 40'.
    Lot sizes will range between 40 and 75 feet in width and diversity of lot sizes will be encouraged. This will provide housing for a wide spectrum of the population, including singles, families, empty nesters, and the elderly. Diversity of product will increase home sale velocity accelerating project completion and its attendant

benefits, including community amenities, increase tax revenue, etc. Smaller lots, lots less than 6,000 s.f., will be limited in number, not to exceed 22.5 percent of the total number of lots and will be integrated into the community having the same requirements for quality landscape and architectural standards, being a part of the same homeowners association and having access to the same amenities as larger lots.

15. ***Sec. 110-42. (l) (4):*** *Frontage. Each lot shall front upon a public street...*

    Consistent with the provisions and requirements stated in the Sec. 110-47 Private street/gated communities, we request that lots may have frontage onto private streets in lieu of public streets. Private streets will be constructed to the same standard as for public streets.

16. ***Sec. 110-42. (l) (5):*** *Side lot lines. Side lot lines shall be substantially at right angles to straight street lines and radial to curved street lines*.

    In order to allow more uniform lot shapes and lot sizes rather than the large triangular-shaped lots that result where there are radial side lot lines on curvilinear streets. We request a variance to permit a limited number of lot lines that are less than 90 degrees and non-radial. The maximum variation from radial or right angle shall not exceed 20 degrees.

17. ***Sec. 110-42. (l) (6):*** *Minimum setback lines. Minimum front building lines shall be required of at least 25 feet…*

    1. We request a variance to permit a 20’ front setback on lots facing the circular turn around on cul-de-sac streets. Because the turn around encroaches into the depth of a lot, the reduced setback on cul-de-sac lots will permit the construction of a home more similar in size to other homes on the street, resulting in a more harmonious neighborhood. Even with a 20’ (reduced) building line, the distance between houses facing the cul-de-sac will be 140 feet. The normal distance between houses facing on a local street is 110 feet.
    2. We request a variance to permit a 10’ front setback on lots with access from a rear private alley and provided that at least 1/3 of the front width of the building is a covered porch. Driveway access will be limited to the rear of the lot, so a larger setback will not be required to facilitate parking depths in the front of the lots. A reduced building line will promote a

more pedestrian-friendly, traditional neighborhood. The "human scale" resulting from the reduced setback and the provision of the front porch will promote interaction between neighbors. The reduced building line will result in a more attractive depth to width ratio for the smaller lots.

18. ***Sec. 110-42. (l) (7):*** *Rear yards. Minimum rear yard depths shall be required of at least 30 percent of the depth of the lot; however, the depth need not exceed 25 feet.*

    We request a variance to construct detached garages, covered patios or other uninhabitable structures within the rear setback, but not less than 5' setback. The ability to use the rear portion of the lots for garage parking will improve the street scene and general appearance enhancing the long-term value of the community.

19. ***Sec. 110-42. (l) (9.):*** *Extra depth and width in certain cases.*

    A 60-foot setback will be established from pipeline easements.

20. ***Sec. 94-298. (c)****: Sidewalks must be provided on both sides of the street, however, no developer shall be required to install sidewalks upon any side of the street which does not abut the subdivision.*

    Lago Mar will be developed to encourage pedestrian traffic. An 8-foot wide concrete, joint use trail will be constructed within a greenbelt adjacent to all major thoroughfares and collector streets. In order to create a more attractive and dynamic pedestrian corridor, it is the intention of the developer to construct the trail so it can meander across the width of the greenbelt and into and out of the right-of-way. The wider trial and landscape areas will create points of interest along the trail and will encourage residents to use it for walking, jogging and bicycling. We request a variance to construct an 8 foot wide joint use trail on only one side of the street in lieu of building sidewalks on both sides of the street.

The following exhibit is a list of community benefits that will result from the creation and approval of the proposed P.U.D.

EXHIBIT A

LIST OF COMMUNITY BENEFITS:

1. **Unified plan of development**: The P.U.D. will create a comprehensive plan for the 3,333 acres of the proposed development. The site is divided by Interstate 45 and includes several non-contiguous parcels. Additional parcels will be subdivided and sold to 3rd party developers and to "end users". Without a P.U.D. classification and a unified plan of development the properties would develop "piece mill" with different and fragmented controls and objectives. Commercial and residential land uses will be designed to complement and interface the other creating a unified development. The P.U.D. will facilitate a unified plan with coordinated design controls resulting in a greater "sense of place" and identity for the City of Texas City.

2. **Diversity of land uses**: The P.U.D. will include a diverse range of land uses and include the following land uses that would not otherwise be required or likely be located on the site.

a. **Mixed Use:** A mixed-use development including commercial, office, and multi-family residential uses, will be developed to promote an urban core for the project. The plan will be designed to encourage pedestrian trips, community interaction, and health.

b. **Schools:** School sites integrated into the community will accommodate the increase in students from Lago Mar. The convenient location will be a benefit to parents, administrators, and the city alike.

Schools will be located along pedestrian corridors to encourage pedestrian trips and the open space and athletic facilities will augment the recreation opportunities provided in the community.

c. Resort style amenities: Private recreation sites will be provided. Private amenities will be administered and maintained by the homeowner association. A diverse list of amenities will be provided and includes a residential water park, Splash Pad Texas©, recreation center, children's playground, etc. Parks located throughout the community are to be a benefit to parents who can feel safe allowing their child to walk down the street to play and exercise with friends.

d. Public Safety Sites: The developer agrees to designate for the City approximately one acre of land for a fire / EMS station and approximately one acre of land for the construction of a police substation. This will be a benefit to the city as it will allow for broader coverage, and the community will benefit due to their presence.

3. Bundled Services: *Lago Mar* will feature a hybrid of guard-gated and monitored entries and technology-ready homes.

Endorsed by television and radio personality Michael Garfield, The High-Tech Texan®, Canyon Gate communities offer broadband internet access combined with strict home-wiring specifications.

Through **mandated deed restrictions**, builders are required to install advanced in-home wiring in order to best utilize the *home networking connection center* that is also a standard in each home.

With this pre-wiring, residents can easily install monitoring cameras, control lighting from one location, or share computers, printers and entertainment equipment throughout the home.

Technology will continue to play a large role as a value-added component in the Canyon Gate Communities profile. As new trends and developments emerge, those features will be incorporated into the Canyon Gate concept whenever possible.

4. **Open space**: Within *Lago Mar*, approximately 165 acres, or a minimum of (5) five percent of the total site acreage will remain open space. Open space includes only private parks, community recreation centers, linear parks, landscape reserves and greenbelts, utility or pipeline easements, drainage easements, or the water surface area within detention basins which will also be open, are additional. They will, when possible, be incorporated into the community open space plan for use as pedestrian corridors and greenbelts. The owner associations will then maintain these areas.

   Within the Residential Zones five percent of the total acreage will equate to over 3 acres of open space per every 200 lots. The open space will be useable and incorporated into the amenity package for the subdivision. Open space in the Commercial and Mixed Use Zones and will be used in buffer yards and landscape features including hardscapes like plazas and project monumentation.

   Recreational amenities created and constructed by the developer(s), M.U.Ds, POAs or private entities on land donated to the MUD or POA are not intended to be "regional" parks accessible to the public. The amenities will be maintained by the MUD and/or POA; no City of Texas City tax dollars will be solicited or used for that purpose. All of the open space and recreational amenities are designed to complement the lifestyle offered within the Lago Mar communities. Open space and the recreational amenities planned for Lago Mar will include the following:

   - Signature Parks

     Signature Parks will include resort style amenities, off street parking, significant structures and community buildings.

Size:	Minimum 2 acres.
Location:	On Major Thoroughfare or Collector.
Amenities:	Off street parking
	Community Buildings
	Water sports and activity
	Shade structures
	Sporting fields
	Picnic tables and seating areas
	Landscaping
Users:	All the residents of Lago Mar

- Community Recreation and Open Space Reserves

  Community recreation and open space reserves will vary in size and location and will include "Eco Parks"; areas for wetland preservation and mitigation, wildlife habitat. Reserves containing amenity/detention lakes. "Activities Park" that include ball fields, dog parks or other open space activities that are generally external to the neighborhoods.

Size:	Varies.
Location:	External to neighborhood cells.
Amenities:	Green space
	Ball fields
	Jogging tract or dog walk
	Drinking fountain
	Landscaping
Users:	All residents, tenants and employees
	in Lago Mar

- Pocket Parks

  Reserves for pocket parks will be a minimum 4,000 square feet in size. They will be located internal to a neighborhood or be immediately accessible to the neighborhood. Pocket parks will serve as focal points in a neighborhood or as gathering places for homeowners and their children. There will be a minimum of one pocket park for every 200 lots. Pocket Parks will be distributed through the residential neighborhoods.

Size:	4,000 s.f. Minimum.
Location:	Internal to neighborhood cells.
Amenities:	Green space
	Play equipment

	Benches and seating areas
	Landscaping
Users:	Residents of specific neighborhoods
	In Lago Mar

- Greenbelt and Landscape Buffers

  Most of the open space in Lago Mar will be provided in reserves for greenbelts and landscape buffers. Greenbelts will provide pedestrian access to schools, playgrounds and other amenity areas. Greenbelts will encircle the amenity lakes in Lago Mar and will serve as a point of destination and a recreational amenity. Landscape buffers and reserves adjacent to the major thoroughfares and collector streets will shield residents and their homes from through traffic and will help define Lago Mar as a premier development.

Size:	Varies.
Location:	Throughout Lago Mar
Amenities:	Open space
	Trails
	Benches and seating areas
	Landscaping

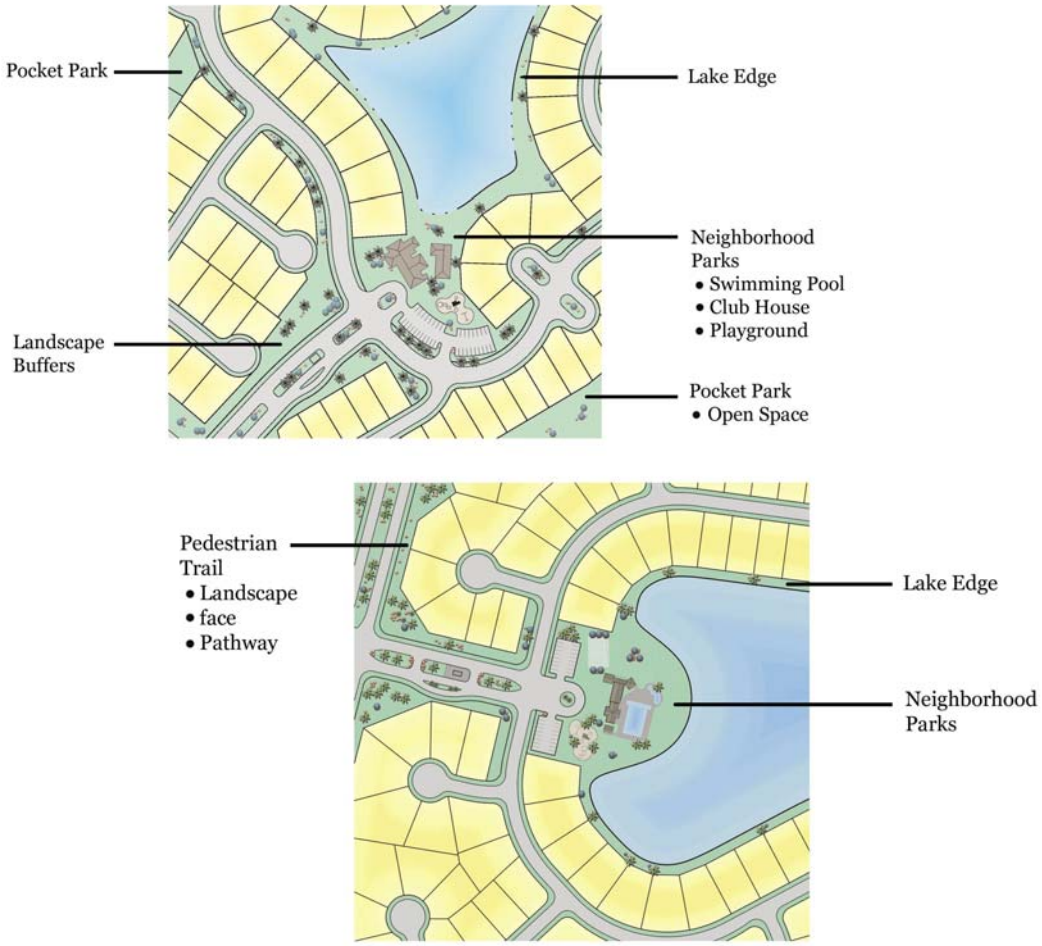
In addition to the required open space that will be provided in Lago Mar, the development will feature an abundance of amenity "wet bottom" lakes. Even though the water surface of the lakes will not be counted as open space, the lakes will provide many benefits to the community including:

- Adding visual interest by providing views and vistas.
- Creating destinations
- Providing wild life habitat.
- Opportunity for water sport activities such as, paddleboats, sailing.
- Providing an educational resource for nature studies.
- Creating buffers from adjacent land uses.
- Cooling surrounding areas.

The homeowners association will maintain all of this space.

- Trails and Sidwalks

Examples of Lago Mar's Open Space:



5. **Diversity of Product:** *Lago Mar* will have a variety of lot sizes and multiple product types planned for each lot size. This will provide housing for a wide spectrum of the population, including singles, families, empty-nesters, and the elderly rather than the highly stratified segments typical in the normal subdivision today. Diversity of product will increase home sale velocity accelerating project completion and its attendant benefits, including community amenities, increase tax revenue, etc.

6. **Owners Association:** *Lago Mar* will create homeowner's association(s) and commercial owner associations that will preserve and reinforce the identity of all segments of the community. The P.O.A.'s will help maintain the quality of life in Lago Mar by enforcement of deed restrictions and the maintenance of community areas and facilities.

7. **Landscape Requirements:** The developer will create uniform restrictions and development covenants requiring the implementation of minimum landscape areas**.**

8. **Project Development and Design Features:**

8.1. Entrance signs

Each neighborhood "village" will have unique but complimentary entry monumentation, signage and lighting to reinforce identity, and quality for the community.

8.2. Major Thoroughfare Buffers

Thoroughfares and collector streets will have generous landscape buffers and plantings to soften edges of the neighborhood, and mitigate the negative impact of traffic corridors.

8.3. Lake Edge Treatments

Additional open space and recreation opportunities will be provided along the perimeter of lakes.

8.4. Home Landscaping

Each homeowner is required to provide as a minimum certain landscape improvements including street trees, yard trees, shrubs and grass sod.

8.5 Circulation Allocation:

To ensure smooth flow throughout Lago Mar, concrete curbs and gutters will be implemented as well as boulevard streets with decorative paving additions that exceed standards and create a sense of place within the community.

9. **Controlled Access:** Lago Mar will be a quiet, private residential community, featuring gated entries. Private streets within the community will decrease unknown traffic and create a private and friendly environment. These streets collect to a main boulevard but decrease speed along the cul-de-sacs and feeding streets, encouraging most motorists not to stray from their main traffic course away from children at play.

Current security at the Land Tejas Stone Gate Community

Security Check Point: card or voice confirmation must be provided for entrance.

Security Camera: Views cars that enter the gated area.

10. **Preservation of the Natural Environment:** Wetland mitigation areas will be provided to enhance and preserve natural areas throughout the community. The enhanced natural areas will create harmony between the nature and the built environment and improve the overall atmosphere of Lago Mar.

11. **Improved Drainage:** Lot fill requirements will be maintained so as to provide adequate drainage to keep with the city's standards. Detention Lakes will meter storm water outfall benefiting all of the community.

12. **Undulating Topography:** Excavated spoil material from the lakes and detention areas will create interesting changes in the existing grade on the site. Residential lots will be elevated and landscape areas will feature berms will and undulating topography.

13. **Traffic Calming Features**: Patterned concrete cross walks, paving bands, divided streets and visual elements will reduce traffic speeds within the community to keep a safe and healthy neighborhood.

Examples:

1. Decorative paving at crosswalks create a visual and felt barrier, alerting drivers to slow down.

2. Divided Roads with landscape buffers have been proven to slow down traffic.

14. **Provision of shared use trails:** In addition to required sidewalks, a trail system will be included within Lago Mar to connect various focal points in the community, allow for places of exercise, and promote pedestrian traffic, creating a less congestive and friendlier atmosphere.

Examples:

1. A trail along a lake provides a nice spot to walk dogs or venture over to a neighbor's. A lighted fountain adds ambiance to an evening stroll.

2. A meandering path connecting the neighborhood to a pocket park.

15. Other Features:

a. Creation of “Gateway” Features – Large Amenity Lake.
b. Extensive Landscape along Freeway.
c. City of Texas City Monumentation.

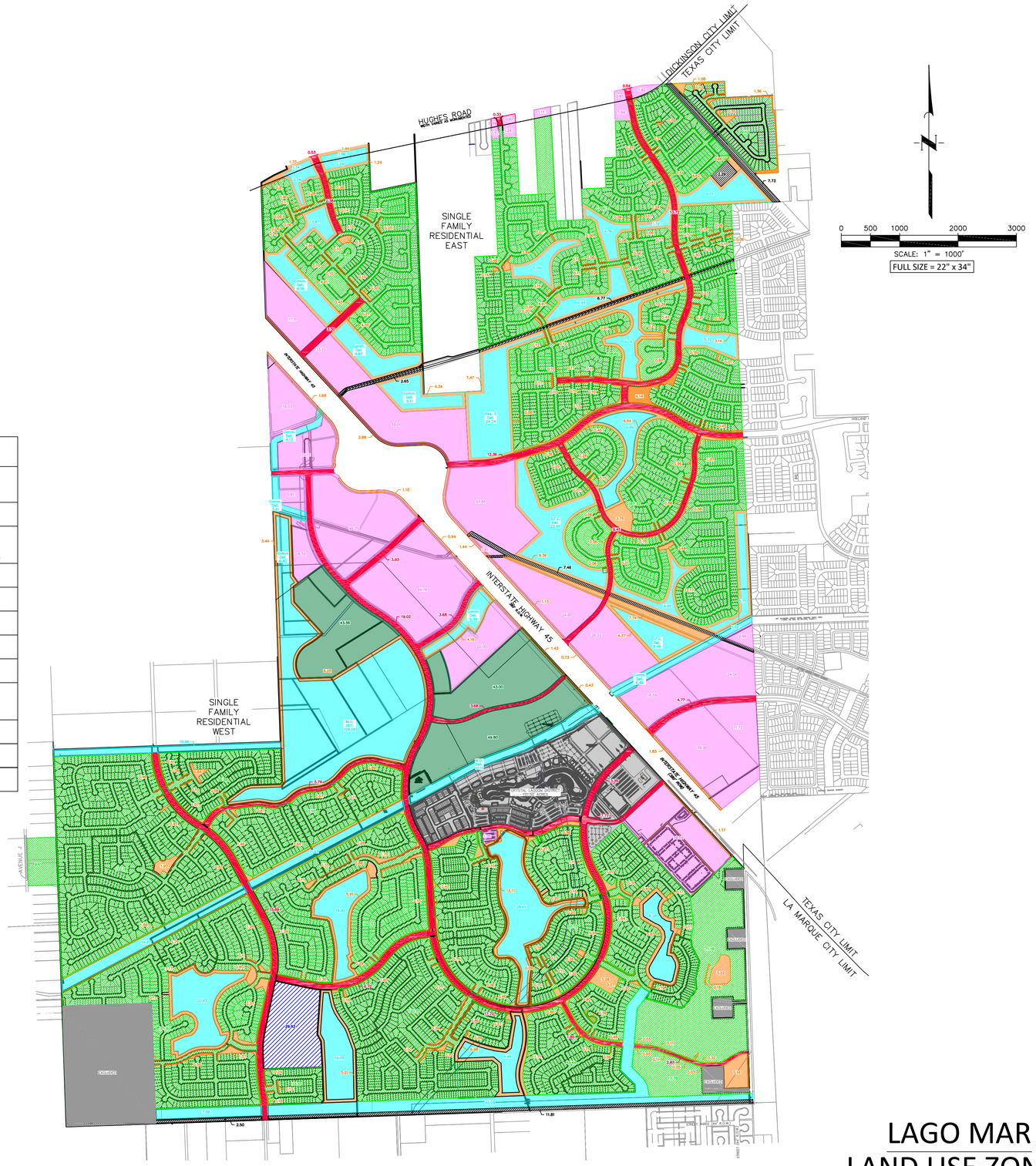
EXHIBIT B:
COMPOSITION OF PROPOSED LAND USE

TABLE 1: PROPOSED COMPOSITION OF LAND USAGE					
LAND USE	AC. W/IN TOTAL SITE	APPROVED AC. TOTAL SITE	AC. W/IN TEXAS CITY LIMIT	APPROVED AC. W/IN TEXAS CITY LIMIT	MAXIMUM AC. (PLUS 15%)
SINGLE FAMILY RESIDENTIAL	1637.52	1805.00	1627.91	1782.80	2050.22
COMMERCIAL	453.81	468.80	448.89***	468.80	468.8 - 40.5** 428.3 + 15% = 492.54
MIXED USE	136.36	250.00	136.36	250.0	287.5
SCHOOL	29.92	63.00	29.92	63.00	72.45
OPEN SPACE	283.52	165.00	280.35	165.00	189.75
PIPELINE AND DRILL SITES	41.21	80.00	41.21	80.00	92.00
THOROUGHFARE ROW	139.16	27.00	137.76	27.00	31.05
STORM WATER DETENTION AND DRAINAGE	490.80	475.00	487.70	475.00	546.25
SUB-TOTAL	3212.30		3190.10		
CRYSTAL LAGOON DISTRICT	121.50	N/A	121.50	N/A	
TOTAL	3333.80	3333.80	3311.60*	3321.20	

*9.6 AC.

*40.5 AC. EQUALS COMMERCIAL PREVIOUSLY CONVERTED TO LAGOON DISTRICT PUD

**448.89 ACRES IS LESS THAN A 15% INCREASE IN THE TOTAL COMMERCIAL ACREAGE APPROVED IN THE PUD AND WOULD NOT REQUIRE AN AMENDMENT TO THE APPROVED PUD.



QUIDDITY
Texas Board of Professional Engineers and Land Surveyors Reg. No. F-23290
6330 West Loop South, Suite 150 • Bellaire, TX 77401 • 713.777.5337

LAGO MAR
LAND USE ZONES

CITY OF TEXAS CITY
REGULAR PLANNING BOARD MEETING

AGENDA

MONDAY, APRIL 20, 2026 – 5:00 P.M.
ENGINEERING & PLANNING BUILDING – CONFERENCE ROOM 2
7800 Emmett F. Lowry Expressway
Texas City, TX 77591

PLEASE NOTE: Public comments are limited to posted agenda items only and are generally limited to 3 minutes in length. If you would like to request to speak, please do so in advance of the meeting by filling out a Request to Address Planning Board form and providing it to Ms. Veronica Carreon, Planning & Zoning Technician.

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(1) ROLL CALL

(2) PUBLIC COMMENTS

(3) APPROVAL OF MINUTES – April 6, 2026

(4) REGULAR AGENDA

a. Consider and take action on the requested location for EZ Burgers Mobile Food Truck. Located at 230 Dike Road (Lee's Bait & Tackle), Texas City.

b. Consider and take action on the Development Plan for White Tree Defense Co. to operate a small scale, appointment-based Federal Firearms License (FFL) transfer business. Located at 7500 FM 1765, Texas City.

c. Consider and take action on the Development Plan for the new Municipal Complex. Located at 1801 9th Avenue North, Texas City.

d. Consider and take action on the Development Plan for Mr. Car Wash. Located north of Lago Mar Blvd and west of the I-45 southbound frontage road at P3721 Gulf Fwy (Lot 3 of Lago Mar Commercial Replat No. 6), Texas City.

(5) GENERAL UPDATES

(6) OTHER BUSINESS (Any conceptual development proposal requesting to come before the Planning Board)

(7) ADJOURNMENT

THE UNDERSIGNED AUTHORITY, DO HEREBY CERTIFY THAT THIS NOTICE OF MEETING WAS POSTED ON THE BULLETIN BOARD AT THE ENGINEERING & PLANNING BUILDING, 7800 EMMETT F. LOWRY EXPY, TEXAS CITY, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESIBLE TO THE GENERAL PUBLIC AND ON THE CITY'S WEBSITE ON APRIL 14, 2026, PRIOR TO 5:00 P.M. AND REMAINED SO POSTED CONTINUOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF SAID MEETING.

Kimberly O . Golden, Secretary

Texas City
EST. 1911
ENGINEERING & PLANNING

STAFF REPORT

TO: Planning Board – Regular Meeting – April 20, 2026

FROM: Kim Golden, P.E., City Engineer

CC: Doug Kneupper, P.E, Consulting Engineer

DATE: April 16, 2026

RE: P3721 Gulf Freeway – Mr. Car Wash - Development Plan and Determination whether the proposed use meets the purpose and vision of the Crystal Lagoon District.

Background: The applicant is Ashley Astor, on behalf of prospective owner/developer, Mr. Car Wash. The project is located 274 ft north of Lago Mar Blvd on Lot 3 of Lago Mar Commercial Replat No. 6. The project will consist of the development and operation of modern, eco-friendly car wash facility designed to provide high quality cleaning and detailing services for a wide range of vehicles. The car wash will offer both automatic and manual wash options, including exterior washing, interior cleaning, and vacuuming services. The facility will be strategically located to ensure accessibility and convenience for customers within the Lago Mar Master Planned development.

The site plan shows 22 vacuum stalls. Access to be shared with the adjacent Lot 4 from the I45 southbound frontage road.

Membership pricing for the closest existing installation of Mr Car Wash at Rankin Rd, Houston Tx is: For single exterior single was: Base - $10.00; Base Plus $14.00; Platinum $22.00; Titanium $26.00. For unlimited wash club Base - $22.99/mo; Platinum - $32.99/month; Titanium - $39.99/month. It has been represented the Texas City installation would have similar pricing. Details of the packages can be found at https://mistercarwash.com/store/rankin-road/?utm_source=google&utm_medium=organic&utm_campaign=gbp. The applicant advised promotions are regularly offered for new customers and members.

If the Development Plan is approved the anticipate timeline is 2 months to prepare construction documents; 3 to 4 months for permitting; 7 months for construction after the internal roads in the development are completed for access. Estimated grand opening: 2027-2028 dependent on overall development progress.

Requested Action: The prospective owner/developer seeks approval of a Development Plan for a stand-alone car wash. The use as a stand-alone car wash is not listed as a Permitted Use for the Commercial Subarea in the Crystal Lagoon District. Therefore, the Planning Board must first make a determination that the proposed use as a stand-alone car wash is consistent with the Permitted Uses for the Crystal Lagoon District before considering the Development Plan.

street furniture, public art, and designer streetlamps and signage will reinforce the theme." Pg 13.

The Permitted Uses Table 1.0 addresses Motor Vehicle/Transportation uses as a category. Stand alone car wash is not listed in the table as a permitted use in the motor vehicle/ transportation category or in any of the enumerated categories. The permitted uses listed in the category of Motor Vehicle/Transportation are: auto service station, bicycle sales, repairs & hire, recreational vehicle rental, recreational vehicle and boat sales. Staff did not consider a clear reading of these uses to include a stand-alone car wash as a Motor Vehicle/Transportation Use under the PUD Amendment. There were no other use designations which reference a car wash or similar use.

The Crystal Lagoon District PUD Amendment also references the City's District "E-2" (Freeway Commercial) for guidance in Sub-area 1 as follows: "Sub-area 1: Commercial. Sub-area 1 is intended to allow a mix of commercial uses that orient both to the interstate highway and to the Crystal Lagoon. It is intended that this will be the least restrictive area and will be similar to the City's District "E-2" (Freeway Commercial) zone."

- Zoning District "E-2" (Freeway Commercial) in Section 160.037 lists the principal uses as any use permitted in the "O-P" (Office Professional), "D" (Neighborhood Service) or "D-1" (Limited Service) Districts subject to the regulations of District "E-2"; automobile, motorcycle, light load truck and motor home sales and leasing; hospitals; and shopping malls.
- A stand-alone car wash would typically be considered compliant with Section 160.035 District "E" (General Business) which enumerates in Subparagraph "(11) Car washes, self-service, full service or automated". The Crystal Lagoon District PUD Amendment did not reference District "E" (General Business) as guidance for interpreting permitted uses. It referenced the more restrictive, District "E-2". District "E-2" does not include District "E" (General Business) by reference.

The Planning Board may also consider the public interest in whether a stand-alone car wash is an unmet need for citizens of Texas City. A car wash installation at Buc-ee's was approved by the Planning Board on May 1, 2023. Buc-ee's is not located in the Crystal Lagoon District. It is likely the HEB to be located at the southwest intersection of Lago Mar Blvd and the I-45 southbound frontage road will include an automated car wash installation with the fueling station as an accessory use which would be permitted because the principal use as a grocery store with fuel station is one of the enumerated uses for the subarea.

Discussion and Staff Recommendation re Proposed Use: The proposed Mr. Car Wash project, if approved, will be the first use which is not listed in the Permitted Use table for the Crystal Lagoon District. In January 2026, the Planning Board previously denied an application for a retail tire shop (Mavis Tire) at P3713 Gulf

Freeway as a non-compliant use. The Planning Board must consider whether the proposed use may be suitable for the District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest."

It is very early in the buildout of the commercial subarea. The vision and purpose of the Crystal Lagoon District was intended to create a very unique "boardwalk" vibe and place of destination. The Planning Board decision regarding the proposed use will establish a precedence regarding the unique character and vibe of the District.

The citizens of Texas City and residents of Lago Mar have made substantial investments into the realization of the vision and purpose of the Lago Mar PUD. The approval of the Crystal View District amendment by the City Commission was a further affirmation of the original vision and purpose to create a choice neighborhood of destination that would specifically draw residents and customers to Texas City for its unique vibe and appeal. To support the purpose and intent of the Lago Mar PUD development, Texas City and the other taxing entities supported the development financially through the formation and support of six (6) municipal utility districts and the Tax Increment Reinvestment Zone which financed the necessary public infrastructure including water, sewer and drainage facilities.

The inventory of available lots located in Texas City with frontage along I-45 is very limited. The purposes of the Lago Mar PUD and the Crystal Lagoon District amendment included a purpose to promote the highest and best uses of those commercial lots as unique destinations that would attract visitors and provide unique experiences and opportunities. The proposed use is not unique because numerous car wash installations are already operating in Texas City and at least two others are planned in other sections of Lago Mar, one of which does not have the restrictions of the Crystal Lagoon District.

Consideration of these factors would tend not to support an interpretation that the use as a stand-alone car wash is consistent with the purpose and vision of the Crystal Lagoon District and PUD Amendment. **For these reasons, staff do not recommend approval of the proposed use as compliant with the Lago Mar PUD.**

Discussion and Staff Recommendation re Development Plan: The Planning Board should consider separately whether the proposed use as a stand-alone car wash is suitable for the Crystal Lagoon District based upon "the vision and objective of the District, the potential amenity impacts associated with the use and whether allowing the use (with or without special conditions) is in the public interest." If the Planning Board determines the use is suitable, it will then consider approval of the proposed Development Plan. This section of the memo addresses the Development Plan.

The Final Plat for this location was approved by the Planning Board on October 6, 2025, but has not yet been recorded because the infrastructure for water, sewer, streets and drainage have not yet been constructed. Infrastructure plans have been

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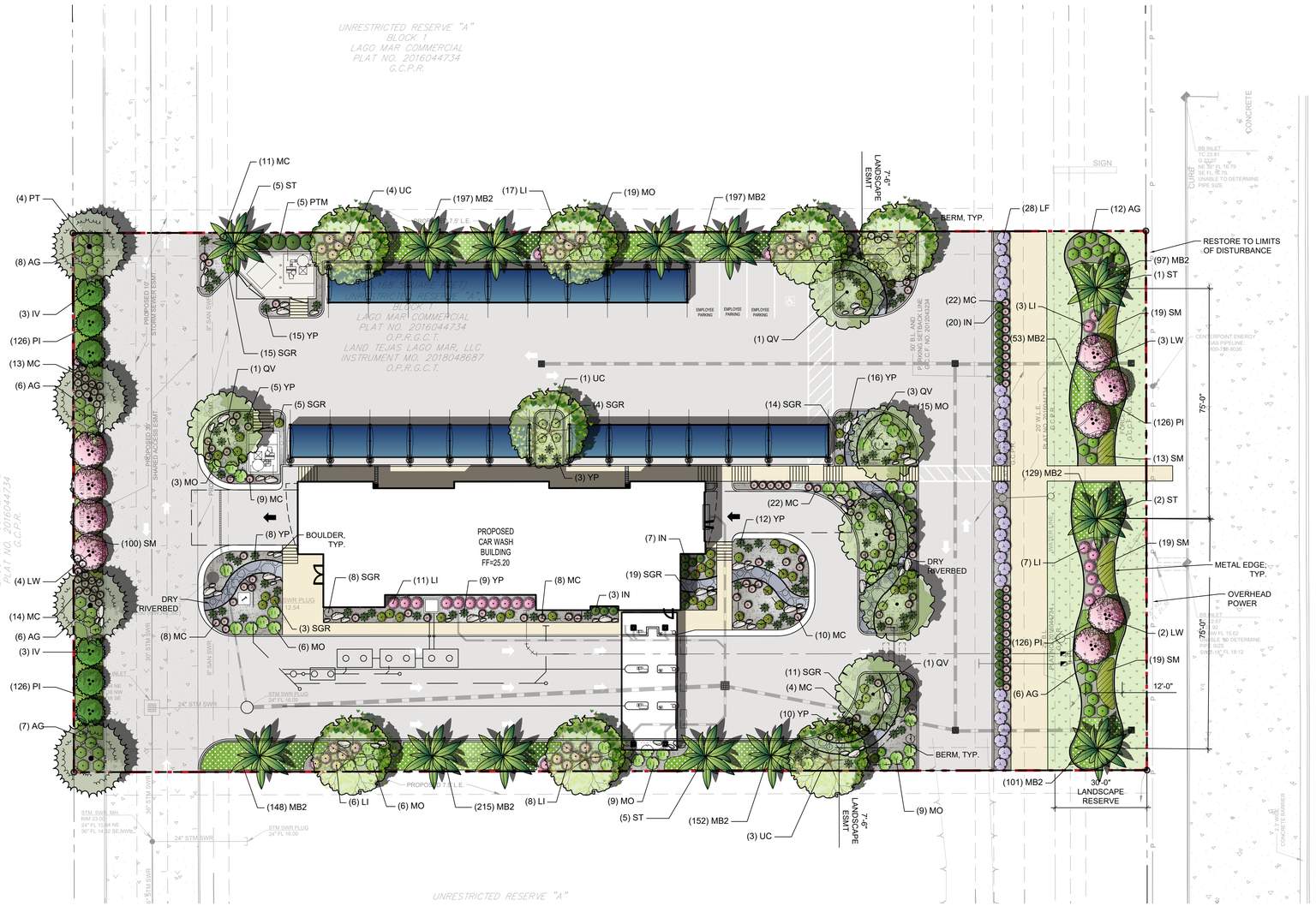
(409) 948-3111 * www.texascitytx.gov

approved by the City, and construction is in progress. Completion of the construction of the infrastructure is expected in summer 2026. Upon inspection, testing and acceptance of the infrastructure by the City, the Final Plat can be recorded and a building permit issued.

The Applicant has addressed all comments regarding the site plan. The plans provide for the landscaping area along the I-45 frontage road and for connectivity to the green bolt through the commercial area. Building elevations showing compliance with the requirements of the Gateway Overlay District have also been provided.

Recommendation: If the Planning Board determines the proposed use as a stand-alone car wash is not compliant with the Crystal Lagoon District PUD Amendment, the Planning Board should deny the Development Plan.

If the Planning Board finds the proposed use compliant with the Crystal Lagoon District PUD Amendment approval of the Development Plan should be conditioned upon the restriction that no building permit can be issued until the Final Plat is recorded.



GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES. PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL SOLID SOD IN ALL RIGHT-OF-WAYS AND PARKWAYS (UNLESS NOT ALLOWED BY THE LOCAL JURISDICTION) AND SHALL PROVIDE WATERING AND MAINTENANCE UNTIL THE TURF IS ESTABLISHED AND HAS BEEN ACCEPTED BY OWNER.
6. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
7. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING, CURBS, WATER, STORM, OR SANITARY SEWER UTILITIES. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF NATIVE ROCK BASED MULCH (DO NOT USE DECOMPOSED GRANITE, LAVA ROCK, WHITE OR RED ROCK OR SMOOTH RIVER ROCK), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PROVIDE WEED BARRIER UNDER ALL ROCK AND GROUND COVER PER MISTER LANDSCAPE DESIGN GUIDELINES UNDER SECTION 3.4 MULCH SPECIFICATIONS

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PLANTING & IRRIGATION GUARANTEE

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL NEWLY INSTALLED AND EXISTING PLANTS SHALL SURVIVE FOR ONE YEAR AFTER FINAL OWNER ACCEPTANCE OF THE INSTALLATION WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR APPROPRIATE WATERING OF THE LANDSCAPE THROUGH INSTALLATION OF A PROPERLY DESIGNED IRRIGATION SYSTEM. THE OWNER SHALL APPROVE THE SYSTEM DESIGN BEFORE INSTALLATION OF PLANTS OR IRRIGATION.

NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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LANDSCAPE ARCHITECTURE
LAND PLANNING IRRIGATION DESIGN

LANDSCAPE CALCULATIONS

JURISDICTION:	TEXAS CITY, TX
ZONING:	PUD - LAGO MAR PLAN UNIT DEVELOPMENT
SITE AREA:	61,601 SF
LANDSCAPE AREA (L.A.):	18,163 SF (29.5%)
FRONT YARD LANDSCAPE AREA:	11,238 SF

160.088 LANDSCAPING REQUIREMENTS

TREES:	
REQUIRED:	36 TREES (1 PER 500 SF OF L.A.)
PROVIDED:	38 TREES

I-45 CORRIDOR LANDSCAPE REQUIREMENTS

MIN. 30' WIDE LANDSCAPE RESERVE	PROVIDED
PALMS REQUIRED:	3 PALMS (1 PER 75 LF)
PALMS PROVIDED:	3 PALMS
TREES REQUIRED:	5 TREES (2 PER 75 LF)
TREES PROVIDED:	5 TREES*

*ORNAMENTAL TREES USED DUE TO CONFLICT WITH OVERHEAD POWER LINES

MIN. 12' WIDE PLANTING BAND	PROVIDED AS REQUIRED
PARKING LOT SCREENING	MIN. 3' HT. EVERGREEN SCREEN PROVIDED BACK OF CURB

OFF STREET PARKING AREAS

MIN. ONE (3-IN CAL.) TREE PLANTED WITHIN 50' OF EACH PARKING SPACE
PROVIDED FOR PARKING SPACES AND VACUUM SPACES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SMALL TREES					
	IV	6	Ilex vomitoria Yaupon Holly	Cont. or B&B	3-5 canes, 6' ht.
	LW	9	Lagerstroemia indica `Whit II` Dynamite® Crape Myrtle	Cont. or B&B	3-5 canes, 30 gal.
SHADE TREES					
	PT	4	Pinus taeda Loblolly Pine	Cont. or B&B	3" cal., 10' ht.
	QV	7	Quercus virginiana Southern Live Oak	Cont. or B&B	3" cal., 10' ht.
	UC	7	Ulmus crassifolia Cedar Elm	Cont. or B&B	3" cal., 10' ht.
PALMS					
	ST	13	Sabal texana Texas Sabal Palm	Cont. or B&B	12' C.T., Matched, Booted

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	MIN. SIZE
SHRUBS					
	AG	45	Abelia x grandiflora Glossy Abelia	Cont.	3 gal.
	IN	30	Ilex vomitoria `Nana` Dwarf Yaupon	Cont.	36" ht.
	LI	52	Lagerstroemia indica `Monimp` Petite Red Imp™ Crape Myrtle	Cont.	3 gal.
	LF	28	Leucophyllum frutescens `compactum` Texas Sage	Cont.	36" ht.
	MC	121	Muhlenbergia capillaris Pink Muhly Grass	Cont.	1 gal.
	PTM	5	Philadelphus texensis Texas Mockorange	Cont.	36" ht.
	MO	67	Poliomintha longiflora Mexican Oregano	Cont.	3 gal.
	SGR	79	Salvia greggii 'Furmans Red` Autumn Sage	Cont.	3 gal.
	YP	78	Yucca pallida Twistleaf Yucca	Cont.	3 gal.
GROUNDCOVERS					
	PI	504	Phyla incisa Frog Fruit	Cont.	1 gal., 18" o.c.
PERENNIALS / ORNAMENTAL GRASSES					
	MB2	1,289	Melampodium leucanthum Blackfoot Daisy	Cont.	1 gal., 18" o.c.
	SM	170	Stipa tenuissima Mexican Feather Grass	Cont	1 gal., 24" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	NOTES
ROCK / STONE				
	STN		5/8" Black Star Gravel Stone Mulch	4" thick layer over landscape fabric
	DR		6"-12" Diam. Native Rock Dry Riverbed Rock	Buried 1/3 to 1/2 of ht over landscape fabric.
SOD/SEED				
	TRF		Cynodon d. x transvaalensis `DT-1` TifTuf™ Bermudagrass	sod
		26	42"-48" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		24	24"-30" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	
		26	12"-18" DIA. FIELDSTONE BOULDER (NATURAL GRANITE) - BURY 1/3 TO 1/2 OF HEIGHT (TYP.)	

NOTE: A LOCAL EQUIVALENT TO FIELDSTONE BOULDERS MAY BE USED WITH OWNER'S WRITTEN APPROVAL.

SANDLOT ENGINEERING
1415 NORTH LOOP WEST, STE. 825, HOUSTON, TX 77008
FIRM NUMBER F-20170

NO.	DATE	REVISION DESCRIPTION	BY

SANDLOT PROJECT NUMBER: **0123.0002**
CHECKED BY: SA
DRAWN BY: JS

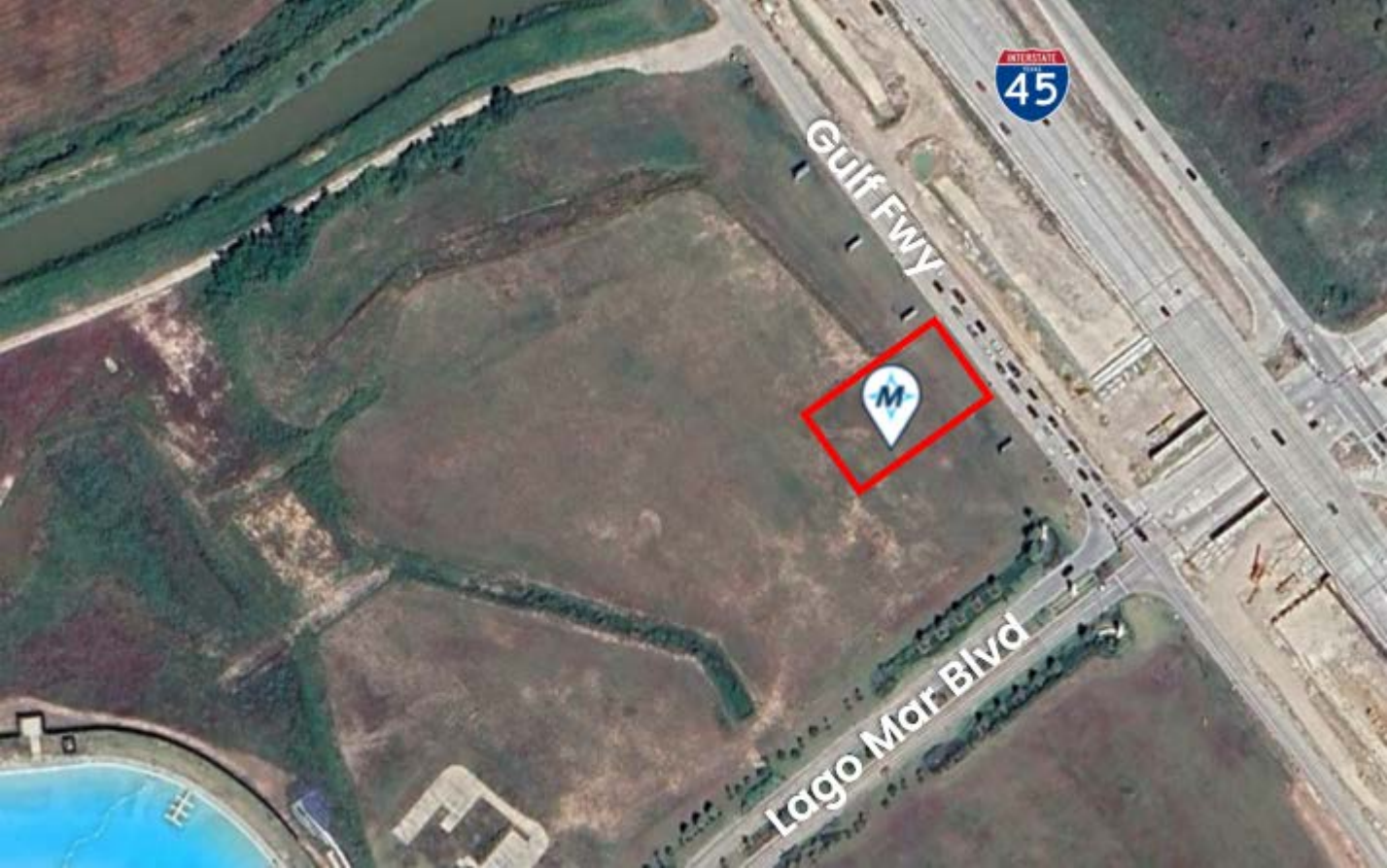
MISTER CAR WASH - TX 2595 LAGO MAR
3721 GULF FREEWAY
TEXAS CITY, GALVESTON COUNTY, TX 77568

LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
SHARON M STACKHOUSE
3682
STATE OF TEXAS

3/11/2026

SHEET NO.
LP-1


Gulf Fwy
45
Lago Mar Blvd

Mr. Car Wash
P3721 Gulf Fwy
Gulf Fwy
Gulf Freeway Frontage Rd
Beacon Pl Blvd
Central Park Rd
Lake Coleman
Lago Mar Blvd
Starboard Reach Dr
Lagoonfest Texas
Temporarily closed
Center Court Pizza & Brew - Lago Mar
Crystal View at Lago Mar - A Wan...
Crystal View Blvd
Galveston County Water Company Canal
Riviera Cv Dr
Lago Mar by CastleRock Communities
Golden Isle Dr
Rosemary Rd
Lago Mar by Pulte Homes
Secret Lagoon Ln
Blue Fort Dr
Red Pebble Ln
Playa Cove Ln
DR HORTON
Boterra at Lago Mar
Braids Take Down Service by Dee
DeMontrond Chevrolet
DeMontrond RV
Dickinson Junior High
Smart Living at Texas City
Sagecrest Ln
34th Ave N
N
Layers
Google Maps

To: City of Texas City - Planning Board
Attn: Kim Golden, City Engineer

From: Ashley Astor, Development Project Manager
Mister Car Wash

Date: March 13th, 2026

Subj: Mister Car Wash – 3721 Gulf Freeway - Texas City, TX
Consideration of Stand-Alone Express Car Wash within the
Crystal Lagoon District of the *Lago Mar Plan Unit Development*

Property Owner
First Hartford Realty Corp.
9121 Elizabeth Rd
Suite 105
Houston, TX 77055

Property Developer/Applicant
CWP Asset Corp.
Ashley Astor, Development Project Manager
3650 Annapolis Lane North
Suite 190
Plymouth, MN 55447
aastor@mistercarwash.com
Phone: (952) 715-8565

Applicant Interest

Dear Texas City Planning Board & Staff,

On behalf of Mister Car Wash, this letter is being submitted to provide additional context and rationale regarding the Site Plan Application request to develop a ±4,900sf stand-alone express car wash on a 1.50ac lot within the *Crystal Lagoon District* of the *Lago Mar Plan Unit Development ("PUD")* located at 3721 Gulf Freeway, Texas City, TX. Mister Car Wash appreciates staff's review of the application and hope these clarifications help demonstrate that the proposed use is appropriate, consistent with the intent of the PUD, and compatible with surrounding development.

The Mister Car Wash Development team has been working closely with the City of Texas City staff to advance this proposal for a new, modern express tunnel car wash. In advance of the Planning Board meeting, Mister Car Wash intends to host a community outreach meeting to further introduce the project, educate the community on the store's operations, and encourage community feedback and support. The proposed development meets all applicable City Code requirements for site compliance. In addition, Mister Car Wash has had close collaboration with the project's landscape partners to design a site plan that incorporates high-quality materials and enhanced landscaping to create an attractive and visually cohesive environment that complements the Lago Mar community and is in conformance with the *Crystal Lagoon District Lago Mar Plan Unit Development Developer's land use covenants and design guidelines*.

Crystal Lagoon District Lago Mar Plan Unit Development Consideration

While a stand-alone car wash is not listed as a by-right permitted use within the PUD, the PUD permits an ***automotive service station*** with an ***accessory car wash*** component. The Texas City Code defines this use as: *"A place or establishment where gasoline, oil, grease or motor vehicle accessories are sold, supplied or dispensed to the retail motor vehicle trade, and where the minor repair or washing of motor vehicles incidental to such gasoline service station is performed."* This definition confirms that a car wash use is considered acceptable within the PUD when associated with a higher-intensity automotive service station. From a planning and impact-analysis perspective, the proposed express car wash is significantly less intense than several uses already permitted within the PUD, such as a motel, night club, tobacco shop, etc. Noise levels, lighting impacts, and overall site activity for a modern stand-alone express car wash are significantly lower than those associated with fast-food restaurants, drive-thru uses, or service stations—uses that are permitted outright.

Because the PUD permits a car wash only when accessory to an automotive service station, an inherently more intensive land use, it is reasonable to conclude that a stand-alone express car wash aligns with, and in fact reduces, the impacts anticipated by the PUD. An accessory car wash attached to a gas station introduces several secondary impacts that do not exist with a primary-use express car wash, including fuel delivery traffic, late-night or 24-hour convenience store activity, increased on-site loitering, and heightened security concerns associated with fueling operations. By contrast, a stand-alone modern express car wash operates with a more limited and controlled activity profile, resulting in fewer overall site impacts than the automotive service station use that the PUD already contemplates.

The tract the Mister Car Wash parcel is located on is encumbered by private deed restrictions associated with the planned H-E-B grocery store. These restrictions expressly prohibit the development of *"convenience stores".* Although a convenience store is not, by definition, a *"gas station",* modern fueling facilities almost universally integrate a convenience store component as their primary commercial function. Under the *City of Texas City Development Code*, an *"auto-service station"* effectively operates as a gas station with a car wash as an accessory use. Because these private covenants cannot be modified by Mister Car Wash nor the City, the site cannot support a gas station or similar use that relies on a convenience store component. As a result, the only practical way to accommodate the car-wash function contemplated within the PUD is through a stand-alone express wash. This approach delivers the intended service without triggering the prohibited uses, and it does so with significantly fewer operational impacts than an auto-service station. Accordingly, a stand-alone express wash represents the most feasible, compliant, and lowest-impact means of implementing the PUD's envisioned car-wash use on this tract.

A grocery (H-E-B) anchored center is the type of commercial environment where convenience services such as express car washes perform well without conflict. If Mister Car Wash were required to locate elsewhere, the PUD could lose out on a complementary service-oriented user; the shopping center could lose valuable trip synergy; the pad site may remain vacant for an extended period until the owner finds a new non-deed restricted, permittable use; and the anchor tenant could lose a compatible service that supports the center's overall vitality.

Furthermore, any denial must be based on quantifiable land-use impacts, rather than a preference for the use to locate elsewhere in the city. The purpose of the Crystal Lagoon District Lago Mar PUD is to *permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity. The intent is to create large areas of compatible and mutually supportive activities with appropriate landscaping, by requiring the allowed uses to demonstrate adherence to higher development performance standards*. Mister Car Wash's proposal fulfills each of these objectives. The proposed use does not compete with H-E-B or any deed-restricted categories; it activates a parcel otherwise constrained by private covenants; it generates customer traffic that benefits surrounding tenants; and it aligns with the architectural standards and commercial character established for the PUD.

Mister Car Wash meets and exceeds all measurable standards of the PUD's *Developer's land use covenants and design guidelines* and the Texas City land use code. The company has also worked diligently with its landscape partners to enhance buffering, increase native plantings, and provide a robust, aesthetically refined landscape design that exceeds minimum requirements and ensures compatibility with surrounding development in the Lago Mar community.

Mister Car Wash Overview

Founded in Houston in 1969, Mister Car Wash has grown from a single local operation into the largest car wash operator in North America, with more than 540 locations across 21 states and over 30 sites within the Houston market. This long-standing regional presence reflects the company's proven ability to thrive in diverse community settings while delivering consistent, high-quality customer experience.

Mister Car Wash has an established track record of successfully operating in Houston's most affluent communities, including River Oaks, West University Place, Bellaire, Memorial, and Katy. These areas are characterized by high household incomes, multi-vehicle families, and a strong preference for convenient, quality-driven services, conditions that align closely with Mister Car Wash's operating model. Residents in these neighborhoods frequently own newer or luxury vehicles and value services that help maintain them. Mister's membership-based Unlimited Wash Club supports this lifestyle by offering convenience, consistent service, and routine visits that contribute to predictable and steady traffic within commercial centers.

The Mister brand is anchored in core values centered on quality, friendliness, and creating memorable experiences. The company lives its mission of Inspiring People to Shine through a culture defined by We Care. We Work Hard. We Have Fun. This philosophy informs every level of the organization and contributes to Mister's strong reputation as both a service provider and employer.

People, culture, and community investment are central to the company's identity. Mister Car Wash places significant emphasis on recruitment, retention, and professional development, supported by best-in-class training programs and ongoing employee investment. Approximately 90% of the company's General Managers are promoted internally, with average compensation packages exceeding $100,000 annually. Beyond its internal workforce investment, Mister actively partners with thousands of local organizations across the country, supporting education, youth programs, and community initiatives.

Environmental responsibility is another cornerstone of Mister's operations. The company partners with Project WET to promote water conservation and incorporates sustainability practices into all new-build facilities. These practices include utilizing more than 50% reclaimed or recycled water during the wash process, using proprietary phosphate and dye-free cleaning products, and deploying advanced reclamation systems that ensure water discharged back into municipal systems is clean and responsibly treated.

Operationally, Mister Car Wash facilities are designed for both efficiency and customer satisfaction. Most customers participate in the Unlimited Wash Club membership, which enables streamlined, RFID-based entry and reduces queuing onsite. A typical express wash operates with approximately 15 team members, with 3–4 employees on-site during operating hours, supported by regional maintenance staff overseeing two to three locations each. By keeping maintenance in-house, Mister maintains over 99% operational uptime. Additionally, Mister utilizes proprietary wash chemistry developed by an inhouse R&D team at its Tucson headquarters, ensuring consistent, high-performance results across all locations. On a portfolio-wide basis, the company reinvests the equivalent of approximately $150,000 per location each year to maintain clean, bright, and well-maintained facilities

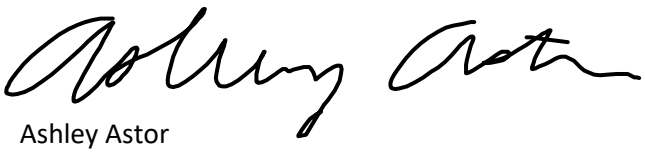
Conclusion

As the largest car wash operator in the United States, Mister Car Wash offers both long-term stability and strong brand recognition, making it a reliable tenant that enhances mixed-use retail environments within high-quality, master-planned communities such as Lago Mar. Mister Car Wash is committed to delivering a high-quality project that aligns with the intent of the PUD, fully complies with all zoning requirements, and contributes positively to the commercial character of the Lago Mar development. Considering the PUD's existing allowance for car washes as an accessory use, the added limitations imposed by private deed restrictions, and the low-impact operational profile of a modern express wash facility, Mister Car Wash believes this request is reasonable, appropriate, and fully consistent with the overall purpose and expectations of the PUD.

Mister Car Wash appreciates the Planning Board's time and consideration and welcomes the opportunity to meet with staff or provide any additional materials that may assist in finalizing this review.

Please contact me via my cell or email, listed below, with any questions.

Sincerely,



Ashley Astor
Development Project Manager
Mister Car Wash
aastor@mistercarwash.com
C: (952) 715-8565

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NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

LSA

March 2026

NOISE IMPACT ANALYSIS

LAGO MAR (2595) MISTER CAR WASH PROJECT

TEXAS CITY, TEXAS

Submitted to:

Ashley Astor
CWP West Corp., a Delaware corporation
3650 Annapolis Lane N, Suite 190
Plymouth, MN 55447

Prepared by:

LSA
6001 Shellmound Street, Suite 425
Emeryville, California 94608
(949) 553-0666

Project No. 20262806

LSA

March 2026

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A: SOUNDPLAN NOISE MODEL PRINTOUTS

LIST OF ABBREVIATIONS AND ACRONYMS

City	City of Texas City
dB	decibel(s)
dBA	A-weighted decibel(s)
I-45	Interstate 45
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
project	Lago Mar (2595) Mister Car Wash Project

INTRODUCTION

This noise impact analysis evaluates the potential noise impacts and noise reduction measures associated with the proposed Lago Mar (2595) Mister Car Wash Project (project) in Texas City, Texas. Since Texas City does not have specific noise level standards within the municipal code, this report utilized the City of Houston's Municipal Code noise level requirements for a project-specific noise impact analysis by examining the impacts of the proposed uses on the project site to surrounding uses and identifies whether any noise reduction measures to reduce project noise impacts would be necessary.

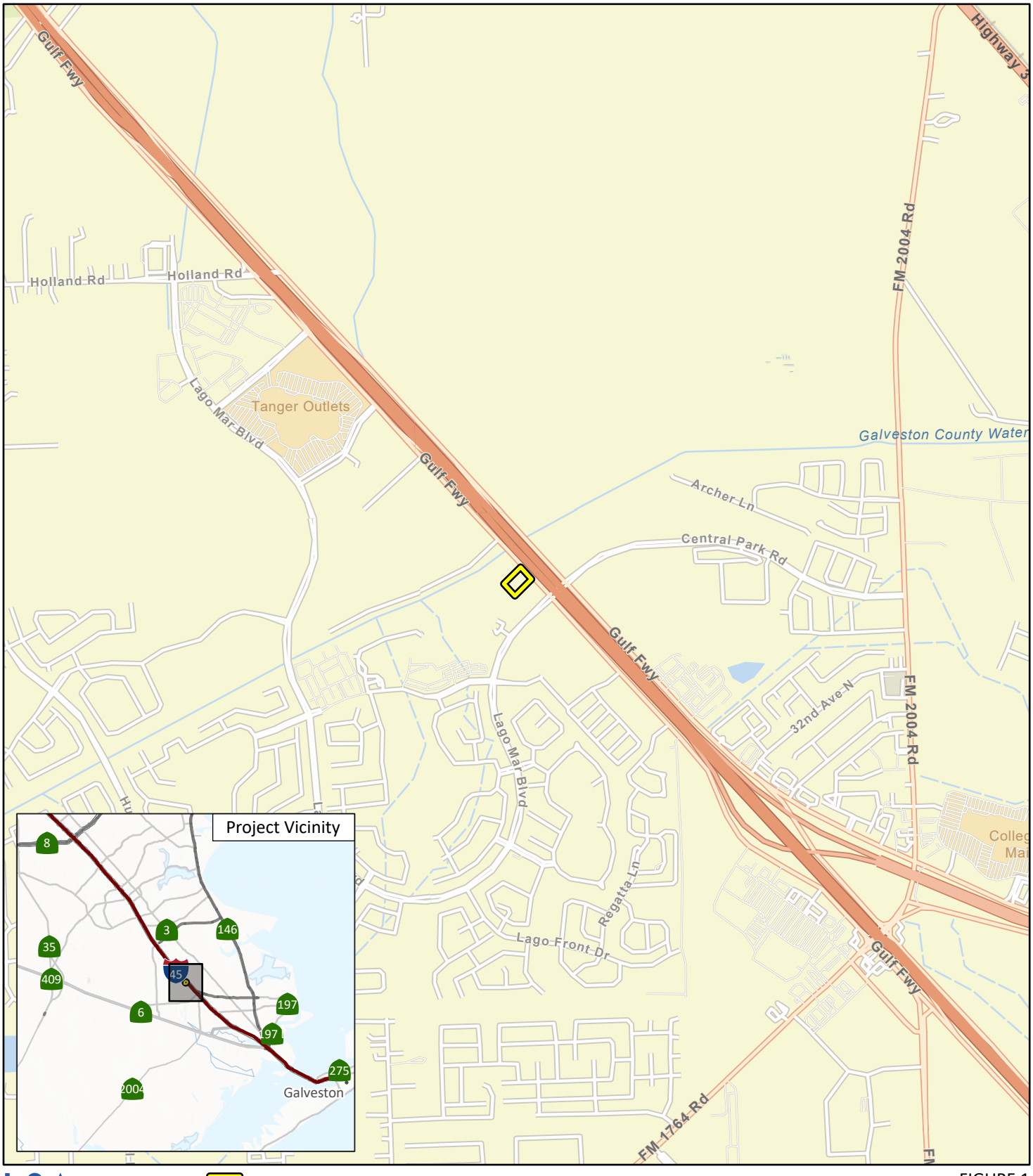
PROJECT LOCATION AND DESCRIPTION

The proposed project is located west of the intersection of Lago Mar Boulevard and Gulf Freeway Frontage Road in Texas City, Texas. The project location map and site plan are presented on Figures 1 and 2, respectively.

EXISTING LAND USES IN THE PROJECT AREA

The project site is primarily surrounded by residential uses. The areas adjacent to the project site include the following uses relative to true north:

- **Northeast:** Existing Gulf Freeway Frontage Road followed by Interstate 45 (I-45);
- **Southeast:** Existing vacant land that is planned commercial followed by residential uses;
- **Northwest:** Existing vacant land that is planned commercial; and
- **Southwest:** Existing vacant land which is zoned commercial followed by the existing Crystal Lagoon District.



LSA

Project Site

FIGURE 1

N

0 1000 2000
FEET

2595 Lago Mar - Noise Impact Analysis

Project Location

SOURCE: Esri Street Map (2026)

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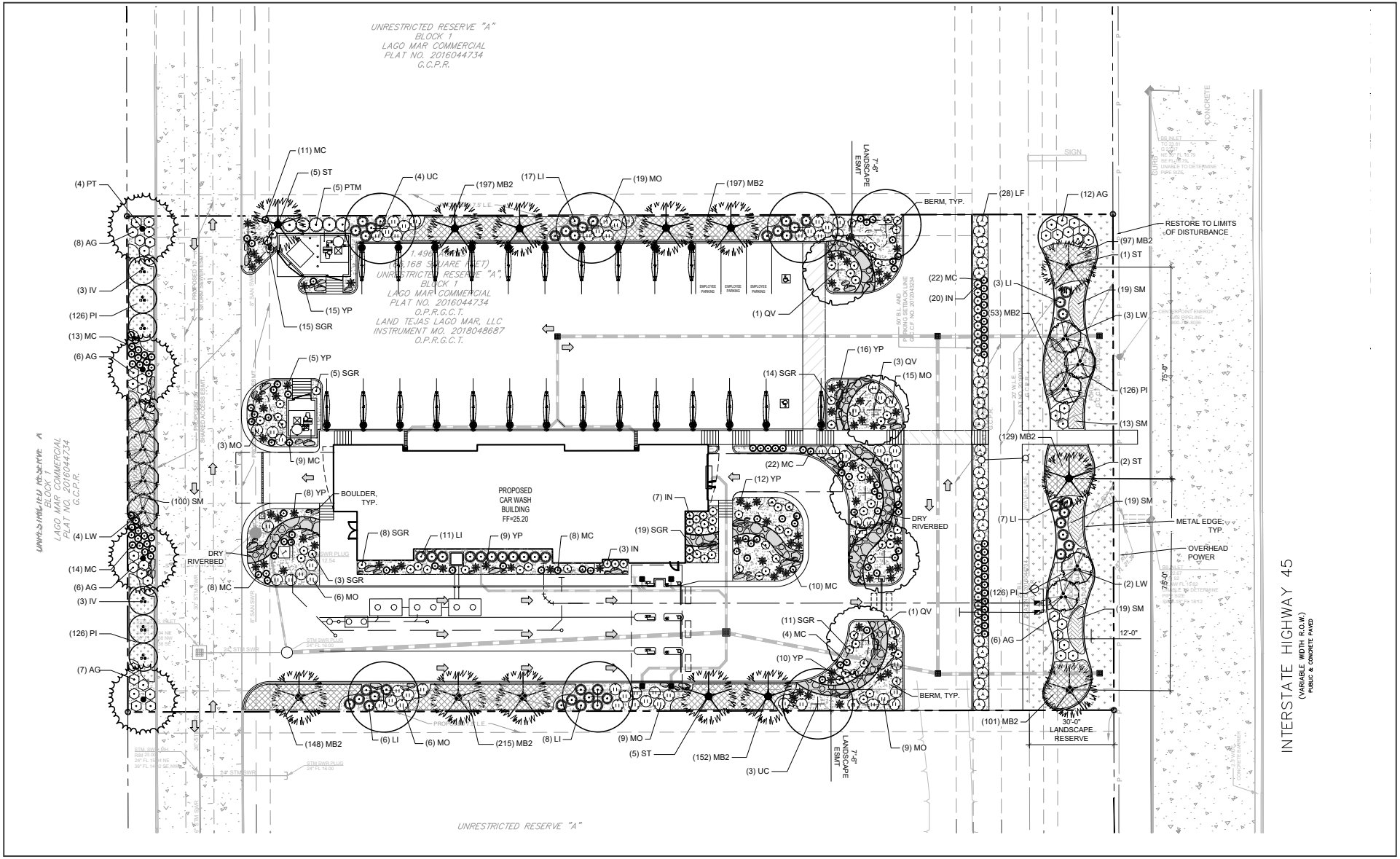

FIGURE 2

LSA

0 30 60
FEET

SOURCE: Sandlot Engineering

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Lago Mar TX MCW

Site Plan

NOISE FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound wave combined with the reception characteristics of the human ear. Sound intensity refers to the power carried by sound waves per unit area in a direction perpendicular to that area. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound pressure level and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound pressure level is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike linear units (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the sound's loudness. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels generate from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. Additionally, an increase of more than 5 dBA is typically considered readily perceptible in an exterior environment. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. It is usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Source 1 : *Technical Noise Supplement* (Caltrans 2013)
Source 2: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
Caltrans = California Department of Transportation
FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 ft		
	— 100 —	
Gas lawn mower at 3 ft		
	— 90 —	
Diesel truck at 50 ft at 50 mph		Food blender at 3 ft
	— 80 —	Garbage disposal at 3 ft
Noisy urban area, daytime		
Gas lawn mower, 100 ft	— 70 —	Vacuum cleaner at 10 ft
Commercial area		Normal speech at 3 ft
Heavy traffic at 300 ft	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	

Source : *Technical Noise Supplement* (Caltrans 2013).
Caltrans = California Department of Transportation
dBA = A-weighted decibels
ft = feet
mph = miles per hour

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

City of Houston Noise Ordinance

Since the City of Texas City does not include specific noise level standards in the Municipal code, the City of Houston's Municipal code is utilized in this report. The City of Houston addresses noise in Chapter 30: Noise and Sound Level Regulation. Section 30-5, Maximum permissible sound levels, states the following under (a):

"In addition to the violations established in other sections of this chapter, it is unlawful for any person to make, assist in making, permit, continue, cause to be made or continued, or permit the continuance of any sound beyond the property lines of the property on which the sound is being generated that exceeds the applicable dB(A) level listed below for the property on which the sound is received when measured from the property line of the residential or nonresidential property receiving the sound towards the source of the sound:

(1) Residential property:

a. 65 dB(A) during daytime hours.

b. 58 dB(A) during nighttime hours.

(2) Nonresidential property: 68 dB(A) at all times."

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

This section describes the existing noise environment in the project site vicinity. In Texas City, vehicle traffic is the primary source of noise. Other significant local noise sources include nearby commercial operations, construction noise, and mechanical equipment noise.

To determine the effect of existing and future noise levels in the vicinity of the project site generated by road traffic on I-45, a 3-D noise model, SoundPLAN, was used to incorporate the existing topography, traffic volumes, and traffic vehicle distribution. Traffic volumes were obtained from the Texas Department of Transportation traffic counts (TxDOT). The existing (2024) Average Annual Daily Traffic (AADT) on I-45 in the vicinity of the project site is approximately 90,747. The results show that typical daytime traffic noise levels at the project site would range from 72.5 dBA L_{eq} at the southwest property line to 78.0 dBA L_{eq} at the northeast property line of the project site. A printout of the SoundPLAN traffic noise model is presented in Figure 1 of Appendix A.

POTENTIAL PROJECT IMPACTS

LONG-TERM OPERATIONAL NOISE ASSESSMENT

The proposed car wash operations could affect existing and future off-site sensitive land uses. The two main stationary sources of noise include noise generated by the car wash tunnel and vacuum equipment. Operations of the car wash are expected to occur within the daytime hours of 7:00 a.m. to 10:00 p.m. No operations would occur during nighttime hours. The following provides a detailed noise analysis and discussion of each stationary noise source.

Car Wash Operations

The project would construct a drive-through car wash with a total of 24 vacuum stations, which would generate operational noise.

The vacuum stations are powered by equipment located west of the vacuum stations as shown on Figure 2. Based on reference noise specifications from noise measurements conducted by LSA at a similar Mister Car Wash (LSA 2025), the turbine used for this project would generate a noise level of 68.1 dBA at 10 feet (ft), and each of the vacuum stations would generate a noise level of 64.9 at 2 ft. For the purposes of this noise analysis, both vacuum equipment locations were assumed to be in operation simultaneously.

Based on reference noise level measurements gathered at a similar Mister Car Wash, noise levels at the car wash tunnel exit are 86.6 dBA L_{eq} at a distance of 25 ft. Additionally, noise levels at the car wash tunnel entrance are 79.7 dBA L_{eq} at a distance of 25 ft.

To determine the effect of future noise levels generated by the proposed project on noise-sensitive uses, SoundPLAN was used to incorporate the site topography, proposed buildings, road traffic, and stationary noise sources.

Cumulative Unmitigated Impact Assessment

Because existing daytime traffic noise levels exceed the applicable stationary noise standards, in order to determine if the proposed project operations would cause a noise impact, as assessment of operational noise levels as compared to traffic noise levels was completed. As shown in Figure 2 of Appendix A, the project would not cause a noise level increase of more than 5 dBA as compared to traffic noise levels beyond the project property line in all directions, which is the threshold for a readily perceptible noise level increase. For all areas showing no color, these areas indicate that project activities are less than 5 dBA above traffic or traffic noise is greater than project operational noise levels.

Therefore, operations from the project would not generate a perceptible impact and no reduction measures would be required.

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September.

City of Houston. 2026. *Code of Ordinances*. January 8.

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual. FTA Report 0123*. Office of Planning and Environment. September.

LSA Associates, Inc. (LSA). 2025. Mister Car Wash Springbrook Noise Measurements. February 12.

Texas Department of Transportation. 2024. *TxDOT Roadways AADT Volumes*. Website: https://www.txdot.gov/data-maps/traffic-count-maps.html

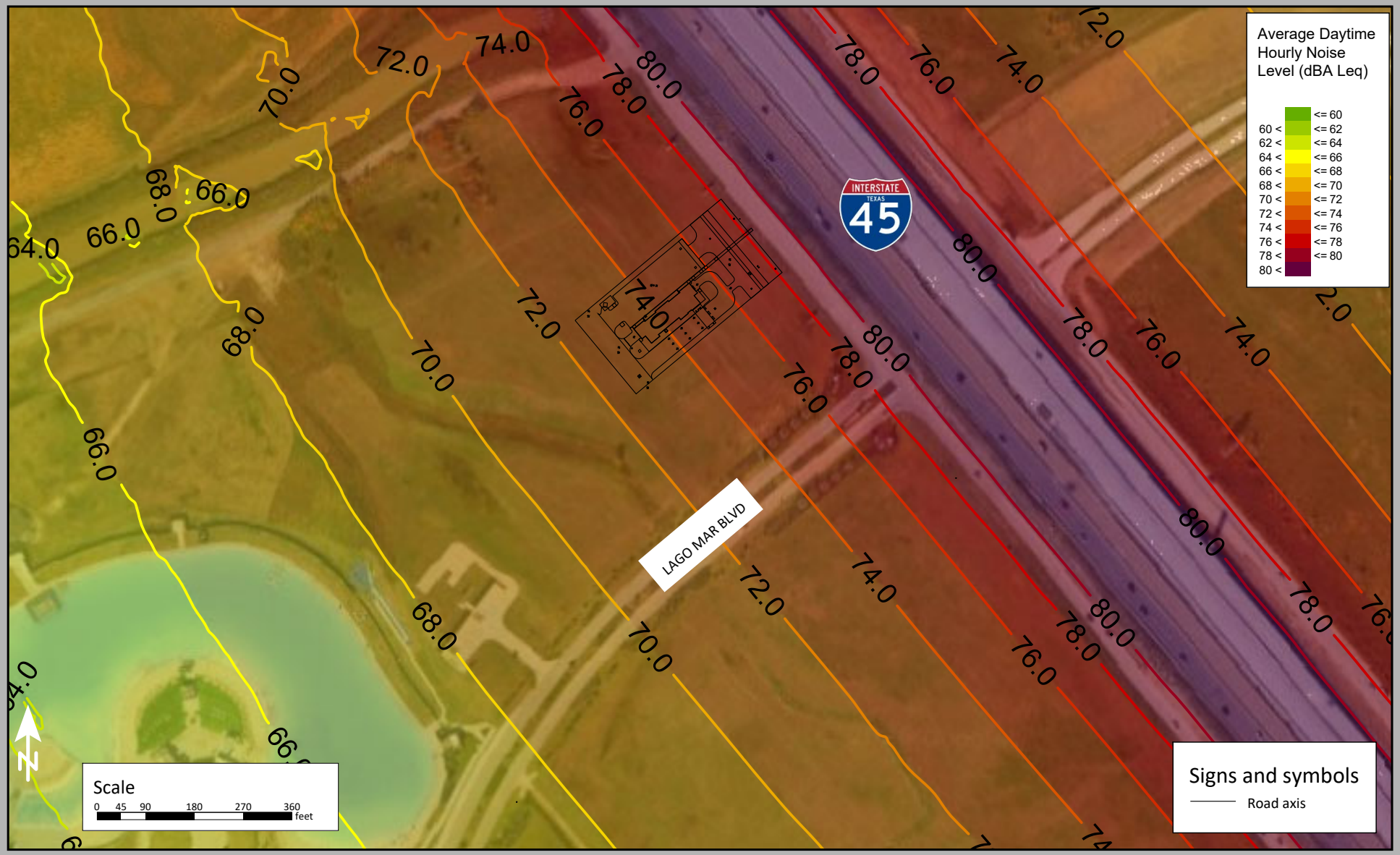
APPENDIX A

SOUNDPLAN NOISE MODEL PRINTOUTS

2595 Lago Mar TX MCW

Project No. 20262806

Figure 1: Existing I-45 Traffic Noise Levels



2595 Lago Mar TX MCW

Project No. 20262806

Figure 2: Project Operational vs Traffic Noise Levels

C:\Users\lStephens\Desktop\SoundPLAN\20262806 - 2595 Lago Mar TX MCW\Comp.sgs - last edit 3/11/2026

Mr. Car Wash
P3721 Gulf fwy
Gulf Fwy
Central Park Rd
Gulf Freeway Frontage Rd
Lago Mar Blvd
Starboard Reach Dr
Dickinson Junior High
Lagoonfest Texas
Temporarily closed
Center Court Pizza & Brew - Lago Mar
Crystal View at Lago Mar - A Wan Bridge Community
Luxury Townhomes for Rent
DeMontrond Chevrolet
DeMontrond RV
Galveston County Water Company Canal
Riviera Cv Dr
Crystal View Blvd
Secret Lagoon Ln
Red Pebble Ln
Boterra at Lago Mar
Braids Take Down Service by Dee
Smart Living at Texas City
Rosemary Rd
Blue Ridge Dr
Mariner Island Dr
Deep Marine Dr
Games, Films & Outdoor Fun: Luxe...
Playa Cove Ln
DR HORTON
Layers
Google Maps

To: City of Texas City – City Commission
Attn: Doug Kneupper, Interim City Engineer

From: Ashley Astor, Development Project Manager
Mister Car Wash

Date: July 15th, 2026

Subj: Mister Car Wash – 3721 Gulf Freeway - Texas City, TX
Appealing Denial of the Consideration of Stand-Alone Express Car Wash Use within the *Crystal Lagoon District* of the *Lago Mar Plan Unit Development*

Property Owner
First Hartford Realty Corp.
9121 Elizabeth Rd
Suite 105
Houston, TX 77055

Property Developer/Applicant
CWP Asset Corp.
Ashley Astor, Development Project Manager
3650 Annapolis Lane North
Suite 190
Plymouth, MN 55447
aastor@mistercarwash.com
Phone: (952) 715-8565

Dear Texas City Commission and Staff,

Mister Car Wash respectfully requests that the Texas City Commission overturn the Planning Board's April 20, 2026 denial and determine that a stand-alone express car wash is an allowable and comparable use within the *Crystal Lagoon District of the Lago Mar PUD, Partial Amendment No. 1.*

The adopted PUD was designed to accommodate a broad range of commercial uses, serving both residents and visitors while providing a framework for evaluating uses that are not expressly listed. **Section C** of the PUD identifies **Sub-Area 1**, where the proposed project is located, as the district's **"least restrictive area"** and contemplates a mix of commercial uses oriented to both I-45 and the Crystal Lagoon. The PUD further permits a variety of auto-centric and commercial-service uses and establishes specific criteria for evaluating unlisted uses.

The April 20th Planning Board minutes reflect discussion regarding whether a stand-alone express car wash is consistent with the vision and character of the *Crystal Lagoon District*. The adopted PUD, however, provides a clear methodology for evaluating unlisted uses based on (1) comparable land uses, (2) the vision and objectives of the district, (3) potential amenity impacts, and (4) the public interest.

As outlined in this narrative, the proposed stand-alone express car wash is comparable to permitted commercial and auto-centric uses within **Sub-Area 1**, is consistent with the district's stated vision and objectives, incorporates design and operational measures to minimize off-site impacts, and serves residents, visitors, employees, and businesses within the Crystal Lagoon District. For these reasons, the project satisfies the evaluation criteria established by the adopted PUD.

The PUD - Flexible Commercial Development

The *Crystal Lagoon District* was created to serve as a regional destination while also functioning as a commercial center for residents and visitors.

***Section C** of the PUD* states:

"The district is intended to permit an extensive variety of uses, built around the Crystal Lagoon that will serve as a regional destination and a local amenity."

Unlike a conventional zoning district that relies on a narrowly defined list of uses, this PUD was intentionally structured to accommodate a wide range of commercial activities. The language repeatedly emphasizes variety, flexibility, and mixed commercial development.

Most significantly, the PUD identifies **Sub-Area 1** as the district's "*least restrictive*" commercial area and states that it is, *"intended to accommodate a mix of commercial uses oriented to both Interstate 45 and the Crystal Lagoon".* The proposed site is located within **Sub-Area 1**, and the use serves residents, visitors, employees, and motorists traveling along the Interstate 45 corridor.

The PUD – Evaluation of Listed and Unlisted Uses

The PUD specifically anticipates that future uses may arise that are not expressly listed.

Section D.1 states:

*"Any use that is not expressly listed below and cannot be reasonably categorized as falling within the definition or common English interpretation of listed use, **may be considered by Texas City Planning Board as a Conditional Use or Specific Use.**"*

The same section further directs decision-makers to evaluate:

- *The permissibility of **similar land uses***
- *The **vision and objectives** of the district*
- *Potential **amenity impacts***
- *Whether permitting the use is in the **public interest**.*

The outline below demonstrates how a stand-alone express car wash complies with the above evaluation for the City Commission's consideration of the use approval.

Similar Land Uses

- The list of permitted uses within **Sub-Area 1** includes both destination-oriented uses and **everyday commercial and service uses**, including the following:
    - *Auto Service Stations*
        - This use is **expressly permitted** within **Sub-Area 1**.
        - Texas City's zoning definition of an Auto Service Station (*refer to Texas City Zoning Code **Section 160.006**)* specifically contemplates the **washing of motor vehicles** as part of that use.
    - *Convenience Stores with Fuel Sales*
    - *Grocery Stores with Fuel Sales*
    - *Banks and Financial Institutions*
    - *Medical Offices and Clinics*
    - *Grocery Stores*
    - *Pharmacies*
    - *Drive-Through Restaurants*
    - *Recreational Vehicle Rental*
    - *Recreational Vehicle and Boat Sales.*

Vision and Objectives of the District

- The PUD seeks to create *a "regional destination and a **local amenity**"* through an extensive variety of commercial uses. Residents, visitors, employees, and businesses within Lago Mar generate daily vehicle trips and utilize a range of commercial services within the district. A car wash is a commercial service use that complements the mixed-use environment and local-serving components contemplated by the PUD.
- The commercial area surrounding the proposed site currently includes, or is planned to include, a mix of retail, restaurant, financial, fitness, grocery, and service-oriented uses serving both residents and visitors. These uses reflect the diverse mix of commercial activity contemplated within **Sub-Area 1** of the Crystal Lagoon District.
- As the district has developed, the planned commercial uses have evolved to include a substantial number of businesses that provide everyday goods and services in addition to destination-oriented attractions. This mix of uses is consistent with the PUD's vision of creating a regional destination while also functioning as a local amenity for residents, visitors, employees, and businesses.
- **NAIOP** (*the Commercial Real Estate Development Association*) defines a "*neighborhood shopping center*" as a commercial development that provides convenience-oriented retail and service uses designed to meet the daily needs of surrounding consumers.
    - The mix of uses currently planned within this portion of Lago Mar includes many of these types of commercial services, including grocery, financial, restaurant, fitness, and service-oriented businesses.

Amenity Impacts

- Modern express car washes operate with enclosed equipment rooms, controlled lighting, substantial landscaping, and limited noise. Traffic impacts are predictable and occur primarily during daytime hours.
    - The proposed site plan includes additional buffering, enhanced landscaping, and increased native plantings beyond minimum code requirements.
- Several uses expressly permitted by the PUD, including **bars, nightclubs, outdoor performance venues, and entertainment facilities** may generate evening activity and large gatherings of patrons.
    - By comparison, the proposed car wash operation is limited to daytime business hours and does not involve those activities.

Public Interest

- The use provides a commercial service to residents, visitors, employees, and businesses within the district while generating investment, and employment opportunities.
- On April 16th, Mister Car Wash hosted a community open house session attended by approximately 20 Lago Mar residents. From the feedback we received the following:
    - 10 residents expressed support,
    - 1 requested additional information,
    - 2 did not support the project.
- Residents raised concerns related to traffic, noise, lighting, and safety—issues that have already been thoroughly evaluated through the City's staff review process, supporting technical studies, and proposed operational controls.
    - **Traffic:** The project is served by two existing access points, neither of which provides direct access to the car wash site. This access configuration minimizes any potential offsite vehicle queuing and addresses potential traffic concerns.
    - **Noise:** Mister Car Wash proactively retained an acoustical consultant to evaluate the project. Given the existing ambient noise levels generated by I-45, the analysis concluded the proposed operations would not result in a perceptible increase in noise beyond the property line. Additionally, the wash tunnel will be fully enclosed, and the vacuum equipment will be screened by an 8-foot masonry wall.
        - Furthermore, the site is approximately 620 ft north of Lagoonfest and is separated from it by a planned commercial development. The nearest residential property is approximately 1,287 ft away, with a proposed H-E-B development located between the project site and the residential area.
    - **Lighting/Safety:** Site lighting will be downward-directed and fully compliant with applicable code requirements. Operating hours will be limited to daytime hours, typically between 7:00 a.m. and 7:00 p.m., further minimizing impacts on surrounding properties.

Mister Car Wash – Design Standards Established by the PUD

The *Crystal Lagoon District* places emphasis on architecture, landscaping, and aesthetics.

The PUD requires:

- *Enhanced building materials*
- *High-quality architectural design*
- *Extensive landscaping*
- *Parking lot screening*
- *Coordinated building facades*
- *Pedestrian-oriented design elements*

Mister Car Wash's application complies with all applicable development standards and design requirements of the PUD. The applicant has worked with City staff throughout the review process and has incorporated revisions to the site design, landscaping, and project details in response to review comments.

Mister Car Wash facilities are intentionally designed to incorporate:

- Enhanced architectural design
- Masonry construction
- Significant landscaping
- Professional property maintenance
- Long-term operational oversight

The proposed development has been designed to comply with the applicable architectural and development standards established by the PUD. If approved, the project will continue through the City's site development and permitting processes, where compliance with all applicable codes and development requirements will be verified.

Express Stand-Alone Car Wash - Supports Both Residents and Visitors

The *Crystal Lagoon District* was established to function as both a regional destination and a local amenity. The PUD identifies the Crystal Lagoon District as both a regional destination and a local amenity, indicating the district is intended to accommodate a mixture of commercial uses serving both residents and visitors.

Lago Mar continues to add residential units, hotels, and commercial establishments. Users associated with those uses create additional and ongoing demand for everyday services.

A Mister Car Wash:

- Serves area residents, visitors traveling to the Lagoon, employees working in the district, and supports nearby commercial development

The proposed use would commercially serve residents, employees, and visitors.

Conclusion

The *Crystal Lagoon District of the Lago Mar PUD* was adopted to permit an extensive variety of uses and expressly identifies **Sub-Area 1** as the district's **least restrictive commercial area**.

While a stand-alone express car wash is not specifically listed in **Table 1.0**, the PUD establishes a process for evaluating unlisted uses based on comparable land uses, the vision and objectives of the district, potential amenity impacts, and the public interest.

The proposed use is comparable to several uses expressly permitted within **Sub-Area 1**, including Auto Service Stations, Convenience Stores with Fuel Sales, Drive-Through Restaurants, and Recreational Vehicle uses. Texas City's zoning definition of an Auto Service Station specifically contemplates the **washing of motor vehicles** as part of that use.

The evidence presented demonstrates that the proposed development is consistent with the PUD's architectural and design standards and incorporates enhanced landscaping, screening, and operational controls. The project has been evaluated through traffic and acoustical analyses, is separated from residential areas by substantial distance and intervening commercial development and is proposed to operate during daytime hours. Collectively, these design and operational features are intended to minimize off-site impacts and support compatibility with surrounding development.

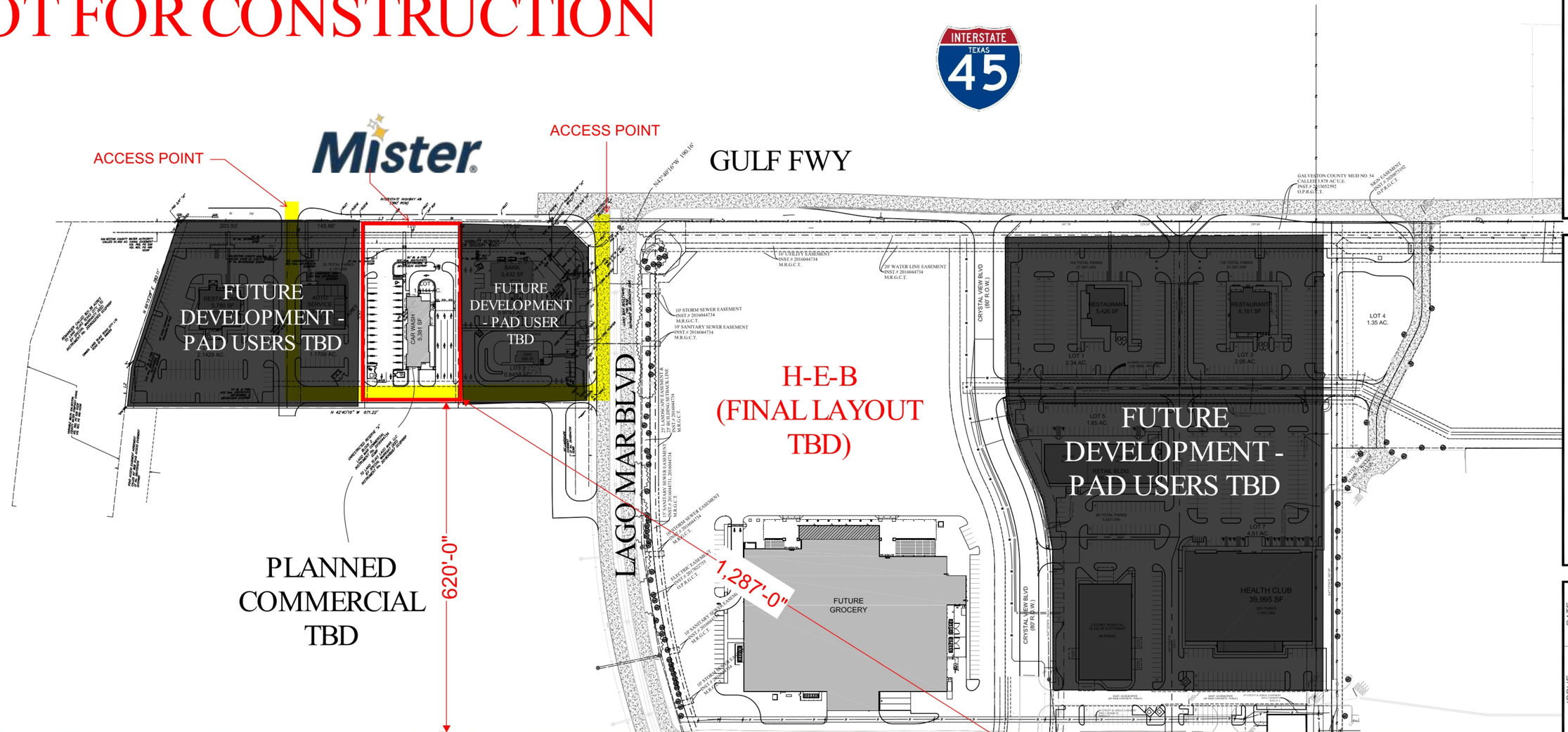
For these reasons, Mister Car Wash respectfully requests that the **City Commission overturn the Planning Board's denial** and determine that a stand-alone express car wash is a comparable and compatible use within the Crystal Lagoon District and consistent with the evaluation framework established by the adopted PUD.

Please contact me via my cell or email, listed below, with any questions.

Sincerely,

Ashley Astor
Development Project Manager
Mister Car Wash
aastor@mistercarwash.com
C: (952) 715-8565

NOT FOR CONSTRUCTION



DEVELOPMENT SERVICES INCORPORATED
900 Town & Country Lane Suite 220 Houston, Texas 77024 (713) 647-9211

PROPOSED DEVELOPMENT
I-45N & LAGO MAR BLVD
TEXAS CITY, TEXAS

No:	ISSUE:	DATE:

DRAWN	SWG
CHECKED	SWG
DATE	11/13/25

SHEET TITLE
DEVELOPMENT SITE PLAN

ALL DRAWN AND WRITTEN INFORMATION APPEARING HEREIN SHALL NOT BE DUPLICATED, DISCLOSED, OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF DEVELOPMENT SERVICES, INC.

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SP-1CP